



Bray to City Centre Core Bus Corridor Scheme

NTA Observations on the Proposed Scheme CPO Objections

May 2024

**BUS
CONNECTS**

SUSTAINABLE TRANSPORT FOR A BETTER CITY.

Table of Contents

1.	Introduction	15
1.1	Introduction	15
1.2	Overview of Objections Received	15
2.	Response to Objections to the Compulsory Purchase Order (CPO)	19
2.1	CPO-001 – Aaron Wootton (The Orchard)	19
2.1.1	Description of the Proposed Scheme at this location	19
2.1.1	Summary of Objections Raised	21
2.1.2	Response to Objections Raised	22
2.2	CPO-002 – Aeval Unlimited Company	27
2.2.1	Description of the Proposed Scheme at this location	27
2.2.2	Summary of Objections Raised	28
2.2.3	Response to Objections Raised	29
2.3	Woodbank Estate, Shankill - CPO-003, CPO-005, CPO-006, CPO-009, CPO-015, CPO-018, CPO-027, CPO-028, CPO-029, CPO-033, CPO-037, CPO-045, CPO-076 and CPO-084	39
2.3.1	Description of the Proposed Scheme at this location	39
2.3.2	Objections Raised	41
2.3.3	Woodbank General Issues	41
2.3.4	CPO-003 – Alison, Mark, Leya & Esme Fallon	177
2.3.5	CPO-005 – Aoife Stokes & Glenn Mason	182
2.3.6	CPO-006 – AWC Estate Owners Management Company	183
2.3.7	CPO-009 – Brian Holland	185
2.3.8	CPO-015 – Courtenay Pollard	188
2.3.9	CPO-018 – Dermot & Anne Grumley	191
2.3.10	CPO-027 – Fiachra Baynes & Sinead Lucey	192
2.3.11	CPO-028 – Fiona Bennett & Brendan Dunne	194
2.3.12	CPO-029 – Fionnuala & Noel Gilchrist	196
2.3.13	CPO-033 – Gavin Doherty	199
2.3.14	CPO-037 – Jane & John Deehan	203
2.3.15	CPO-045 – Mark & Christine Russell	206
2.3.16	CPO-076 – Stephen & Marie Hedderman	207
2.3.17	CPO-084 – Zoe Stephenson & Adam Wong	208
2.4	CPO-004 – Anne, David, Orla, Thomas & Marlene Fitzpatrick	210
2.4.1	Description of the Proposed Scheme at this location	210
2.4.2	Summary of Objections Raised	211
2.4.3	Response to Objections Raised	212
2.5	No.2 Donnybrook Road - CPO-007 and CPO-051	214
2.5.1	Description of the Proposed Scheme at this location	214
2.5.2	Objections Raised	216
2.5.3	CPO-007 – Bastille Realty Limited	216
2.5.4	CPO-051 – MOLA Architecture	230
2.6	CPO-008 – Beechfield Manor Nursing Home	237
2.6.1	Description of the Proposed Scheme at this location	237
2.6.2	Summary of Objections Raised	238
2.6.3	Response to Objection Raised	239
2.7	CPO-010 – Catriona McNally	245
2.7.1	Description of the Proposed Scheme at this location	245
2.7.2	Summary of Objections Raised	246
2.7.3	Response to Objection Raised	247
2.8	Olcovar Estate, Shankill - CPO-011, CPO-026, CPO-038, CPO-057 and CPO-069	254
2.8.1	Description of the Proposed Scheme at this location	254
2.8.2	Objections Raised	256

2.8.3	CPO-011 – Céleste Golden.....	256
2.8.4	CPO-026 – Fergus McCarthy.....	261
2.8.5	CPO-038 – Joe O'Sullivan	265
2.8.6	CPO-057 – Patrick & Sandra Morris	265
2.8.7	CPO-069 – Seán O'Leary	266
2.9	CPO-012 - Chris Horn	267
2.9.1	Description of Proposed Scheme at this Location.....	267
2.9.2	Summary of Objections Raised.....	268
2.9.3	Response to Objection Raised.....	269
2.10	CPO-013 - Circle K Bray	276
2.10.1	Description of the Proposed Scheme at this location	276
2.10.2	Summary of Objections Raised.....	278
2.10.3	Response to Objection Raised.....	279
2.11	Circle K, Donnybrook – CPO-014 and CPO-064	291
2.11.1	Description of the Proposed Scheme at this location	291
2.11.2	Objections Raised.....	293
2.11.3	CPO-014 - Circle K, Donnybrook	293
2.11.4	CPO-064 - Redrock Donnybrook Ltd	295
2.12	CPO-016 - David & Anne-Marie Munro	300
2.12.1	Description of the Proposed Scheme at this location	300
2.12.2	Summary of Objections Raised.....	302
2.12.3	Response to Objection Raised.....	302
2.13	Deirdre Spillane and Paula Whelan & Roy Parker – CPO-017 and CPO-058	307
2.13.1	Description of the Proposed Scheme at this location	307
2.13.2	Objections Raised.....	308
2.13.3	CPO-017 – Deirdre Spillane.....	309
2.13.4	CPO-058 - Paula Whelan & Roy Parker	312
2.14	CPO-019 - Donnybrook Fair Limited.....	316
2.14.1	Description of the Proposed Scheme at this location	316
2.14.2	Summary of Objections Raised.....	318
2.14.3	Response to Objections Raised.....	318
2.15	Eamon Griffith and Padraic & Anna Costello – CPO-020 and CPO-056	321
2.15.1	Description of the Proposed Scheme at this location	321
2.15.2	Objections Raised.....	323
2.15.3	CPO – 020 – Eamon Griffith	323
2.15.4	CPO – 056 - Padraic & Anna Costello	352
2.16	CPO-021 - Edmund Rice Schools Trust Limited	353
2.16.1	Description of the Proposed Scheme at this location	353
2.16.2	Summary of Objections Raised.....	354
2.16.3	Response to Objection Raised.....	355
2.17	CPO-022 - Edward C Brady	361
2.17.1	Description of the Proposed Scheme at this location	361
2.17.2	Summary of Objections Raised.....	362
2.17.3	Response to Objection Raised.....	363
2.18	Beauchamp House, Bray – CPO-023 and CPO-024	365
2.18.1	Description of the Proposed Scheme at this location	365
2.18.2	Objections Raised.....	367
2.18.3	CPO-023 – Eoin Conway	367
2.18.4	CPO-024 – Eoin Conway & Helen Clarke.....	382
2.19	CPO-025 - Executors of Kevin O'Gorman Deceased	390
2.19.1	Description of the Proposed Scheme at this location	390
2.19.2	Summary of Objections Raised.....	391
2.19.3	Response to Objection Raised.....	392

2.20	Dargle Centre, Bray – CPO-030, CPO-031, CPO-041, CPO-042 and CPO-047	394
2.20.1	Description of the Proposed Scheme at this location	394
2.20.2	Objections Raised	396
2.20.3	CPO-030 – Four Star Pizza	396
2.20.4	CPO-031 – Four Star Pizza	406
2.20.5	CPO-041 – Kingsley Hogan – MuMu Fashion Ltd.	406
2.20.6	CPO-042 – Mandabard Holdings Ltd	412
2.20.7	CPO-047 – MCL Estates Ltd.....	416
2.21	CPO-032 - St Anne's Church (Fr. Michael O'Sullivan SAC, PP).....	426
2.21.1	Description of the Proposed Scheme at this location	426
2.21.2	Summary of Objections Raised	428
2.21.3	Response to Objection Raised.....	429
2.22	The Barbeque Centre, Shankill – CPO-034, CPO-060, CPO-063 and CPO-077.....	438
2.22.1	Description of the Proposed Scheme at this location	438
2.22.2	Objections Raised	440
2.22.3	CPO-034 – Gerry Cosgrave.....	440
2.22.4	CPO-060 – PM O'Loughlin Shankill Limited	444
2.22.5	CPO-063 – Rebecca Dunford & Niall Donnelly	447
2.22.6	CPO-077 – Swift Clean.....	448
2.23	CPO-035 - Gwen & John Downing	450
2.23.1	Description of the Proposed Scheme at this location	450
2.23.2	Summary of Objections Raised.....	451
2.23.3	Response to Objection Raised.....	452
2.24	CPO-036 - Gwen Thomas & Edward Fidgeon	462
2.24.1	Description of the Proposed Scheme at this location	462
2.24.2	Summary of Objections Raised.....	464
2.24.3	Response to Objection Raised.....	464
2.25	Ever Ready Centre, Donnybrook - CPO-039, CPO-046 and CPO-48.....	468
2.25.1	Description of the Proposed Scheme at this location	468
2.25.2	Objections Raised	470
2.25.3	CPO-039 – John & Kevin O'Sullivan TA First Stop Donnybrook	470
2.25.4	CPO-046 – MCL Estates Ltd.....	474
2.25.5	CPO-048 – MCL Estates Ltd. – First Stop	484
2.26	CPO-040 - Kennedy Wilson & Kennedy Wilson Investments	486
2.26.1	Description of the Proposed Scheme at this location	486
2.26.2	Summary of Objections Raised	487
2.26.3	Response to Objections Raised	487
2.27	CPO-043 - Margaret Mary Gildea	491
2.27.1	Description of the Proposed Scheme at this location	491
2.27.2	Summary of Objections Raised.....	492
2.27.3	Response to Objection Raised.....	493
2.28	Kiltuc, Dublin Road, Shankill - CPO-044 and CPO-059.....	496
2.28.1	Description of the Proposed Scheme at this location	496
2.28.2	Objections Raised	498
2.28.3	CPO-044 – Marian Ward.....	499
2.28.4	CPO-059 – Peadar Ward	503
2.29	Castle Street Shopping Centre, Bray –CPO-049, CPO-050 and CPO-052.....	504
2.29.1	Description of the Proposed Scheme at this location	504
2.29.2	Objections Raised	506
2.29.3	CPO-049 – Melcorpo Commercial Properties Limited	506
2.29.4	CPO-050 – Melcorpo Commercial Properties Limited	513
2.29.5	CPO-052 – Musgrave Limited.....	513
2.30	CPO-053 - Myrtle Johnston.....	515

2.30.1	Description of the Proposed Scheme at this location	515
2.30.2	Summary of Objections Raised	516
2.30.3	Response to Objection Raised	517
2.31	CPO-054 - Nigel Kenning	520
2.31.1	Description of the Proposed Scheme at this location	520
2.31.2	Summary of Objections Raised	521
2.31.3	Response to Objection Raised	522
2.32	CPO-055 - Nina & Peter Brennan	525
2.32.1	Description of the Proposed Scheme at this location	525
2.32.2	Summary of Objections Raised	527
2.32.3	Response to Objection Raised	528
2.33	Rathmichael Primary School, Shankill – CPO-061 and CPO-062	534
2.33.1	Description of the Proposed Scheme at this location	534
2.33.2	Objections Raised	536
2.33.3	CPO-061 – Rathmichael National School	536
2.33.4	CPO-062 – Rathmichael Parish School	545
2.34	North Wicklow Educate Together, Bray – CPO-065 and CPO-080	546
2.34.1	Description of the Proposed Scheme at this location	546
2.34.2	Objections Raised	547
2.34.3	CPO-065 – Religious Sisters of Charity	548
2.34.4	CPO-080 – The Marian Centre CLG	557
2.35	CPO-066 - Rhoda Draper	558
2.35.1	Description of the Proposed Scheme at this location	558
2.35.2	Summary of Objections Raised	560
2.35.3	Response to Objection Raised	560
2.36	CPO-067 - Ross Lawless & Lisa Kenny	564
2.36.1	Description of the Proposed Scheme at this location	564
2.36.2	Summary of Objections Raised	566
2.36.3	Response to Objection Raised	567
2.37	CPO-068 - Sarah & Peter Brennan	577
2.37.1	Description of the Proposed Scheme at this location	577
2.37.2	Summary of Objections Raised	578
2.37.3	Response to Objection Raised	579
2.38	CPO-070 - Shamrock Hill Mgmt. Ltd	581
2.38.1	Description of the Proposed Scheme at this location	581
2.38.2	Summary of Objections Raised	582
2.38.3	Response to Objections Raised	583
2.39	CPO-071 - Shanganagh Marble & Stone Centre	589
2.39.1	Description of Proposed Scheme at this Location	589
2.39.2	Summary of Objections Raised	590
2.39.3	Responses to Objections Raised	591
2.40	CPO-072 - Sharon & Nigel Rogers (Carezza)	597
2.40.1	Description of the Proposed Scheme at this location	597
2.40.2	Summary of Objections Raised	599
2.40.3	Response to Objection Raised	600
2.41	CPO-073 - Sharon McKenna Murphy	606
2.41.1	Description of the Proposed Scheme at this location	606
2.41.2	Summary of Objections Raised	607
2.41.3	Response to Objection Raised	608
2.42	Sir Marc Cochrane (Woodbrook Estate) – CPO – 074 and CPO – 075	616
2.42.1	Description of the Proposed Scheme at this location	616
2.42.2	Summary of Objections	620
2.42.3	CPO-074 – Sir Marc Cochrane	620

2.42.4	CPO-075 - Sir Marc Cochrane	656
2.43	CPO-078 – Terroirs	659
2.43.1	Description of the Proposed Scheme at this location	659
2.43.2	Summary of Objections Raised.....	660
2.43.3	Response to Objections Raised.....	661
2.44	CPO-079 - The Congregation of Christian Brothers	667
2.44.1	Description of the Proposed Scheme at this location	667
2.44.2	Summary of Objections Raised.....	669
2.44.3	Response to Objection Raised.....	669
2.45	CPO-081 - Trustees of St James Church, c/o Robert Thompson	674
2.45.1	Description of the Proposed Scheme at this location	674
2.45.2	Summary of Objections Raised.....	677
2.45.3	Response to Objection Raised.....	678
2.46	CPO-082 - William & Elizabeth Mansfield.....	685
2.46.1	Description of the Proposed Scheme at this location	685
2.46.2	Summary of Objections Raised.....	686
2.46.3	Response to Objection Raised.....	687
2.47	CPO-083 - Windsor Motors	691
2.47.1	Description of the Proposed Scheme at this location	691
2.47.2	Summary of Objections Raised.....	692
2.47.3	Response to Objection Raised.....	693

List of Tables

Table 1.1:	Location Referred to by each Objection to the CPO (by ABP Reference Number).....	15
Table 1.2:	CPO objections relating to the same proposed CPO plots	17
Table 2.1:	Objections Made in Respect of proposed CPO plots at Woodbank Estate in Shankill	41
Table 2.2:	International Policy, European Union Law & Policy referenced in EIAR Chapter 2 supported by the Proposed Link	51
Table 2.3:	National Policies referenced in EIAR Chapter 2 supported by the Proposed Link	53
Table 2.4:	Regional Policies referenced in EIAR Chapter 2 supported by the Proposed Link.....	57
Table 2.5:	Local Policies referenced in EIAR Chapter 2 supported by the Proposed Link	58
Table 2.6:	Extract from Appendix M of Preferred Route Options Report (Table 6.6 and 6.7 MCA for Section 3)... 70	
Table 2.7:	Extract from Preferred Route Options Report (Table 6.7 and Table 6.8).....	77
Table 2.8:	Extract from Preferred Route Options Report (Table 6.10)	79
Table 2.9:	Extract from Preferred Route Options Report (Table 6.12)	80
Table 2.10:	Modal Shift of 2028 AM Peak Hour Along Proposed Scheme (Table 6.43).....	91
Table 2.11:	Modal Shift of 2028 PM Peak Hour Along Proposed Scheme (Table 6.44).....	92
Table 2.12:	Section 3 – Bus Qualitative Impact During Operational Phase (Table 6.36)	94
Table 2.13:	Section 3 - Significance of Effects for Pedestrian Impact During Operational Phase (Extract from Table 6.33)	108
Table 2.14:	Section 3 Cycling Impact During Operational Phase (Table 6.34)	109
Table 2.15:	Section 3 – Bus Qualitative Impact During Operational Phase (Table 6.36)	115
Table 2.16:	Extract from Chapter 4 EIAR (Table 4.1)	123
Table 2.17:	Section 3 – Significance of Effects for Pedestrian Impact During Operational Phase (Table 6.33)... 133	
Table 2.18:	Section 3 – Overall Changes in Parking / Loading Spaces (Table 6.33).....	136
Table 2.19:	Extract from EIAR Chapter 1 (Table 1.3)	139
Table 2.20:	Extract from EIAR Chapter 12 (Biodiversity) (Table 12.2).....	141
Table 2.21:	Extract from EIAR Chapter 12 (Biodiversity) (Table 12.19).....	147
Table 2.22:	Extract from EIAR Chapter 12 (Biodiversity) (Table 12.20).....	147
Table 2.23:	Extract from Chapter 7 of EIAR (Table 7.24)	152
Table 2.24:	Extract from EIAR Chapter 9 (Biodiversity) (Table 9.4).....	154
Table 2.25:	Extract from Chapter 10 (Population) (Table 10.15)	159
Table 2.26:	Extract from Appendix A10.1 (Schedule of Commercial Businesses) showing businesses in Shankill	166
Table 2.27:	Pedestrian Impact During Operational Phase (Table 6.33 of Chapter 6 of the EIAR)	202

Table 2.28: Objections Made in Respect of proposed CPO plots at 2 Donnybrook Road	216
Table 2.29: Extract from Chapter 4 of EIAR (Table 4.3)	235
Table 2.30: Extract from Chapter 9 of EIAR (Table 9.46)	242
Table 2.31: Extract from Chapter 9 of EIAR (Table 9.50)	243
Table 2.32: Objections Made in Respect of proposed CPO plots at Olcovar Estate	256
Table 2.33: Extract from Chapter 6 (Table 6.33).....	275
Table 2.34: Extract from EIAR Chapter 5 Construction Programme (Construction, Page 7)	280
Table 2.35: Objections Made in Respect of proposed CPO plots at 2 Donnybrook Road	293
Table 2.36: Objections Made in Respect of proposed CPO plots at 3 and 4 Rathmichael Lawns	309
Table 2.37: Proposed Scheme Construction Programme	312
Table 2.38: Objections Made in Respect of proposed CPO plots at South Park	323
Table 2.39: Method of travel to work for bus, train, car, and foot/bike % (Extract from Table 10.5 of Chapter 10 EIAR Volume 2).....	325
Table 2.40: International Policy, EU Law & Policy	326
Table 2.41: National Policy	327
Table 2.42: Regional Policy	331
Table 2.43: Local Policy	333
Table 2.44: Extract from Chapter 5 (Construction) EIAR showing Proposed Scheme Construction Programme	357
Table 2.45: Objections Made in Respect of proposed CPO plots at Beauchamp House	367
Table 2.46: Extract from Appendix M of Preferred Route Options Report (Table 6.6 and 6.7 MCA for Section 3)	378
Table 2.47: Extract from Appendix M of Preferred Route Options Report (Table 6.2)	380
Table 2.48: Objections Made in Respect of proposed CPO plots at Beauchamp House	396
Table 2.49: Extract from Chapter 5 (Construction) EIAR showing Proposed Scheme Construction Programme	399
Table 2.50: Extract from Chapter 6 (Traffic and Transport) Page 113 - Significance of Effects for Pedestrian Impact During Operational Phase	424
Table 2.51: Extract from Chapter 6 (Traffic and Transport) Page 114 - Cycling Impact During Operational Phase	425
Table 2.52: Inventory entry for St Anne's Church in Appendix A16.2 in Volume 4 of the EIAR.....	429
Table 2.53: Inventory entry for St Anne's Church in Appendix A16.2 in Volume 4 of the EIAR.....	430
Table 2.54: Inventory entry for St Anne's Church in Appendix A16.2 in Volume 4 of the EIAR.....	430
Table 2.55: Objections Made in Respect of proposed CPO plots at Barbeque Centre.....	440
Table 2.56: Extract from Chapter 9 (Noise & Vibration), Page 12 showing Construction Vibration Thresholds... ..	453
Table 2.57: Objections Made in Respect of proposed CPO plots at Ever Ready Centre on Donnybrook Road.. ..	470
Table 2.58: Extract from EIAR Chapter 5 (Construction) (Table 5.2).....	474
Table 2.59: Objections Made in Respect of proposed CPO plots at Kiltuc	498
Table 2.60: Objections Made in Respect of proposed CPO plots at Beauchamp House	506
Table 2.61: Extract from Chapter 5 (Construction) EIAR showing Proposed Scheme Construction Programme	512
Table 2.62: Extract from Chapter 5 (Construction) EIAR showing Proposed Scheme Construction Programme	514
Table 2.63: Proposed Scheme Construction Programme	518
Table 2.64: Pedestrian Impact During Operational Phase (Table 6.33 of Chapter 6 of the EIAR)	524
Table 2.65: Objections Made in Respect of proposed CPO plots at Beauchamp House	536
Table 2.66: Extract from EIAR Chapter 10 (Table 10.9)	541
Table 2.67: Extract from EIAR Chapter 10 (Table 10.12)	542
Table 2.68: Proposed Scheme Construction Programme	543
Table 2.69: Objections Made in Respect of proposed CPO plots at Beauchamp House	547
Table 2.70: Existing Rights of Way Affected in Section 2 (Donnybrook to Loughlinstown Roundabout).....	561
Table 2.71: Table 17.10 from Chapter 17 in Volume 2 of the EIAR	587
Table 2.72: Inventory entry for Shanganagh Marble and Stone Centre in Appendix A16.2 in Volume 4 of the EIAR	592
Table 2.73: Inventory entry for milestone at corner of Shanganagh Marble and Stone Centre in Appendix A16.2 in Volume 4 of the EIAR.....	592
Table 2.74: Section 3 - Significance of Effects for Pedestrian Impact During Operational Phase (Extract from Table 6.33)	605
Table 2.75: Extract from Preferred Route Options Report (Table 6.15 MCA)	613
Table 2.76: Extract from Preferred Route Options Report (Table 6.15 MCA Summary)	614
Table 2.77: Objections Made in Respect of proposed CPO plots at 3 and 4 Rathmichael Lawns	620
Table 2.78: Extract from EIAR Chapter 5 Construction Programme (Construction, Page 7)	637
Table 2.79: Extract from EIAR Chapter 22 Table 22.12 (Architectural Heritage Mitigation Measures)	640
Table 2.80: Extract from EIAR Chapter 22 Table 22.8 (Biodiversity Mitigation Measures)	641

Table 2.81: Extract from Appendix M of Preferred Route Options Report (Table 6.6 and 6.7 MCA for Section 3)	644
Table 2.82: Extract from Preferred Route Options Report (Table 6.15 MCA)	649
Table 2.83: Extract from Preferred Route Options Report (Table 6.15 MCA Summary)	650
Table 2.84: Extract from EIAR Chapter 5 (Construction) (Table 5.2)	662
Table 2.85: Extract from Chapter 5 (Construction) (Table 5.2)	683
Table 2.86: Extract from Chapter 5 (Construction) (Table 5.12)	699

List of Figures

Figure 2.1: Extract from General Arrangement Drawings on Dublin Road (Sheet 46)	19
Figure 2.2: Existing aerial view at The Orchard (Land) on Dublin Road	20
Figure 2.3: Aerial view of existing access to site from Allies River Road (Image Source: Google)	20
Figure 2.4: Existing street view at Dublin Road / Allies River Road (Image Source: Google)	21
Figure 2.5: Existing street view at Dublin Road (Image Source: Google)	21
Figure 2.6: Extract from General Arrangement Drawings on Dublin Road (Sheet 46 & 47)	23
Figure 2.7: Extract from Deposit Maps on Dublin Road (Sheet 8)	23
Figure 2.8: Extract from Typical Cross-section Drawing at Cross Section AK-AK on Dublin Road (Sheet 21)	24
Figure 2.9: Extract from Landscaping General Arrangement Drawings on Dublin Road (Sheet 46 & 47)	25
Figure 2.10: Aerial view of existing access to site from Allies River Road (Image Source: Google)	26
Figure 2.11: Extract from General Arrangement Drawings at Dublin Road (Sheet 48)	27
Figure 2.12: Existing aerial view at Dublin Road	28
Figure 2.13: Existing Street view at Dublin Road (Image Source: Google)	28
Figure 2.14: Extract from CPO Deposit Map at Woodbrook SHD (Sheet 006)	30
Figure 2.15: Extract from Typical Cross-section at Woodbrook SHD (Sheet 21)	30
Figure 2.16: Extract from General Arrangement Drawings at Woodbrook SHD (Sheet 48)	31
Figure 2.17: Extract from Boundary Treatment Drawing at Woodbrook SHD (Sheet 48)	31
Figure 2.18: Extract from Landscape Drawings at Woodbrook SHD (Sheet 48)	32
Figure 2.19: Existing View at Woodbrook SHD Junction (Source: Google)	34
Figure 2.20: Extract from the Objection showing the Proposed Scheme over the Development Plan	35
Figure 2.21: Extract from General Arrangement Drawings at Dublin Road (Sheet 42)	39
Figure 2.22: Existing Aerial View at Woodbank Estate	40
Figure 2.23: Extract from Deposit Map at Woodbank, Dublin Road (Sheet 011)	40
Figure 2.24: Existing street view at Woodbank Estate (Image Source: Google)	41
Figure 2.25: Extract from Chapter 2 (Need for the Proposed Scheme) (Image 2.9 Core Bus Corridor Network – Radial Route)	46
Figure 2.26: Extract from Chapter 2 (Need for the Proposed Scheme) (Image 2.10 CBC Infrastructure Works 12 corridors)	47
Figure 2.27: Extract from Chapter 2 (Need for the Proposed Scheme) (Image 2.7 2022 GDACNP)	49
Figure 2.28: Extract from Chapter 2 (Need for the Proposed Scheme) (Image 2.8 2022 GDACNP)	50
Figure 2.29: Extract from Chapter 3 (Reasonable Alternatives) in Volume 2 of EIAR (Image 3.13)	66
Figure 2.30: Extract from Appendix M of the Preferred Route Option Report (Figure 6.4 Route Option 2A)	67
Figure 2.31: Extract from Appendix M of the Preferred Route Option Report (Figure 6.6 Cross-section for Route Option 2A)	67
Figure 2.32: Extract from Appendix M of Preferred Route Options Report (Image 6.17 EPR Option)	71
Figure 2.33: Extract from Preferred Route Options Report (Figure 6.16 EPR Option)	74
Figure 2.34: Extract from Preferred Route Options Report (Figure 6.19 and Figure 6.20)	76
Figure 2.35: Flow Difference on Road Links (DoMinimum vs. DoSomething), AM Peak Hour, 2028 Opening Year (Diagram 6.26)	85
Figure 2.36: Weighted Average People Movement by Mode During 2028 AM Peak Hour	92
Figure 2.37: Weighted Average People Movement by Mode During 2028 PM Peak Hour	93
Figure 2.38: Extract from Chapter 6 EIAR 2028 AM Peak Hour Passenger Volume Along Proposed Scheme (inbound direction)	93
Figure 2.39: Extract from Chapter 6 EIAR 2028 PM Peak Hour Passenger Volume Along Proposed Scheme (Outbound Direction)	94
Figure 2.40: E1 Bus Journey Times (Inbound Direction)	95
Figure 2.41: E1 Bus Journey Times (Outbound Direction)	96
Figure 2.42: Flow Difference on Road Links (DoMinimum vs. DoSomething), AM Peak Hour, 2028 Opening Year (Diagram 6.26)	97
Figure 2.43: Extract from General Arrangement Drawings at Corbawn Lane / Shanganagh Road junction (Sheet 43)	101

Figure 2.44: Extract from General Arrangement Drawings at junction 37 (Sheet 42).....	104
Figure 2.45: Extract from General Arrangement Drawings at junctions 38, and 39 (Sheet 43).....	104
Figure 2.46: Extract from General Arrangement Drawing at Dublin Road/ Shanganagh Road/ Corbawn Lane junction SCP Southbound (Sheet 43)	111
Figure 2.47: Extract from General Arrangement Drawing at Dublin Road/ Quinns Roundabout (Sheet 44)	112
Figure 2.48: Extract from General Arrangement Drawing at Dublin Road/ Olcovar junction SCP Northbound (Sheet 45)	112
Figure 2.49: Extract from General Arrangement Drawing Dublin Road Wilford Roundabout (Sheet 49).....	114
Figure 2.50: Flow Difference on Road Links (DoMinimum vs. DoSomething), AM Peak Hour, 2028 Opening Year (Diagram 6.26)	117
Figure 2.51: Extract from General Arrangement Drawing at Loughlinstown Roundabout (Sheet 41)	124
Figure 2.52: Extract from General Arrangement Drawing at Shanganagh Castle (Sheet 46)	130
Figure 2.53: Extract from General Arrangement Drawing at Shanganagh Park/ Cemetery (Sheet 47).....	131
Figure 2.54: Extract from Landscaping General Arrangement Drawings at Woodbank (Sheet 42).....	179
Figure 2.55: Aerial view at Woodbank with extents of Permanent and Temporary Land Acquisition	181
Figure 2.56: Extract from Typical Cross Section AF-AF on Dublin Road, near Woodbank Estate (Sheet 18).....	181
Figure 2.57: Extract from Landscaping General Arrangement Drawings at Woodbank (Sheet 42).....	182
Figure 2.58: Noise Monitoring Stations Near Woodbank Estate	187
Figure 2.59: Extract from Deposit Map at Woodbank, Dublin Road (Sheet 011).....	191
Figure 2.60: Extract from General Arrangement Drawings at Woodbank (Sheet 42)	197
Figure 2.61: Extract from Landscaping General Arrangement Drawings at Woodbank (Sheet 42).....	198
Figure 2.62: Extract from Fencing and Boundary Treatment Drawings at Woodbank (Sheet 42)	199
Figure 2.63: Extract from General Arrangement Drawings showing Proposed Toucan Crossing at Chainage 16+280 (Sheet 47)	201
Figure 2.64: Extract from General Arrangement Drawings showing Proposed Toucan Crossing at Chainage 16+500 (Sheet 47)	202
Figure 2.65: Extract from Appendix A13.2-Site Specific Flood Risk Assessment (Figure 4.5 Location of historic flooding near Dublin Road R119) and Castle Street (R761)).....	203
Figure 2.66: Extract from Landscape General Arrangement Drawings (Sheet 41)	205
Figure 2.67: Extract from General Arrangement Drawing at Dublin Road (Sheet 41)	210
Figure 2.68: Existing aerial view at Dublin Road	211
Figure 2.69: Existing street view at Dublin Road – North end (Image Source: Google).....	211
Figure 2.70: Extract from Deposit Map at Dublin Road (Sheet 013)	213
Figure 2.71: Extract from General Arrangement Drawing at Donnybrook Road (Sheet 07).....	214
Figure 2.72: Existing aerial view at Donnybrook Road (Image Source: Google).....	215
Figure 2.73: Extract from CPO Deposit Maps at 2 Donnybrook Road (Sheets 38).....	215
Figure 2.74: Existing street view at Donnybrook Road (Image Source: Google)	216
Figure 2.75: Extract from General Arrangement Drawings at 2 Donnybrook Road (Sheet 07)	218
Figure 2.76: Extract from CPO Deposit Maps at 2 Donnybrook Road (Sheets 38).....	218
Figure 2.77: Extract from Typical Cross-section Drawing (Sheet 22).....	219
Figure 2.78: Extract from Preferred Route Options Report (Figure 5.1 EPR Route Option in Section 1).....	224
Figure 2.79: Extract from EIAR Chapter 3 (Figure 3.11 Section 1 Route Options).....	225
Figure 2.80: Extract from General Arrangement Drawing at No.55 to 61 Donnybrook Road (Sheet 07).....	229
Figure 2.81: Extract from General Arrangement Drawing at No.55 to 61 Donnybrook Road (Sheet 06).....	230
Figure 2.82: Extract from General Drawing Arrangement at Donnybrook Road (Sheet 07).....	235
Figure 2.83: Extract from General Arrangement Drawing at Shanganagh Road (Sheet 43).....	237
Figure 2.84: Existing aerial view at Shanganagh Road.....	238
Figure 2.85: Existing street view at Shanganagh Road (Image Source: Google)	238
Figure 2.86: Extract from General Arrangement Drawings at Beechfield Manor (Sheet 43)	239
Figure 2.87: Extract from CPO Deposit Maps at Beechfield Manor (Sheets 10).....	240
Figure 2.88: Extract from Fencing and Boundary Treatment Drawings at Beechfield Manor (Sheets 43).....	241
Figure 2.89: Extract from Structures General Arrangement – (Sheets 43).....	241
Figure 2.90: Extract from Landscaping General Arrangement Drawings at Beechfield Manor (Sheet 43)	243
Figure 2.91: Extract from General Arrangement Drawing at Clonkeen Road (Sheet 31)	245
Figure 2.92: Existing aerial view at Clonkeen Road	246
Figure 2.93: Existing street view at Clonkeen Road (Image Source: Google).....	246
Figure 2.94: Extract from Deposit Map at Interlock Hardware (Sheet 021)	248
Figure 2.95: Existing aerial view at Interlock Hardware, Stillorgan Road	249
Figure 2.96: Typical Junction Layout from BusConnects Design Guidance Booklet (Image 16 from PDG)	251
Figure 2.97: Extract from General Arrangement Drawing at Interlock Hardware (Sheet 31).....	252
Figure 2.98: Existing street view at Interlock Hardware, Stillorgan Road (Google Image)	252

Figure 2.99: Extract from General Arrangement Drawing at Dublin Road (Sheet 45)	254
Figure 2.100: Existing aerial view at Dublin Road	255
Figure 2.101: Extract from Deposit Map at Olcovar, Dublin Road (Sheet 009)	255
Figure 2.102: Existing street view at Dublin Road (Image Source: Google).....	256
Figure 2.103: Extract from Deposit Map at Olcovar, Dublin Road (Sheet 009)	260
Figure 2.104: Extract from General Arrangement Drawing at Olcovar, Dublin Road (Sheet 45)	260
Figure 2.105: Extract from Street Lighting drawings (Sheet 45).....	262
Figure 2.106: Aerial view at Olcovar with extents of Permanent and Temporary Land Acquisition	263
Figure 2.107: Extract from Landscaping General Arrangement Drawings at Olcovar (Sheet 45)	264
Figure 2.108: Extract from Fencing and Boundary Treatment Drawings at Olcovar (Sheet 45).....	265
Figure 2.109: Extract from General Arrangement Drawing at Askefield House on Dublin Road (Sheet 47).....	267
Figure 2.110: Existing aerial view at Askefield House on Dublin Road.....	268
Figure 2.111: Existing street view at Askefield House entrance and Askefield Lodge on Dublin Road (Image Source: Google).....	268
Figure 2.112: Extract from Deposit Map at Askefield House on Dublin Road (Sheet 07)	270
Figure 2.113: Extract from Boundary Treatment Drawing at Askefield House on Dublin Road (Sheet 47).....	271
Figure 2.114: Extract from Landscape Drawings at Askefield House on Dublin Road (Sheet 47).....	272
Figure 2.115: Extract from General Arrangement Drawings showing Proposed Toucan Crossing at Chainage 16+280 (Sheet 47)	274
Figure 2.116: Extract from General Arrangement Drawings showing Proposed Toucan Crossing at Chaimage 16+500 (Sheet 47)	274
Figure 2.117: Extract from General Drawing Arrangement at Dublin Road (Sheet 50)	276
Figure 2.118: Extract from General Drawing Arrangement at Dublin Road (Sheet 51)	277
Figure 2.119: Existing aerial view at Dublin Road	277
Figure 2.120: Existing street view at Dublin Road (Image Source: Google).....	278
Figure 2.121: Extract from Circle K General Arrangement Drawing (Sheet 01)	280
Figure 2.122: Extract from Typical Cross-section Drawing (Sheet 22)	282
Figure 2.123: Extract from the CPO Deposit Map	282
Figure 2.124: Extract from the Circle K General Arrangement Drawings (Sheet 01).....	283
Figure 2.125: Extract from Circle K General Arrangement Drawings (Sheet 01)	283
Figure 2.126: Extract from Chapter 22 (Summary of Mitigation & Monitoring Measures) Page 18	285
Figure 2.127: Proposed General Arrangement at Circle K and Visibility at Bus Stop	288
Figure 2.128: Example of a 3-Bay Reliance Cantilever Shelter with a Narrow Roof Configuration With and Without Half End Panels (Source: PDG).....	289
Figure 2.129: HGV Swept Path Analysis at Circle K, Dublin Road, Bray	290
Figure 2.130: Extract from General Drawing Arrangement at Donnybrook Road (Sheet 08)	291
Figure 2.131: Existing aerial view at Donnybrook Road.....	292
Figure 2.132: Extract from Deposit Map at Circle K, Donnybrook (Sheet 37)	292
Figure 2.133: Existing street view at Dublin Road (Image Source: Google).....	293
Figure 2.134: Extract of typical cross-section at Donnybrook Road at the Proposed Development.....	296
Figure 2.135: Extract from the CPO Deposit Map	298
Figure 2.136: Extract from the CPO Schedule	298
Figure 2.137: Extract from Typical Cross-section Drawing (Sheet 04)	299
Figure 2.138: Extract from General Arrangement Drawing at Dublin Road (Sheet 50)	300
Figure 2.139: Existing aerial view at Dublin Road	301
Figure 2.140: Existing street view at Dublin Road (Image Source: Google).....	301
Figure 2.141: Extract from Fencing and Boundary Treatment Drawing at Dublin Road (Sheet 50)	303
Figure 2.142: Extract from General Arrangement Drawing at Dublin Road (Sheet 50)	304
Figure 2.143: Extract from Landscape Drawings at Dublin Road, Bray (Sheet 50).....	304
Figure 2.144: Extract from General Arrangement Drawing at Dublin Road (Sheet 42)	307
Figure 2.145: Existing aerial view at Dublin Road at 3 and 4 Rathmichael Lawns	308
Figure 2.146: Existing street view at Dublin Road (Image Source: Google).....	308
Figure 2.147: Extract from CPO Deposit Maps at 4 Rathmichael Lawns, Dublin Road (Sheet 42).....	311
Figure 2.148: Extract from CPO Deposit Maps at the Dublin Road (Sheet 011)	314
Figure 2.149: Extract from General Arrangement Drawing at Morehampton Road (Sheet 06)	316
Figure 2.150: Existing aerial view at Morehampton Road	317
Figure 2.151: Extract from Deposit Maps at Donnybrook Fair (Sheet 39).....	317
Figure 2.152: Existing street view at Morehampton Road (Image Source: Google).....	318
Figure 2.153: Extract from CPO Deposit Maps at Donnybrook Fair, 89 Morehampton Road	319
Figure 2.154: Extract from General Arrangement Drawing at South Park (Sheet 29)	321
Figure 2.155: Existing aerial view at South Park	322

Figure 2.156: Existing Street view at South Park (Image Source: Google)	322
Figure 2.157: Extract from the CPO Deposit Map (Sheet 22)	323
Figure 2.158: Image 2.11 of Chapter 2 (Need for the Proposed Scheme)	335
Figure 2.159: Image 2.12 of Chapter 2 (Need for the Proposed Scheme)	336
Figure 2.160: Location of South Park and Proposed new Pedestrian/Cyclist Link (Image Source: Google)	337
Figure 2.161: Extract from EPRO Drawings – First round of non-statutory consultation (Map: 31 Emerging Preferred Route)	340
Figure 2.162: Extract from Draft PRO Drawings – Second round of non-statutory consultation (Map 31: Preferred Route)	341
Figure 2.163: Extract from Draft PRO Drawings – Third round of non-statutory consultation (Map 31: Preferred Route)	342
Figure 2.164: Extract from Site Notices Report - Location of non-statutory public notices erected during statutory consultation (Section 1 of 4)	343
Figure 2.165: Extract from Site Notices Report - Location of non-statutory public notices erected during statutory consultation (Section 1 of 4)	344
Figure 2.166: Extract from Site Notices Report - First A3 sheet of Non-statutory Site Notices 2.8 D	344
Figure 2.167: Extract from Site Notices Report - Second A3 sheet of Non-statutory Site Notices 2.8 D	345
Figure 2.168: Extract from Site Notices Report - First A3 sheet of Non-statutory Site Notices 2.8 E	345
Figure 2.169: Extract from Site Notices Report - Second A3 sheet of Non-statutory Site Notices 2.8 E	346
Figure 2.170: Extract from Site Notices Report – Site Notice Placement & Quantum 2.8D	346
Figure 2.171: Extract from Site Notices Report – Site Notice Placement & Quantum 2.8E	347
Figure 2.172: Extract from Boundary Treatment and Fencing Drawing at South Park (Sheet 29)	351
Figure 2.173: Extract from General Arrangement Drawings at Coláiste Eoin (Sheet 16)	353
Figure 2.174: Existing aerial view at Stillorgan Road (Image Source: Google)	354
Figure 2.175: Existing street view at Stillorgan Road (Image Source: Google)	354
Figure 2.176: Extract from General Arrangement Drawings at Coláiste Eoin (Sheet 16)	356
Figure 2.177: Extract from CPO Deposit Map (Sheet	356
Figure 2.178: Aerial View at Stillorgan Road (Image Source: Maxar)	357
Figure 2.179: Extract from Landscape General Arrangement Drawing at Coláiste Eoin and Coláiste Íosagáin School (Sheet 16)	359
Figure 2.180: Extract from General Arrangement Drawing at Dublin Road (Sheet 41)	361
Figure 2.181: Existing aerial view at Dublin Road	362
Figure 2.182: Existing Street view at Dublin Road (Image Source: Google)	362
Figure 2.183: Extract from CPO Deposit Map (Sheet 013)	363
Figure 2.184: Extract from General Arrangement Drawing at Beauchamp House (Sheet 47)	365
Figure 2.185: Existing aerial view at Beauchamp House	366
Figure 2.186: Extract from Deposit Map at Beauchamp House (Sheet 007)	366
Figure 2.187: Existing street view at Beauchamp House (Image source: Google)	367
Figure 2.188: Extract from Deposit Map at Beauchamp House (Sheet 007)	369
Figure 2.189: Extract Chapter 3 (Consideration of Reasonable Alternatives) in Volume 2 of EIAR (Image 3.13)	377
Figure 2.190: Extract Appendix M of the Preferred Route Options Report (Figure 6.10)	379
Figure 2.191: Extract from CPO Deposit Map at Beauchamp House (Sheet 07)	383
Figure 2.192: Extract from Typical Cross-section at Beauchamp House (Sheet 21)	384
Figure 2.193: Extract from General Arrangement Drawings at Beauchamp House (Sheet 47)	384
Figure 2.194: Extract from Boundary Treatment Drawing at Beauchamp House (Sheet 47)	385
Figure 2.195: Extract from Architectural Heritage Drawings (Figure 16.1) at Beauchamp House (Sheet 24)	386
Figure 2.196: Extract from Landscape Drawings at Beauchamp House (Sheet 47)	387
Figure 2.197: Extract from General Arrangement Drawing at Stillorgan Road (Sheet 19)	390
Figure 2.198: Existing aerial view at Stillorgan Road	391
Figure 2.199: Existing street view at Stillorgan Road (Image Source: Google)	391
Figure 2.200: Extract from Deposit Map between Merrion Grove and Lower Kilmacud Road (Sheet 30)	392
Figure 2.201: Extract from General Arrangement Drawing at Castle Street (Sheet 52)	394
Figure 2.202: Existing aerial view at Castle Street	395
Figure 2.203: Extract from CPO Deposit Maps at the Dargle Centre (Sheet 52)	395
Figure 2.204: Existing street view at Castle Street (Image Source: Google)	396
Figure 2.205: Existing Aerial View at Castle Street, Bray (Image Source: Google)	400
Figure 2.206: Extract from General Arrangement Drawing on Castle Street, Bray (Sheet 52)	400
Figure 2.207: Extract from General Arrangement Drawings showing the Proposed Scheme design tie-in to the Existing Design (Sheet 52)	405
Figure 2.208: Extract from General Arrangement Drawings showing the Proposed Scheme design is co-ordinated with the Proposed WCC Bray Bridge Improvement Scheme (Sheet 52)	405

Figure 2.209: Extract from General Arrangement Drawings at Castle Street (Sheet 52)	413
Figure 2.210: Extract from Fencing and Boundary Treatment Drawing at Castle Street (Sheet 52)	413
Figure 2.211: Extract from Typical Cross-section Drawing (Sheet 22)	414
Figure 2.212: Extract from General Arrangement Drawings at the Dargle Centre (Sheet 52)	415
Figure 2.213: Extract from CPO Deposit Maps at the Dargle Centre (Sheet 52)	415
Figure 2.214: Extract from Fencing and Boundary Treatment Drawings at Castle Street (Sheet 52)	422
Figure 2.215: Extract of General Arrangement Drawing at the Dargle Centre (Sheet 52)	423
Figure 2.216: Extract from General Arrangement Drawing at St Anne's Church on Dublin Road (Sheet 43)	426
Figure 2.217: Existing aerial view at St Anne's Church on Dublin Road	427
Figure 2.218: Existing street view(s) at St Anne's Church on Dublin Road (Image Source: Google)	427
Figure 2.219: Existing street view(s) at St Anne's Church on Dublin Road (Image Source: Google)	428
Figure 2.220: Extract from Figure 16.1 (Sheet 22) in Volume 3 showing the location of St Annes Church, Statue of Our Lady and Boundary Wall	431
Figure 2.221: Extract from Appendix G (Parking Survey Report) (Figure 9.2)	432
Figure 2.222: Existing parking aerial view at St Annes Church and The Resource Centre on Dublin Road (Image Source: Google)	433
Figure 2.223: Extract from Deposit Map at St Anne's Church on Dublin Road (Sheet 10)	434
Figure 2.224: Extract from Boundary Treatment Drawing at St Anne's Church on Dublin Road (Sheet 43)	435
Figure 2.225: Extract from Landscape Drawings at St Anne's Church on Dublin Road (Sheet 43)	436
Figure 2.226: Extract from General Arrangement Drawing at Dublin Road (Sheet 45)	438
Figure 2.227: Existing aerial view at Dublin Road	439
Figure 2.228: Extract from Deposit Map at Dublin Road (Sheet 009)	439
Figure 2.229: Existing street view at Dublin Road (Image Source: Google)	440
Figure 2.230: Extract from Deposit Map at Dublin Road (Sheet 009)	442
Figure 2.231: Extract from Deposit Map at Dublin Road (Sheet 009)	445
Figure 2.232: Existing aerial view at the Barbeque Centre, Dublin Road	446
Figure 2.233: Extract from General Arrangement Drawing at Dublin Road (Sheet 50)	450
Figure 2.234: Existing aerial view at Dublin Road (Image Source: Google)	451
Figure 2.235: Existing street view at Dublin Road (Image Source: Google)	451
Figure 2.236: Extract from General Arrangement Drawings at Dublin Road (Sheet 50)	454
Figure 2.237: Existing Aerial image of access at 14 Dublin Road (Image Source: Google)	455
Figure 2.238: Extract from General Arrangement Drawings showing Access to 14 Dublin Road (Sheet 50)	455
Figure 2.239: Extract from Proposed Surface Water Drainage Works Drawings (Sheet 50)	456
Figure 2.240: Extract from Landscaping Design Drawings at Dublin Road (Sheet 50)	456
Figure 2.241: Extract from Chapter 6 (Traffic and Transport) of the EIAR (Image 6.43)	457
Figure 2.242: Extract from General Arrangement Drawings at Dublin Rd / Corke Abbey Avenue junction (Sheet 50)	458
Figure 2.243: Extract from Fencing and Boundary Treatment Drawings at Dublin Road (Sheet 50)	460
Figure 2.244: Extract from Landscaping Design Drawings at Dublin Road (Sheet 50)	461
Figure 2.245 Extract from General Arrangement Drawing at Dublin Road (Sheet 48)	462
Figure 2.246 Existing aerial view at Dublin Road	463
Figure 2.247 Existing street view at Dublin Road (Existing Access) (Image Source: Google)	463
Figure 2.248 Existing street view at Dublin Road (Proposed Access) (Image Source: Google)	464
Figure 2.249: Extract from Deposit Map at Woodbrook Downs (Sheet 006)	465
Figure 2.250: Extract from General Arrangement Drawings at Woodbrook Downs (Sheet 48)	466
Figure 2.251: Extract from Fencing and Boundary Treatment Drawings at Woodbrook Downs (Sheet 48)	466
Figure 2.252: Extract from Landscape General Arrangement Drawings at Woodbrook Downs (Sheet 48)	467
Figure 2.253: Extract from General Arrangement Drawing at the Ever Rady Centre on Donnybrook Road (Sheet 06)	468
Figure 2.254: Existing aerial view at Ever Rady Centre on Donnybrook Road (Image Source: Google)	469
Figure 2.255: Extract from CPO Deposit Maps at Ever Ready Centre in Donnybrook (Sheets 37)	469
Figure 2.256: Existing street view at Ever Rady Centre on Donnybrook Road (Image Source: Google)	470
Figure 2.257: Extract from CPO Deposit Maps at Ever Ready Centre in Donnybrook (Sheets 37)	471
Figure 2.258: Extract from Typical Cross-section Drawing (Sheet 22)	472
Figure 2.259: Extract from General Arrangement Drawings at Fast Fit in Donnybrook (Sheet 08)	476
Figure 2.260: Extract from CPO Deposit Maps at Fast Fit in Donnybrook (Sheets 37)	476
Figure 2.261: Extract from Typical Cross-section Drawing (Sheet 22)	477
Figure 2.262: Extract from Proposed Surface Water Drainage Works Drawings (Sheet 08)	479
Figure 2.263: Extract from Fencing and Boundary Treatment Drawings (Sheet 08)	481
Figure 2.264: Extract of General Arrangement Drawing at First Stop in Donnybrook (Sheet 08)	482
Figure 2.265: Extract from General Arrangement Drawing at Stillorgan Road (Sheet 23)	486

Figure 2.266: Existing aerial view at Stillorgan Road (Image Source: Google)	487
Figure 2.267: Existing street view at Stillorgan Road (Image Source: Google)	487
Figure 2.268: Extract from Deposit Map (Sheet 27)	488
Figure 2.269: Street view at the access/ egress (South) (Image Source: Google)	489
Figure 2.270: Street view at the access/ egress (North) (Image Source: Google)	489
Figure 2.271: Aerial View at the Access/ Egress (North) (Source: Maxer)	490
Figure 2.272 Extract from General Arrangement Drawing at Dublin Road (Sheet 41)	491
Figure 2.273 Existing aerial view at Dublin Road	492
Figure 2.274 Existing street view at Dublin Road (Image Source: Google)	492
Figure 2.275: Extract from CPO Deposit Map at Dublin Road (Sheet 013)	494
Figure 2.276: Extract from Typical Cross-section at Dublin Road (Sheet 18)	494
Figure 2.277: Extract from General Arrangement Drawing on Dublin Road (Sheet 42)	496
Figure 2.278: Existing aerial view at Kiltuc on Dublin Road	497
Figure 2.279: Extract from Deposit Map at Kiltuc on Dublin Road (Sheet 11)	497
Figure 2.280: Existing street view at Kiltuc on Dublin Road (Image Source: Google)	498
Figure 2.281: Existing aerial street view at Kiltuc on Dublin Road	498
Figure 2.282: Extract from Deposit Map at Kiltuc on Dublin Road (Sheet 11)	500
Figure 2.283: Extract from Boundary Treatment Drawing at Kiltuc on Dublin Road(Sheet 42)	501
Figure 2.284: Extract from Landscape Drawings at Kiltuc on Dublin Road (Sheet 42)	502
Figure 2.285: Extract from General Arrangement Drawing at Castle Street (Sheet 52)	504
Figure 2.286: Existing aerial view at Castle Street	505
Figure 2.287: Extract from CPO Deposit Map (Sheet 001)	505
Figure 2.288: Existing street view at Castle Street (Image Source: Google)	506
Figure 2.289: Extract from General Arrangement Drawing at Castle Street (Sheet 52)	507
Figure 2.290: Extract from Fencing and Boundary Treatment Drawing at Castle Street (Sheet 52)	508
Figure 2.291: Extract from General Arrangement Drawing at Dublin Road (Sheet 49)	515
Figure 2.292: Existing aerial view at Dublin Road	516
Figure 2.293: Existing street view at Dublin Road (Image Source: Google)	516
Figure 2.294: Extract from Fencing and Boundary Treatment Drawing at Wilford Cottage (Sheet 49)	519
Figure 2.295: Extract from General Arrangement Drawing at Dublin Road (Sheet 41)	520
Figure 2.296: Existing aerial view at Dublin Road	521
Figure 2.297: Existing street view at Dublin Road (Image Source: Google)	521
Figure 2.298: Extract from General Arrangement Drawings at Seaview Park (Sheet 41)	523
Figure 2.299: Extract from General Arrangement Drawing at Dublin Road (Sheet 42)	526
Figure 2.300: Existing aerial view at Narrow Meadow on Dublin Road	526
Figure 2.301: Existing street view at Narrow Meadow on Dublin Road (Image Source: Google)	527
Figure 2.302: Extract from Deposit Map at Narrow Meadow on Dublin Road (Sheet 11)	529
Figure 2.303: Existing street view directly at Narrow Meadow Access / Egress on Dublin Road (Image Source: Google)	529
Figure 2.304: Extract from Boundary Treatment Drawing at Narrow Meadow on Dublin Road(Sheet 42)	530
Figure 2.305: Extract from Landscape Drawings at Narrow Meadow on Dublin Road (Sheet 42)	531
Figure 2.306: Extract from Typical Cross Section AH-AH on Dublin Road (Sheet 19)	533
Figure 2.307: Existing street view at Narrow Meadow property on Dublin Road(Image Source: Google)	533
Figure 2.308: Extract from General Arrangement Drawing at Dublin Road & Stonebridge Road (Sheet 42)	534
Figure 2.309: Existing aerial view at Dublin Road & Stonebridge Road	535
Figure 2.310: Existing street view at Stonebridge Road (Image Source: Google)	535
Figure 2.311: Existing street view at Dublin Road (Image Source: Google)	536
Figure 2.312: Extract from CPO Deposit Maps at Dublin Road (Sheet 11)	538
Figure 2.313: Extract from Fencing and Boundary Treatment Drawings at Rathmichael Parish School (Sheets 42)	539
Figure 2.314: Extract from Structures General Arrangement Drawings – (Sheets 42)	540
Figure 2.315: Extract from Landscaping General Arrangement Drawings (Sheet 42)	541
Figure 2.316: Existing Aerial View at Stonebridge Road	542
Figure 2.317: Extract from General Arrangement Drawing at Dublin Road & Castle Street (Sheet 51)	546
Figure 2.318: Existing aerial view at Dublin Road and Castle Street	547
Figure 2.319: Existing street view at North Wicklow Educate Together (Image Source: Google)	547
Figure 2.320: Extract from Typical Cross-section Drawing (Sheet 22)	550
Figure 2.321: Extract from CPO Deposit Maps at North Wicklow Educate Together (Sheets 1 and 2 of 40)	550
Figure 2.322: Existing aerial view at North Wicklow Educate Together with Proposed Land Acquisition	551
Figure 2.323: Extract of the General Arrangement Drawing at North Wicklow Educate Together (Sheet 51)	552
Figure 2.324: Landscaping General Arrangement Drawing at North Wicklow Educate Together (Sheet 51)	553

Figure 2.325: Extract of the Fencing and Boundary Treatment Drawing at North Wicklow Educate Together (Sheet 51)	554
Figure 2.326: Extract of the General Arrangement Drawing at North Wicklow Educate Together (Sheet 51)	556
Figure 2.327: General Arrangement Drawing at 118 Stillorgan Road (Sheet 11)	558
Figure 2.328: Existing aerial view at 118, Stillorgan Road	559
Figure 2.329: Existing street view at 118 Stillorgan Road (Image Source: Google)	559
Figure 2.330: Existing Street View at 118 Stillorgan Road – view from Stillorgan Road (Image Source: Google)	562
Figure 2.331: Proposed Layout of Stillorgan Road at the junction of Nutley Lane from the General Arrangement Drawings (Sheet 11).....	563
Figure 2.332: New Proposed Layout at Dublin Road (Sheet 46)	564
Figure 2.333: Existing aerial view at Dublin Road	565
Figure 2.334: Existing street view(s) at Dublin Road (Image Source: Google)	565
Figure 2.335: Existing street view(s) at Dublin Road (Image Source: Google)	566
Figure 2.336: Extract from CPO Deposit Map at Crinken Lodge (Sheet 08)	568
Figure 2.337: Extract from Boundary Treatment Drawing at Crinken Lodge (Sheet 46)	569
Figure 2.338: Extract from Landscape Drawings at Crinken Lodge (Sheet 46)	570
Figure 2.339: Extract from Architectural Heritage Drawings (Figure 16.1 in Volume 3 of the EIAR) at Crinken Lodge (Sheet 23)	571
Figure 2.340: Extract from General Arrangement Drawing at Dublin Road (Sheet 45)	577
Figure 2.341: Existing aerial view at Dublin Road	578
Figure 2.342: Existing street view at Dublin Road (Image Source: Google).....	578
Figure 2.343: Extract from General Arrangement Drawing at Stillorgan Road (Sheet 09)	581
Figure 2.344: Existing aerial view at Stillorgan Road	582
Figure 2.345: Existing street view at Stillorgan Road (Image Source: Google).....	582
Figure 2.346: Extract from General Arrangement Drawing (Sheet 009).....	584
Figure 2.347: Extract from Deposit Map (Sheet 036).....	584
Figure 2.348: Extract from Preliminary Design Guidance Document (Figure 30).....	585
Figure 2.349: Extract from General Arrangement Drawing (Sheet 09).....	586
Figure 2.350: Extract from General Arrangement Drawing (Sheet 09).....	586
Figure 2.351: Extract from General Arrangement Drawing at Shanganagh Marble and Stone Centre on Dublin Road (Sheet 47).....	589
Figure 2.352: Existing aerial view at Shanganagh Marble and Stone Centre on Dublin Road	590
Figure 2.353: Existing street view at Shanganagh Marble and Stone Centre on Dublin Road (Image Source: Google)	590
Figure 2.354: Extract from Figure 16.1 (Sheet 24) in Volume 3 showing the location of the Shanganagh Marble and Stone Centre	593
Figure 2.355: Extract from Deposit Map at Shanganagh Marble and Stone Centre (Sheet 07).....	595
Figure 2.356: Extract from General Arrangement Drawing on Dublin Road (Sheet 42)	598
Figure 2.357: Existing aerial view at Carezza on Dublin Road.....	599
Figure 2.358: Existing street view at Carezza on Dublin Road (Image Source: Google)	599
Figure 2.359: Extract from Deposit Map at Carezza on Dublin Road (Sheet 11)	601
Figure 2.360: Extract from Boundary Treatment Drawing at Carezza on Dublin Road(Sheet 42).....	602
Figure 2.361: Extract from Landscape Drawings at Carezza on Dublin Road (Sheet 42).....	603
Figure 2.362: Extract from General Arrangement Drawing at Dublin Road (Sheet 50)	606
Figure 2.363: Existing aerial view at Dublin Road	607
Figure 2.364: Existing street view at Dublin Road (Image Source: Google).....	607
Figure 2.365: Extract from Deposit Map at Dublin Road (Sheet 003)	609
Figure 2.366: Extract from General Arrangement Drawing at Woodbrook Estate (Sheet 49)	616
Figure 2.367: Extract from General Arrangement Drawing at Woodbrook Estate (Sheet 49)	617
Figure 2.368: Extract from General Arrangement Drawing at Woodbrook Estate (Sheet 50)	617
Figure 2.369: Existing aerial view at Woodbrook Estate	618
Figure 2.370: Existing aerial view at Woodbrook Estate	618
Figure 2.371: Existing street view at Woodbrook Estate (Source: Google).....	619
Figure 2.372: Existing street view at Woodbrook Estate (Source: Google).....	619
Figure 2.373: Existing street view at Woodbrook Side Lodge (Source: Google).....	620
Figure 2.374: Extract from CPO Deposit Map (Sheet 005)	623
Figure 2.375: Extract from CPO Deposit Map (Sheet 003)	624
Figure 2.376: Extract from Typical Cross-section at Dublin Road, Shankill (Sheet 22).....	624
Figure 2.377: Extract from Typical Cross-section at Dublin Road, Woodbrook Side Lodge (Sheet 22)	625
Figure 2.378: Extract from Landscape Drawings at Woodbrook Estate (Sheet 48)	625

Figure 2.379: Extract from Landscape Drawings at Woodbrook Estate (Sheet 49)	625
Figure 2.380: Extract from Landscape Drawings at Woodbrook Side Lodge (Sheet 50)	626
Figure 2.381: Extract from Proposed Woodbrook Side Lodge General Arrangement Drawing	626
Figure 2.382: Extract from Boundary Treatment Drawing at Woodbrook Estate (Sheet 48)	627
Figure 2.383: Extract from Boundary Treatment Drawing at Woodbrook Estate (Sheet 49)	628
Figure 2.384: Extract from Boundary Treatment Drawing at Woodbrook Side Lodge (Sheet 50)	628
Figure 2.385: Extract from Architectural Heritage Drawings (Figure 16.1) at Woodbrook Estate (Sheet 25)	630
Figure 2.386: Extract Chapter 3 (Consideration of Reasonable Alternatives) in Volume 2 of EIAR (Image 3.13).....	643
Figure 2.387: Extract from Emerging Preferred Route at Woodbrook (Appendix N)	653
Figure 2.388: Extract from Draft Preferred Route at Woodbrook (Appendix O)	654
Figure 2.389: Extract from Preferred Route Third Round of Consultation at Woodbrook (Sheet 81, 82 and 83).....	655
Figure 2.390: Extract from General Arrangement Drawing at Morehampton Road (Sheet 06)	659
Figure 2.391: Existing aerial view at Morehampton Road	660
Figure 2.392: Existing street view at Morehampton Road (Image Source: Google).....	660
Figure 2.393: Extract from General Arrangement Drawing along Donnybrook Road (Sheet 10)	663
Figure 2.394: Typical Junction Layout from BusConnects Design Guidance Booklet (Image 16 from PDG)	665
Figure 2.395: Extract from General Arrangement Drawings at Brendan Road (Sheet 06)	666
Figure 2.396: Extract from General Arrangement Drawing at Dublin Road (Sheet 49)	667
Figure 2.397: Existing aerial view at Dublin Road	668
Figure 2.398: Existing street view at Dublin Road (South of Woodbrook college) (Image Source: Google)	668
Figure 2.399: Existing street view at Dublin Road (North end Woodbrook college) (Image Source: Google)	669
Figure 2.400: Existing street view at Dublin Road (Woodbrook college) (Image Source: Google).....	671
Figure 2.401: Extract from General Arrangement Drawing at Woodbrook College (Sheet 49).....	672
Figure 2.402: Extract from General Arrangement Drawing at Dublin Road (Sheet 47)	675
Figure 2.403: Extract from General Arrangement Drawing at Dublin Road (Sheet 48)	675
Figure 2.404: Existing aerial view at St. James Church	676
Figure 2.405: Existing street view at St James Church (Image source: Google)	676
Figure 2.406: Existing street view at St James Church (Image source: Google)	677
Figure 2.407: Extract from CPO Deposit Maps at Dublin Road (Sheet 06).....	679
Figure 2.408: Extract from Fencing and Boundary Treatment Drawings at Dublin Road (Sheets 47).....	680
Figure 2.409: Extract from Fencing and Boundary Treatment Drawings at Dublin Road (Sheets 48).....	680
Figure 2.410: Extract from Landscaping General Arrangement Drawings – (Sheets 47)	681
Figure 2.411: Extract from Landscaping General Arrangement Drawings – (Sheets 48)	682
Figure 2.412: Extract from General Arrangement Drawing at Dublin Road (Sheet 50)	685
Figure 2.413: Existing aerial view at Dublin Road	686
Figure 2.414: Existing street view at Dublin Road (Image source: Google)	686
Figure 2.415: Extract from Deposit Map at Dublin Road, Bray (Sheet 003).....	688
Figure 2.416: Extract from Boundary Treatment Drawing at Dublin Road, Bray (Sheet 50).....	689
Figure 2.417: Extract from Landscape Drawings at Dublin Road, Bray (Sheet 50).....	690
Figure 2.418: Extract from General Arrangement Drawing at Dublin Road (Sheet 50)	691
Figure 2.419: Existing aerial view at Dublin Road (Image Source: Google).....	692
Figure 2.420: Existing street view at Dublin Road (Image Source: Google).....	692
Figure 2.421: Extract from Fencing and Boundary Treatment Drawings at Windsor Motors Bray (Sheet 50).....	694
Figure 2.422: Extract from Typical Cross-section Drawing (Sheet 22)	695
Figure 2.423: Extract from CPO Deposit Maps at Windsor Motors Bray (Sheet 003)	695
Figure 2.424: Extract from General Arrangement Drawings at Windsor Motors Bray (Sheet 50).....	696
Figure 2.425: Extract from Appendix N (Emerging Preferred Route Public Consultation February 2019) at M11 / Wilford junction (Sheet 82).....	697
Figure 2.426: Existing aerial view at Windsor Motors Bray, Dublin Road (Image Source: Google).....	698

1. Introduction

1.1 Introduction

This report provides a response to the objections made to An Bord Pleanála ('the Board') in response to the following:

- *the Bray to City Centre Core Bus Corridor Scheme Compulsory Purchase Order 2023 ('the CPO').*

A separate report will provide responses to the objections in relation to the application under Section 51 of the Roads Act 1993, as amended, for approval of the Bray to City Centre Core Bus Corridor Scheme ('the Proposed Scheme').

An overview of the objections is provided in Section 1.2 below. The issues raised in the objections to the CPO, together with the relevant responses, are provided in Section 2. The original ABP numbering of individual objection letters has been maintained for continuity and ease of reference throughout.

1.2 Overview of Objections Received

A total of 84 written objections that were received by the Board against the Compulsory Purchase Order for the Proposed Scheme under ABP Case Number ABP-317780-23 within the prescribed period for making of objections.

The location(s) referred to by each objection to the CPO in response to the Proposed Scheme shown in Table 1.1 below.

Each objection was individually numbered by the Board and this numbering system has been retained for ease of reference in this report.

Table 1.1: Location Referred to by each Objection to the CPO (by ABP Reference Number)

No	Location	No	Location	No	Location	No	Location
001	The Orchard, Dublin Road	023	Beauchamp House, Bray	045	Woodbank Estate, Shankill	067	Crinken Lodge, Dublin Road
002	Woodbrook Lands, Old Dublin Road	024	Beauchamp House, Bray	046	Ever Ready Centre, Donnybrook	068	Sherrington Lodge, Shankill
003	Woodbank Estate, Shankill	025	Hennessy Motors, Stillorgan Road	047	Dargle Centre, Bray	069	Olcovar Estate, Shankill
004	Saint Rita's, Dublin Road	026	Olcovar Estate, Shankill	048	Castle Street Shopping Centre	070	Donnybrook Castle
005	Woodbank Estate, Shankill	027	Woodbank Estate, Shankill	049	Castle Street Shopping Centre	071	Shanganagh Marble & Stone Centre
006	Woodbank Estate, Shankill	028	Woodbank Estate, Shankill	50	Castle Street Shopping Centre	072	Carezza, Dublin Road
007	2 Donnybrook Road	029	Woodbank Estate, Shankill	051	2 Donnybrook Road	073	Dublin Road, Bray (Property 9)
008	Beechfield Manor Nursing Home	030	Dargle Centre, Bray	052	Castle Street Shopping Centre	074	Woodbrook Estate, Dublin Road

No	Location	No	Location	No	Location	No	Location
009	Woodbank Estate, Shankill	031	Dargle Centre, Bray	053	Wilford Cottage, Dublin Road	075	Woodbrook House, Dublin Road
010	Clonkeen Road/N11 Junction	032	St. Anne's Church/ Corbawn Lane	054	Thingwall, Dublin Road	076	Woodbank Estate, Shankill (Property 30)
011	Olcovar Estate, Shankill	033	Woodbank Estate, Shankill	055	Narrow Meadow, Dublin Road	077	The Barbeque Centre, Bray
012	Dublin Road, Bray/Shankill	034	The Barbeque Centre, Bray	056	South Park (Properties 114 & 116)	078	Terroirs, 103 Morehampton Road
013	Circle K, Bray	035	Dublin Road (Property 14)	057	Olcovar Estate, Shankill	079	St. Brendan's Road, Shankill
014	Circle K, Donnybrook	036	Beauchamp House, Dublin Road	058	Rathmichael Lawns (Property 3)	080	North Wicklow Educate Together, Bray
015	Woodbank Estate, Shankill	037	Woodbank Estate, Shankill	059	Kiltuc, Dublin Road	081	St. James Church /Crinken Church
016	Dublin Road, Bray	038	Olcovar Estate, Shankill	060	The Barbeque Centre, Bray	082	Willbrook, Dublin Road
017	Rathmichael Lawns	039	Ever Ready Centre, Donnybrook	061	Rathmichael Primary School	083	Windsor Motors, Dublin Road
018	Woodbank Estate, Shankill	040	The Grange Development, Stillorgan Road	062	Rathmichael Primary School	084	Woodbank Estate, Shankill
019	Donnybrook Fair Limited	041	Dargle Centre, Bray	063	The Barbeque Centre, Bray		
020	South Park (Properties 114 & 116)	042	Dargle Centre, Bray	064	Circle K, Donnybrook		
021	Coláiste Eoin & Coláiste Íosagáin	043	Fairymount, Bray Road	065	North Wicklow Educate Together, Bray		
022	Lurganbrae, Dublin Road	044	Kiltuc, Dublin Road	066	Stillorgan Road (Property 118)		

Where applicable, for ease of reference and to avoid excessive repetition, where two or more CPO Objections are referring to the same proposed CPO plots, they have been grouped together under a single location description but have been responded to individually. Table 1.2 below lists these locations and the relevant CPO objection reference numbers.

Table 1.2: CPO objections relating to the same proposed CPO plots

Report Section	Location	No. of CPO objections	CPO Objection Reference Nos	Key Issues Raised
2.3	Woodbank Estate, Shankill	14	003, 005, 006, 009, 015, 018, 027, 028, 029, 033, 037, 045, 076, 084	<ul style="list-style-type: none"> • Need for and benefits of the Proposed Scheme. • Upgrades to roundabouts. • Consideration of alternative options. • Impact on traffic flows and journey times. • Impact on community & safety. • Impact on biodiversity, environment & trees.
2.5	No.2 Donnybrook Road	2	007, 051	<ul style="list-style-type: none"> • Loss of car parking spaces. • Justification for CPO. • Impact on the business.
2.8	Olcovar Estate, Shankill	5	011, 026, 038, 057, 069	<ul style="list-style-type: none"> • Need for the Proposed Scheme. • Impact on biodiversity, environment & trees. • Upgrade to roundabouts. • Property Value.
2.11	Circle K, Donnybrook	2	014, 064	<ul style="list-style-type: none"> • Impact on business. • Justification for CPO.
2.13	3&4 Rathmichael Lawns, Shankill	2	017, 058	<ul style="list-style-type: none"> • CPO details. • Constitutional Rights. • Project timelines.
2.15	South Park, Deansgrange	2	020, 056	<ul style="list-style-type: none"> • Need for new pedestrian link. • Safety and anti-social behaviour. • Consultation process.
2.18	Beauchamp House, Bray	2	023, 024	<ul style="list-style-type: none"> • Legal issues relating to planning and funding pending. • Insufficient detail to establish impact. • Insufficient consideration of alternatives or impact on property.
2.20	Dargle Centre, Bray	5	030, 031, 041, 042, 047	<ul style="list-style-type: none"> • Loss of parking. • Impact to business. • Consideration of alternatives.

Report Section	Location	No. of CPO objections	CPO Objection Reference Nos	Key Issues Raised
				<ul style="list-style-type: none"> Access during construction.
2.22	The Barbeque Centre, Shankill	4	034, 060, 063, 077	<ul style="list-style-type: none"> Impact on business & access arrangements. Need and benefits of Proposed Scheme. Consultation.
2.25	Ever Ready Centre, Donnybrook	3	039, 046, 048	<ul style="list-style-type: none"> Impact during construction. Impact and access to business. Need for CPO.
2.28	Kiltuc, Dublin Road, Shankill	2	044, 059	<ul style="list-style-type: none"> Impact to property. Insufficient cycle routes in Shankill. Impact on village and businesses.
2.29	Castle Street Shopping Centre, Bray	3	049, 050, 052	<ul style="list-style-type: none"> Impact on access and parking. Impact to businesses. Impact from construction.
2.33	Rathmichael Primary School	2	061, 062	<ul style="list-style-type: none"> Loss of property value. Impact on Astro pitch. Disruption to school activities. Impact on boundary walls.
2.34	North Wicklow Educate Together, Bray	2	065, 080	<ul style="list-style-type: none"> Insufficient detail on works at subject plots. Issue with CPO notice.
2.42	Woodbrook Estate	2	074, 075	<ul style="list-style-type: none"> Compliance with development plans. Impact on trees and protected structure. Impact on property value.
Various	Dispersed Locations	32	001, 002, 004, 008, 010, 012, 013, 016, 019, 021, 022, 025, 032, 035, 036, 040, 043, 053, 054, 055, 066, 067, 068, 070, 071, 072, 073, 078, 079, 081, 082, 083	Various

2. Response to Objections to the Compulsory Purchase Order (CPO)

2.1 CPO-001 – Aaron Wootton (The Orchard)

2.1.1 Description of the Proposed Scheme at this location

In order to achieve the Proposed Scheme objectives along this section of the corridor, it is proposed to provide northbound and southbound bus lanes, segregated cycle tracks and general traffic lanes in each direction. A new pedestrian crossing is proposed south of Allies River Road.

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. A coach layby stop is proposed opposite to the Shanganagh Park.

The existing road cross section in this location provides a footpath on each side of the road with general traffic lanes in each direction. Currently a bus lane runs north bound with an advisory cycle lane running in the southbound direction.

In order to achieve the required cross section of the Proposed Scheme, land acquisition is necessary from private properties along this section of Dublin Road.

The land take required is shown in the following:

- Extract from the General Arrangement Drawings which are provided as an Appendix in the 02-General Arrangement Drawings Sheet 46 in Chapter 4 (Proposed Scheme Description) in Volume 3, Part 1 of 3 of the EIAR and shown in Figure 2.1.
- The proposed permanent and temporary land acquisition lines overlain on aerial photography are shown in Figure 2.2.
- The existing access location in Figure 2.3 and existing property frontage and street view is shown in Figure 2.4 and Figure 2.5.

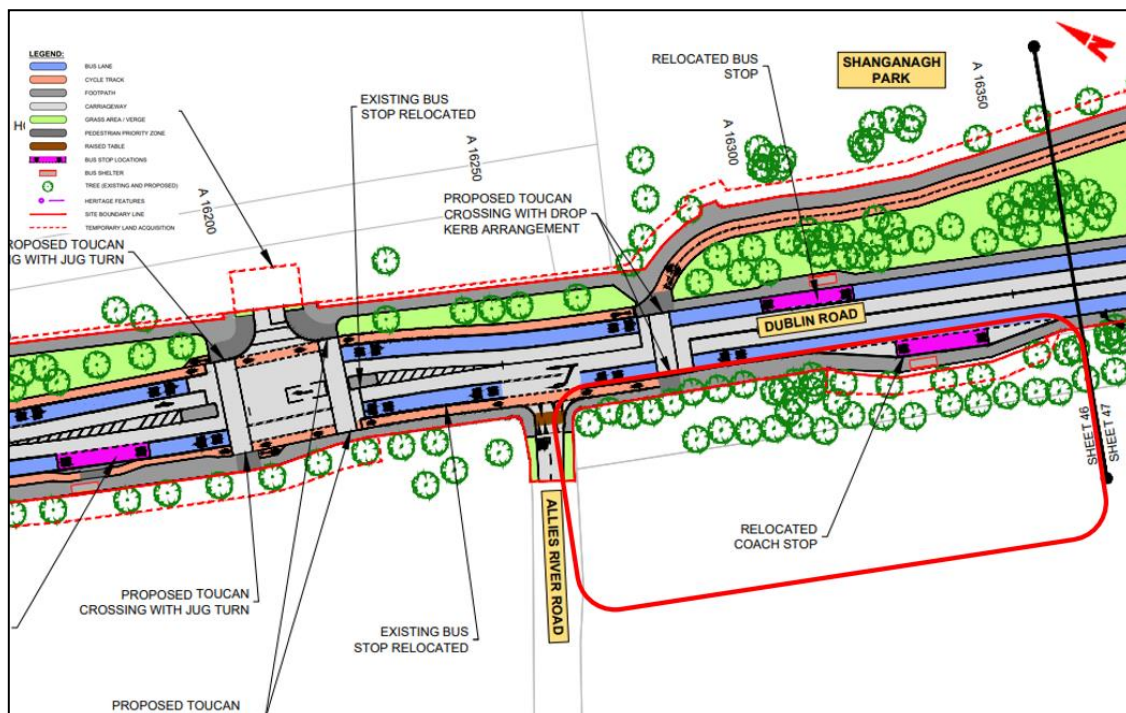


Figure 2.1: Extract from General Arrangement Drawings on Dublin Road (Sheet 46)



Figure 2.2: Existing aerial view at The Orchard (Land) on Dublin Road



Figure 2.3: Aerial view of existing access to site from Allies River Road (Image Source: Google)



Figure 2.4: Existing street view at Dublin Road / Allies River Road (Image Source: Google)



Figure 2.5: Existing street view at Dublin Road (Image Source: Google)

2.1.1 Summary of Objections Raised

The objection to the CPO raises four potential issues:

1) Zoning of Future Residential Development

The objection raised concerns that the though the lands are not zoned for residential development, however they felt that this is most likely going to change in the coming years. The objection states that the company has plans for a future access along the same frontage as the proposed CPO.

2) Lack of Impact Survey by NTA

The objection raised concerns that the NTA has not conducted an impact survey regarding the potential consequences of the CPO for future development use of the company land and any therefore associated future access required from Dublin Road in and out of the land.

3) Proposal of Alternative Land Acquisition

The objection put forward that there is a possible alternative to the location of the proposed CPO, with sufficient land opposite the location currently or located at Shanganagh Park. It goes on to mention that if this was acquired instead it is thought to have a negligible effect on the Proposed Scheme design and therefore would not impact / sterilise the use and access to company lands. It further notes that the landowner is willing to work with the NTA to modify the Proposed Scheme design to include an access point to the company lands that satisfies any future development potential but adheres to the NTA (Proposed Scheme) needs.

4) Impact of CPO on Future Development and Associated Access

The objection raised significant concerns over the *'possible future plans and usage'* of the land adjacent to Dublin Road at the location of the proposed CPO for the *'Relocated Coach Stop'*. The lands have been identified as approximately 10-acres and currently can only be accessed via a small access on Allies River Road (if this were to be removed, the land would be landlocked).

The objection goes on to further mention that should any future development take place, a larger / safer access will be required off Dublin Road directly and it is felt that the location of the proposed CPO is the best and safest option for this future access, and should the proposed CPO go ahead, this access would be difficult to accommodate.

2.1.2 Response to Objections Raised

1) Zoning of Future Residential Development

At present, the lands are not zoned for residential development, as noted in the objection, and there is no existing planning application with An Bord Pleanála or Dún Laoghaire-Rathdown County Council for this plot.

2) Lack of Impact Survey by NTA

As noted in the response above, at present, the lands are not zoned for development so an impact survey for future development was not carried out by NTA. However, the provision of enhanced public transport/ active travel infrastructure can enable future economic development in the local area.

3) Proposal of Alternative Land Acquisition

The Proposed Scheme Compulsory Purchase Order CPO is an application under Section 76 of the Third Schedule of the Housing Act 1966 as extended by Section 10 of the Local Government (No 2) Act 1960 and amended by the Planning and Development Act 2000 (as amended).

The NTA has also made an application to the Board under Section 51 of the Roads Act 1993 (as amended) for approval of the proposed road development, the Bray to City Centre Core Bus Corridor Scheme, which is currently pending before the Board (ABP-Ref No. HA27.317742).

As set out in Paragraph 2 of the statutory notice, which was served, the CPO is *'for the purposes of the construction of the Bray to City Centre Core Bus Corridor Scheme together with all ancillary and consequential works associated therewith for the purposes of facilitating public transport'*. Further, the face of the CPO itself also indicates that it is *'for the purposes of facilitating public transport'*.

Further, as set out in Paragraph 10 of that notice, the EIAR which was prepared in respect of the Proposed Scheme was available for inspection physically and on the NTA's dedicated website for this Proposed Scheme, and that EIAR contains all of the *'precise details of the proposed construction works'* and all of the *'proposed ancillary and consequential works for the Bray to City Centre Core Bus Corridor Scheme'*.

The Proposed Scheme has been designed to deliver upon the Proposed Scheme objectives set out in Chapter 1 (Introduction) in Volume 2 of the EIAR, which include enhancement of the potential for cycling by providing safe infrastructure for cycling. In some areas, land acquisition is required to deliver what has been determined to be the most appropriate design configuration that meets these objectives. All areas included in the CPO have been carefully considered and only included where deemed absolutely necessary to meet the Proposed Scheme objectives and to construct the Proposed Scheme with permanent and temporary acquisitions respectively.

The Proposed Scheme design at The Orchard site is presented in the 02-General Arrangement Drawings Sheet 46 in Chapter 4 (Proposed Scheme Description) in Volume 3, Part 1 of 3 of the EIAR and shown in Figure 2.6. The permanent and temporary land take required at this location is shown in the Deposit Maps, as shown in Figure 2.7, and details listed in the CPO Schedule as part of the Compulsory Purchase Order information. The permanent land take is shown in Plot 1088(1).1d and the temporary land take is shown in Plot 1088(2).2d.

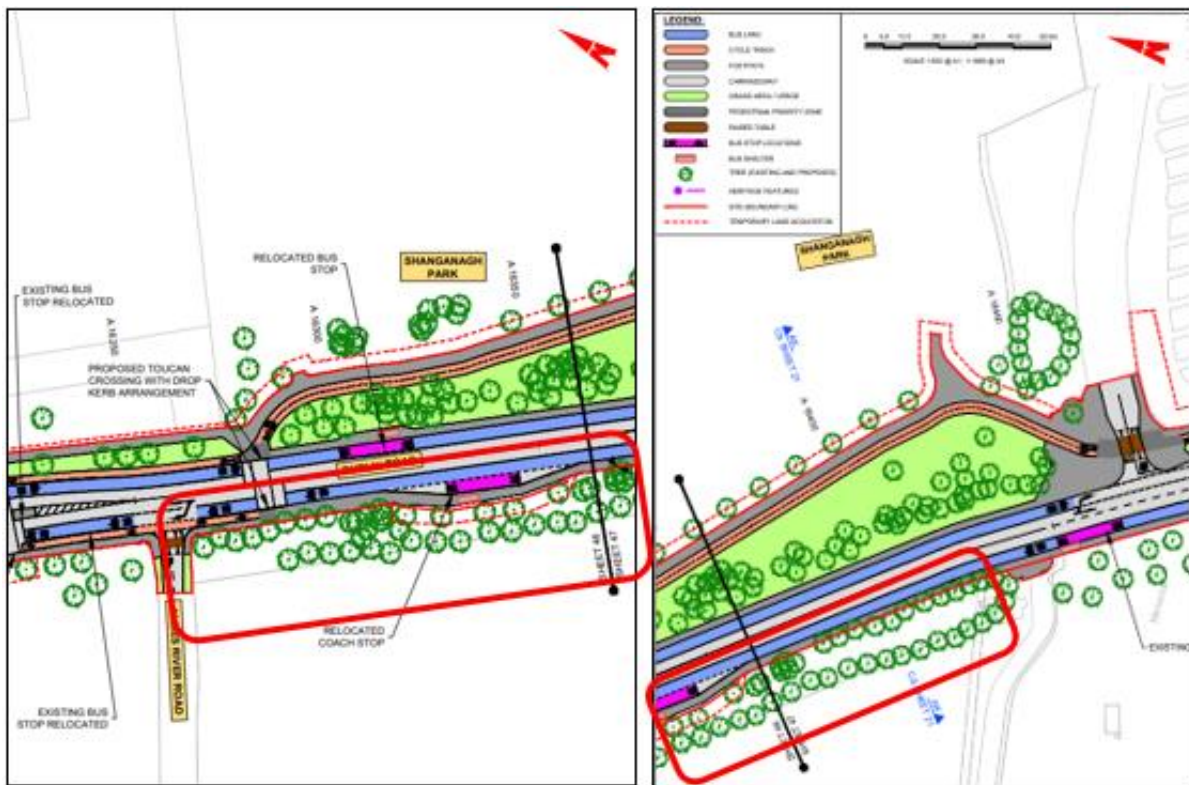


Figure 2.6: Extract from General Arrangement Drawings on Dublin Road (Sheet 46 & 47)

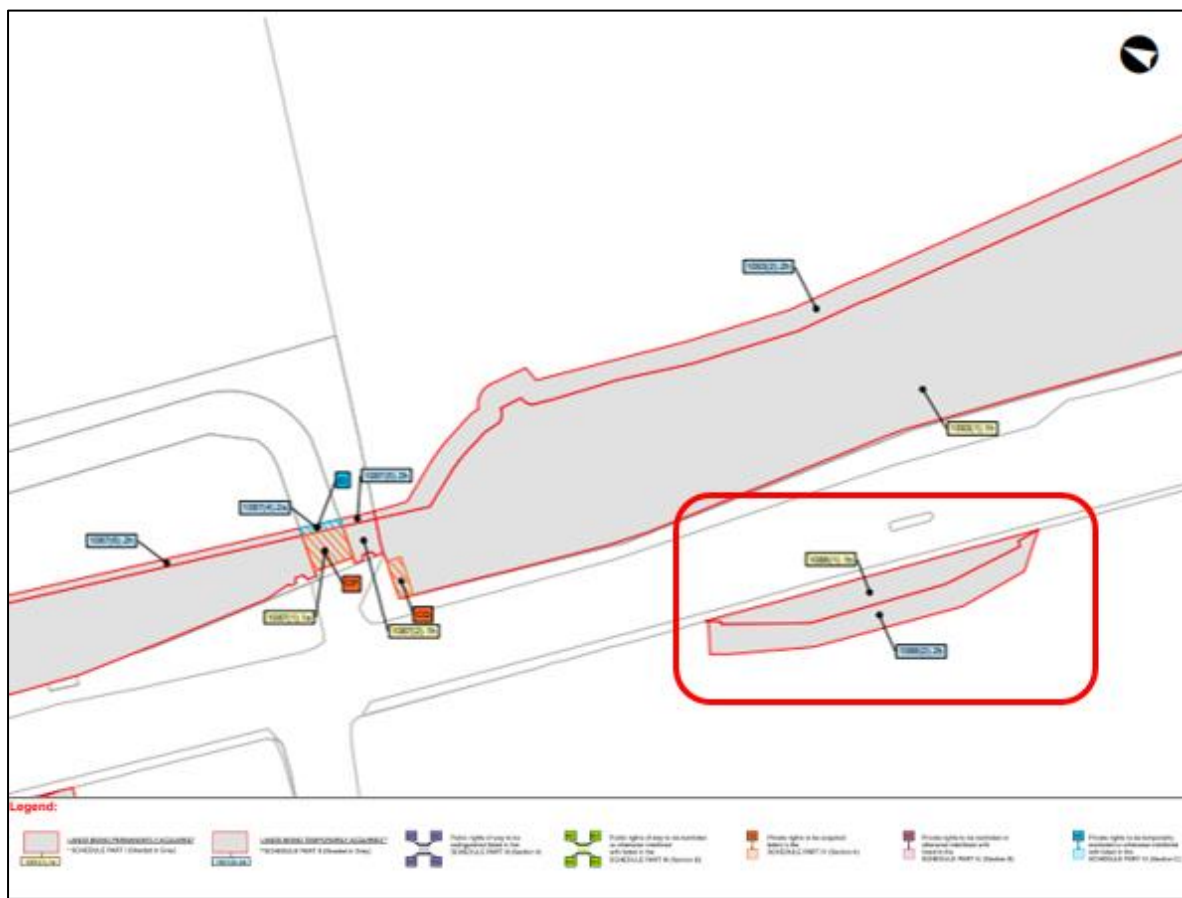


Figure 2.7: Extract from Deposit Maps on Dublin Road (Sheet 8)

As part of the Proposed Scheme, the permanent land take is required to achieve the BusConnects standard cross-section at this location and provision of coach stop. The standard cross-section provided at this location is the optimum CBC cross-section which meets the CBC Design Guidelines Objectives in accordance with Section 2 (Figure 1) of the Preliminary Design Guidance Booklet for BusConnects

Core Bus Corridors as provided in Appendix A4.1 in Volume 4, Part 1 of 4 of the EIAR. The Proposed Scheme typical cross-section at this location is shown in the 04-Typical Cross Sections Drawings Sheet 21 in Chapter 4 (Proposed Scheme Description) in Volume 3, Part 1 of 3 of the EIAR and as shown in Figure 2.8.

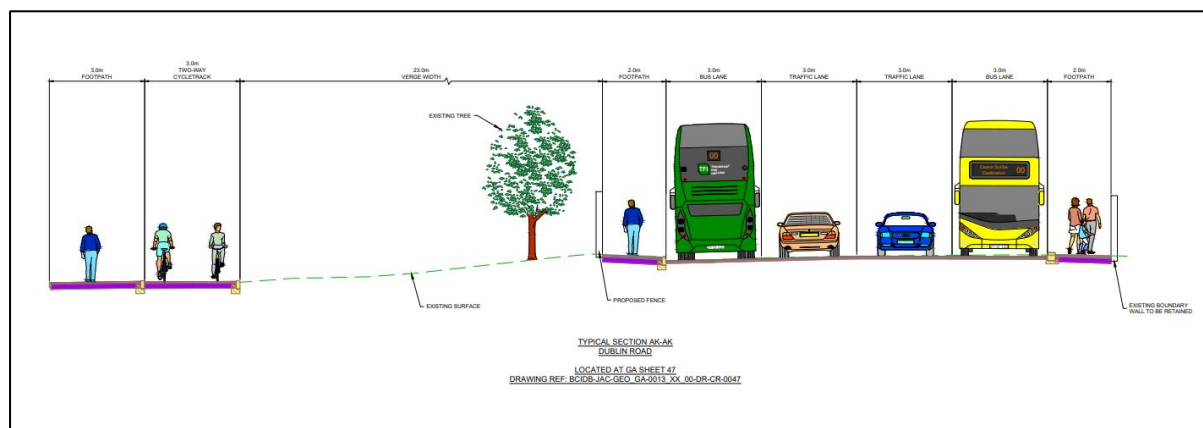


Figure 2.8: Extract from Typical Cross-section Drawing at Cross Section AK-AK on Dublin Road (Sheet 21)

The proposal at the location of The Orchard is specifically for the relocation of an existing coach stop. The rest of the proposed road widening is to the eastern side to provide for a continuous bus lane, general traffic lane, coach stop and footway. The permanent land take will impact the property / land boundary wall and the vegetation / trees just inside the boundary wall at that location.

The proposed works would require set-back of the existing boundary wall. As noted in Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR, the reinstatement of property frontage including boundary walls, gates, railings driveway, footpath and landscaping will be on a like-for-like basis, and detailed accommodation works plans will be prepared in consultation with landowners in line with any formal agreements and in accordance with any embedded mitigations identified in the EIAR or conditions/modifications from An Bord Pleanála in relation to the Proposed Scheme application. The reinstatement of the boundary treatment will ensure a physical boundary is provided between the Proposed Scheme and the property, on a 'like for like' basis.

The proposed CPO has been minimised by retaining the existing northbound road boundary line for the majority of the road corridor and locating the two-way cycle track into Shanganagh Park to the East. A coach stop is required at this location, and a layby has been proposed to reduce instances of loading coaches blocking the bus lane.

The two-way cycle track is set-back within Shanganagh Park to allow for retention of a large section of existing trees at this location. See Figure 2.9, 05-Landscaping General Arrangement Drawing, showing proposed and retained trees within the Park. If the corridor was to shift further east, as suggested, these trees would have to be removed. The current proposal minimises the overall impact along this section of the corridor.

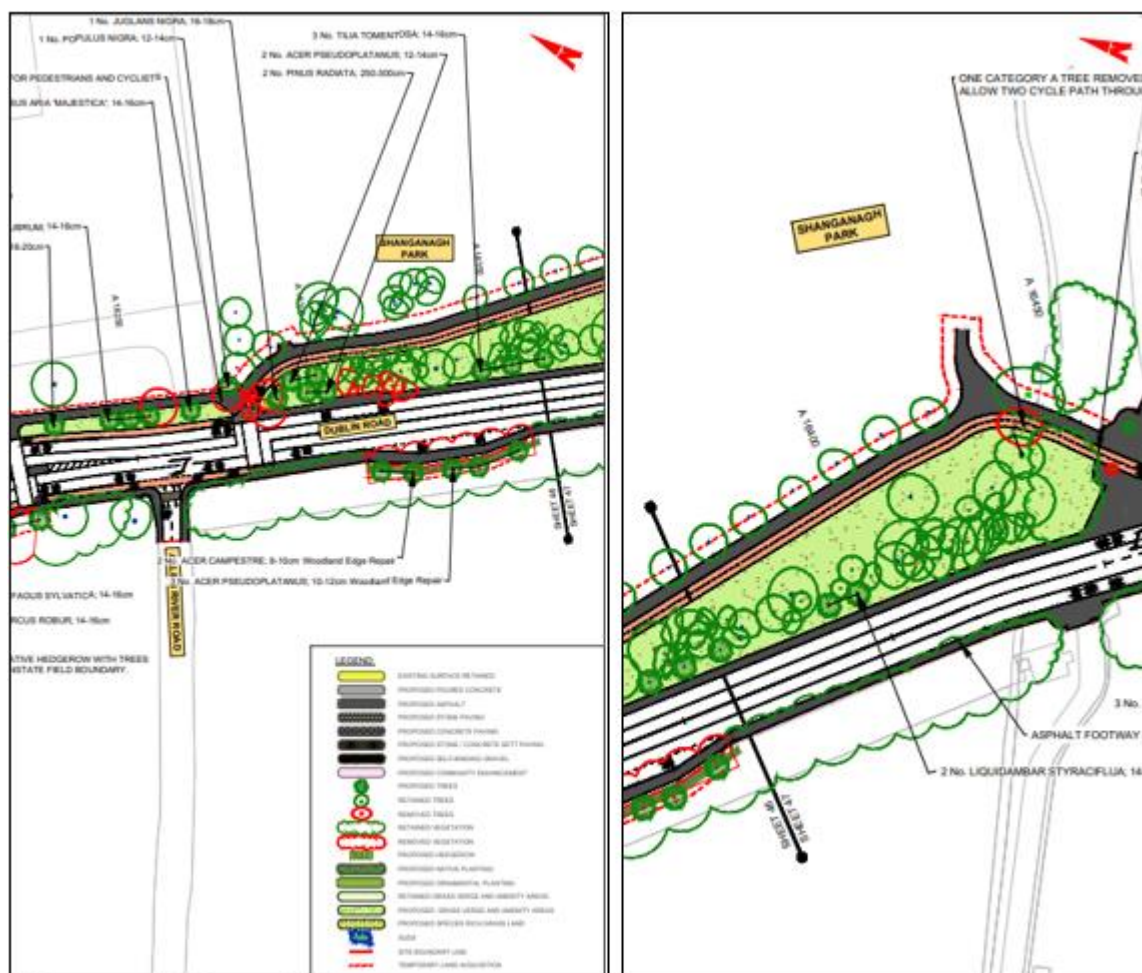


Figure 2.9: Extract from Landscaping General Arrangement Drawings on Dublin Road (Sheet 46 & 47)

The temporary land take is required for the duration of the construction period to allow working space for the construction works and boundary works/and or accommodation works. Temporary land take will be returned after construction, reinstated in the same condition as existing.

If the CPO is confirmed by An Bord Pleanála, a Notice to Treat will be served on each landowner whose land is being acquired. Following service of the Notice to Treat, each landowner will be required to submit a claim for compensation and as part of this process, the NTA will pay the reasonable costs (as part of the claim) for the landowner to engage their own agent / valuer in preparing, negotiating, and advising on compensation.

4) Impact on Future Development and Associated Access

The Proposed Scheme has been designed so as to respect the existing arrangements. Granted Planning permissions have also been considered in the development of the Proposed Scheme, and any future developments and projects that are planned in the vicinity of the Proposed Scheme which will interface with the proposals have been considered, as noted in Section 4.6.6.7 of Chapter 4 (Proposed Scheme Description) Volume 2 of EIAR. The NTA have and will continue to engage with the relevant local authorities and developers with regards to future schemes. However, as noted in the response above, at present, the lands are not zoned for development so an impact assessment was limited to the current permitted land use at this location.

Figure 2.10 below shows an aerial view of the existing access location for the site on Allies River Road. This existing access is not impacted by the Proposed Scheme and there are no turning restrictions from the land, post-construction. Any upgrades required to Allies River Road for future access can be carried out as part of the relevant proposed scheme in the future.



Figure 2.10: Aerial view of existing access to site from Allies River Road (Image Source: Google)

2.2 CPO-002 – Aeval Unlimited Company

2.2.1 Description of the Proposed Scheme at this location

In order to achieve the scheme objectives along this section of the corridor, it is proposed to provide northbound and southbound bus lanes, segregated cycle tracks and general traffic lanes in each direction.

The existing road cross section in this location provides a footpath in both direction of Dublin Road, with an advisory cycle lane running northbound, with a single traffic lane in each direction, and turning lanes on either side of the junction with Woodbrook Downs.

At the location on Dublin Road, near Woodbrook Downs, it is proposed that additional bus lanes will be added in both directions, as well as the addition of cycle tracks in each direction, and the cycle infrastructure at the four-way signalised junction will be upgraded. The minor arms on the four-way junction will tie into existing infrastructure with that on the east side to tie in with the Woodbrook Strategic Housing Development.

The new residential development Woodbrook SHD is under construction. The proposed signalised junctions for this development and bus stops have been coordinated with the development proposals and incorporated within the design.

In order to achieve the required cross section of the Proposed Scheme, land acquisition is necessary from private properties along this section of Dublin Road.

The land take required is shown in the following:

- Extracts from the General Arrangement Drawings which are provided as an Appendix in the 02-General Arrangement Drawings Sheet 48 in Chapter 4 (Proposed Scheme Description) in Volume 3, Part 1 of 3 of the EIAR and shown in Figure 2.11.
- The proposed permanent and temporary land acquisition lines overlain on aerial photography are shown in Figure 2.12.
- The existing property frontage and street view is shown in Figure 2.13.

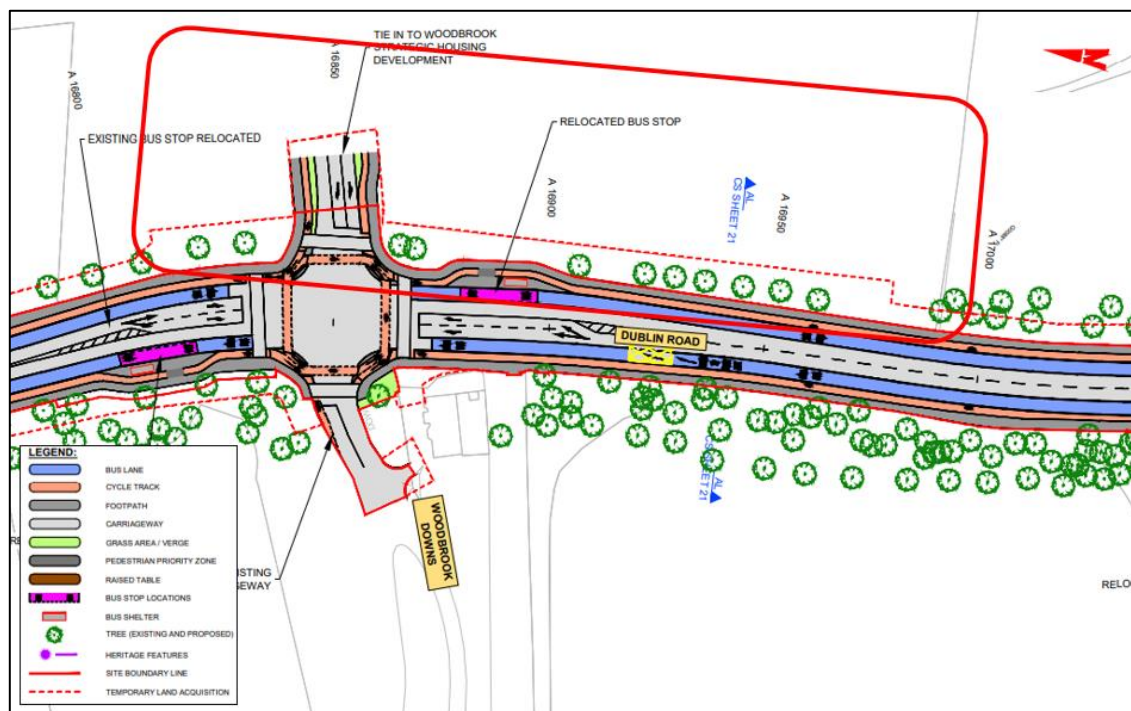


Figure 2.11: Extract from General Arrangement Drawings at Dublin Road (Sheet 48)



Figure 2.12: Existing aerial view at Dublin Road



Figure 2.13: Existing Street view at Dublin Road (Image Source: Google)

2.2.2 Summary of Objections Raised

The objection to the CPO raises five potential issues:

1) Support for the Proposed Scheme

The respondent supports the Proposed Scheme in principle but has some concerns relating to the CPO of lands through BusConnects on their Woodbrook Strategic Housing Development landholding.

The respondent notes that SHD planning permission has been secured for the site at Woodbrook at Dublin Road for 682 residential dwellings, with the first occupations expected in October 2023.

2) Impact to Trees, Walls, and Heritage

The objection notes Condition No. 8 of SHD Permission ABP-305844-19, which required Option 1 to be put in place for the entrance to Woodbrook SHD and interface arrangement with Old Dublin Road, as quoted below. Option 1 enabled retention of most of the mature trees along the front of the site and retention of much of the stone boundary wall.

'8. The proposed new road junction layout on the Old Dublin Road to serve the proposed development shall comprise of Option 1, as submitted with this application. Any future changes to the access road junction and boundary arrangements shall be the subject of a further planning application to the local authority.'

The objection raised concerns regarding the impact of the proposed changes at Dublin Road to the built and natural heritage features such as trees and walls. The objection notes that loss of mature trees and walls is not in line with the Woodbrook-Shanganagh Local Area Plan, and this would negatively impact the established sylvan character of the area.

The objection raised concerns regarding the impact of the permanent land acquisition on the mature trees from their property. Further planting of semi-mature trees in higher numbers within a wider green corridor would be warranted as an appropriate mitigation measure for the changes is noted within the objection. The objection queried the indicative hedge and tree planting suggested.

3) Alternative Design

The objection requests that the footpath and southbound cycle path along the eastern side of the upgraded Dublin Road should be retained in any event at that existing, recently constructed new alignment along the front of the Woodbrook site thereby reducing the continuous corridor width of the widened Dublin Road and avoiding the duplication of pedestrian and cycle facilities so close to these permitted facilities as constructed on-site. The eastern extent of the BusConnects widened corridor would thus be the southbound bus lane and bus stop with a pathway connection east from the bus stop to the adjacent footpath and cycle path as existing at Woodbrook SHD.

4) Temporary Land Take

The objection notes that they have been assured in previous correspondence that the temporary land acquisition would not encroach on the private front curtilage of any apartments, duplexes or houses along the edge of Dublin Road but that the temporary land acquisition would extend to the back of footpath, adjoining those private curtilages, this is required to maintain access to property.

5) Consultation & Engagement

The objection queried the level of public consultation linked to the Proposed Scheme due to previously raising concerns at consultation have not been addressed adequately.

2.2.3 Response to Objections Raised

1) Support for the Proposed Scheme

The NTA welcomes the support for the Proposed Scheme and is grateful for the positive feedback in the objection to support improvement of bus services.

NTA notes the ABP Planning approval of the Woodbrook Strategic Housing Development and the ongoing construction works.

2) Impact to Trees, Walls, and Heritage

The Proposed Scheme Compulsory Purchase Order CPO is an application under Section 76 of the Third Schedule of the Housing Act 1966 as extended by Section 10 of the Local Government (No 2) Act 1960 and amended by the Planning and Development Act 2000 (as amended).

As set out in paragraph 2 of the statutory notice, which was served upon the objector, the CPO is 'for the purposes of the construction of the Bray to City Centre Core Bus Corridor Scheme together with all ancillary and consequential works associated therewith for the purposes of facilitating public transport'.

Further, as set out in paragraph 10 of that notice, the EIAR which was prepared in respect of the Proposed Scheme was available for inspection physically and on the NTA's dedicated website for this Proposed Scheme, and that EIAR contains all of the 'precise details of the proposed construction works' and all of the 'proposed ancillary and consequential works for the Bray to City Centre Core Bus Corridor Scheme'.

The NTA has also made an application to the Board under Section 51 of the Roads Act 1993 (as amended) for approval of the proposed road development, the Bray to City Centre Core Bus Corridor Scheme, which is currently pending before the Board (ABP-Ref No. HA27.317742).

The Proposed Scheme has been designed to deliver upon the Proposed Scheme objectives set out in Chapter 1 (Introduction) of the EIAR, which include enhancement of the potential for cycling by providing safe infrastructure for cycling. In some areas, land acquisition is required to deliver what has been determined to be the most appropriate design configuration that meets these objectives. All areas included in the CPO have been carefully considered and only included where deemed absolutely necessary to meet the Proposed Scheme objectives and to construct the Proposed Scheme with permanent and temporary acquisitions respectively.

The permanent and temporary land take required from the Woodbrook SHD landholding is shown in the Deposit Maps and details listed in the CPO Schedule, as shown in Figure 2.14. The permanent land take is shown in Plot 1066(1).1h and the temporary land take is shown in Plot 1066(2).2h.

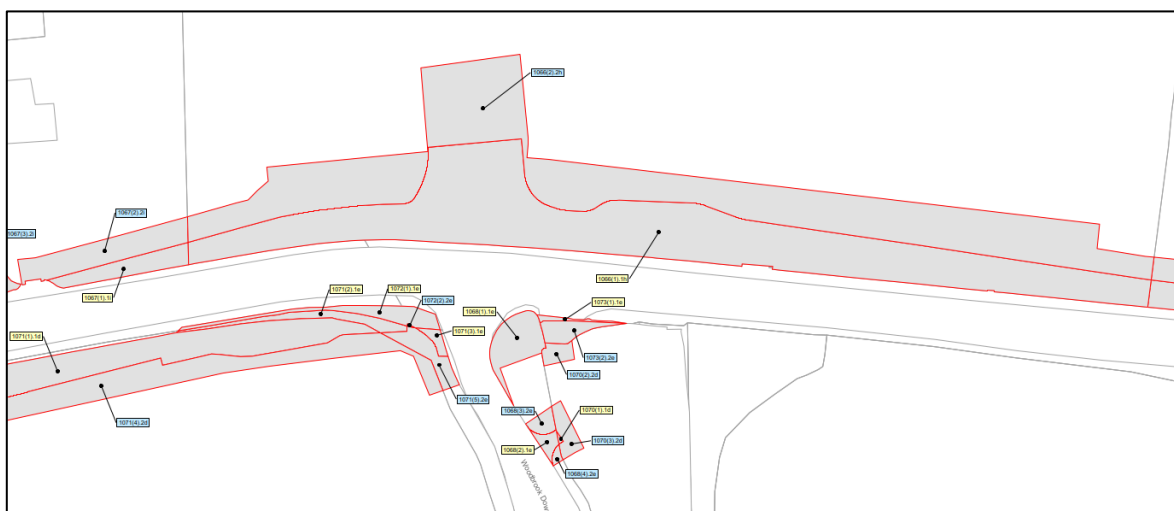


Figure 2.14: Extract from CPO Deposit Map at Woodbrook SHD (Sheet 006)

As part of the BusConnects Bray to City Centre CBC works, permanent land take (shown in the CPO maps) is required to provide for the desirable minimum width of the bus lane, footpath and cycle track on the Dublin Road, hence meeting the objectives of BusConnects, as shown in Figure 2.15 extract from 04-Typical Cross section Drawing Chapter 4 (Proposed Scheme Description) Vol 3 Part 1 of 3 of EIAR.

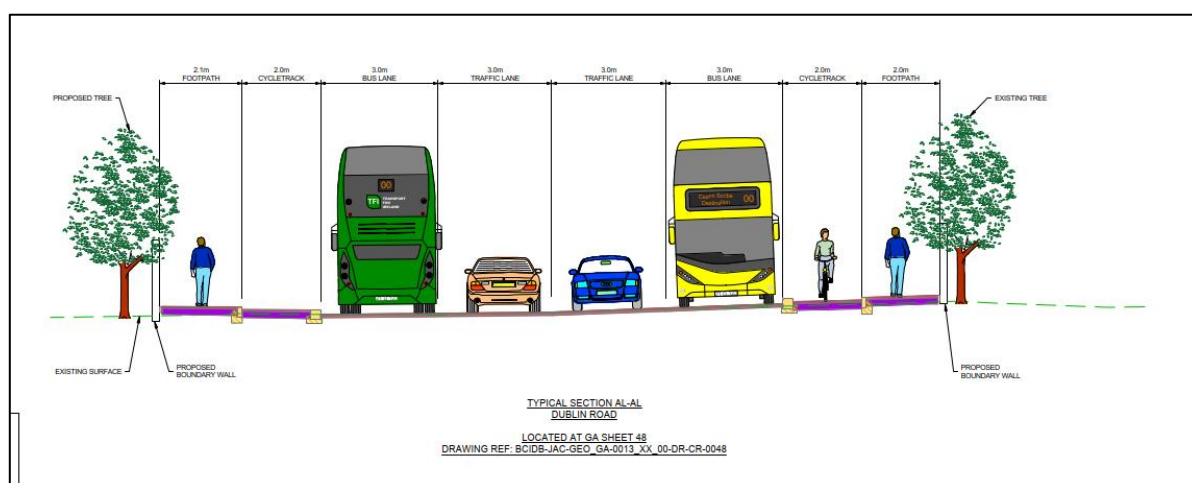


Figure 2.15: Extract from Typical Cross-section at Woodbrook SHD (Sheet 21)

As part of the Proposed Scheme, it is proposed to widen the road on the east side and will tie into the Woodbrook SHD site and the associated new junction opposite Woodbrook Downs. Liaison has taken place with the development organisation and the local authority regarding boundary treatments and tie-in proposals.

The Proposed Scheme General Arrangement design at the location of the Woodbrook SHD is shown in the 02-General Arrangement drawings Chapter 4 (Proposed Scheme Description) drawing Vol 3 Part 1 of 3 of EIAR on Sheet 48 and shown in Figure 2.16.

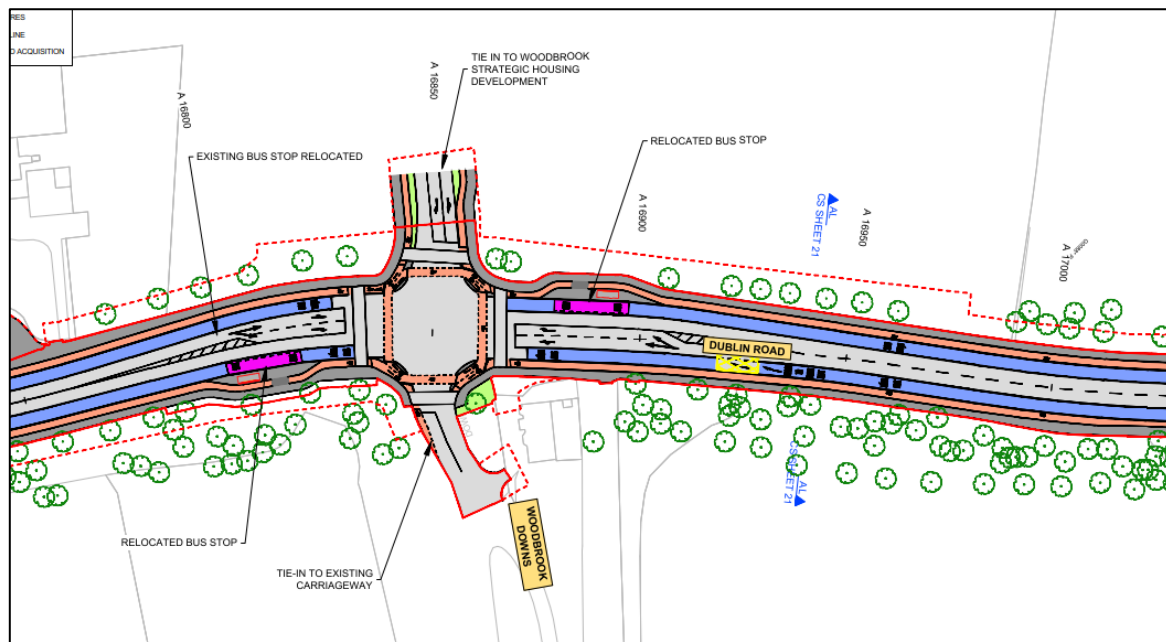


Figure 2.16: Extract from General Arrangement Drawings at Woodbrook SHD (Sheet 48)

Boundary wall

The proposed works would require set-back of the existing boundary wall, which will be relocated along the Woodbrook SHD frontage and rebuilt stone walls, like for like.

As noted in Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR, the reinstatement of property frontage including boundary walls, gates, railings driveway, footpath and landscaping will be on a like-for-like basis, and detailed accommodation works plans will be prepared in consultation with landowners in line with any formal agreements and in accordance with any embedded mitigations identified in the EIAR or conditions/modifications from An Bord Pleanála in relation to the Proposed Scheme application. The reinstatement of the boundary treatment will ensure a physical boundary is provided between the Proposed Scheme and the property, on a 'like for like' basis.

The Proposed Scheme Boundary Treatment design at the location of the Woodbrook SHD is shown in the 07- Fencing and Boundary Treatment Drawing Chapter 4 (Proposed Scheme Description) drawing Vol 3 Part 1 of 3 of EIAR on Sheet 48 and shown in Figure 2.17.

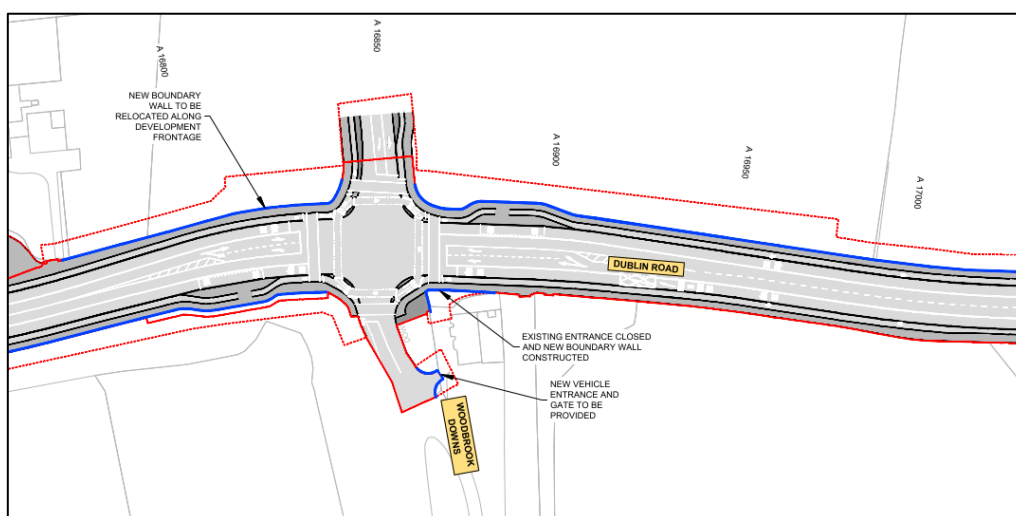


Figure 2.17: Extract from Boundary Treatment Drawing at Woodbrook SHD (Sheet 48)

Trees

The proposed works would require loss of mature trees along the frontage of the housing development. New trees are proposed in the residual green area between the Proposed Scheme permanent land

take and Woodbrook SHD proposed / constructed footpath / cycle path to restore the sylvan character of the road at this location.

The Proposed Scheme Landscape design at the location of the Woodbrook SHD is shown in the 05-Landscape Drawings in Volume 3 Part 1 of 3 of EIAR on Sheet 48 and shown in Figure 2.18.

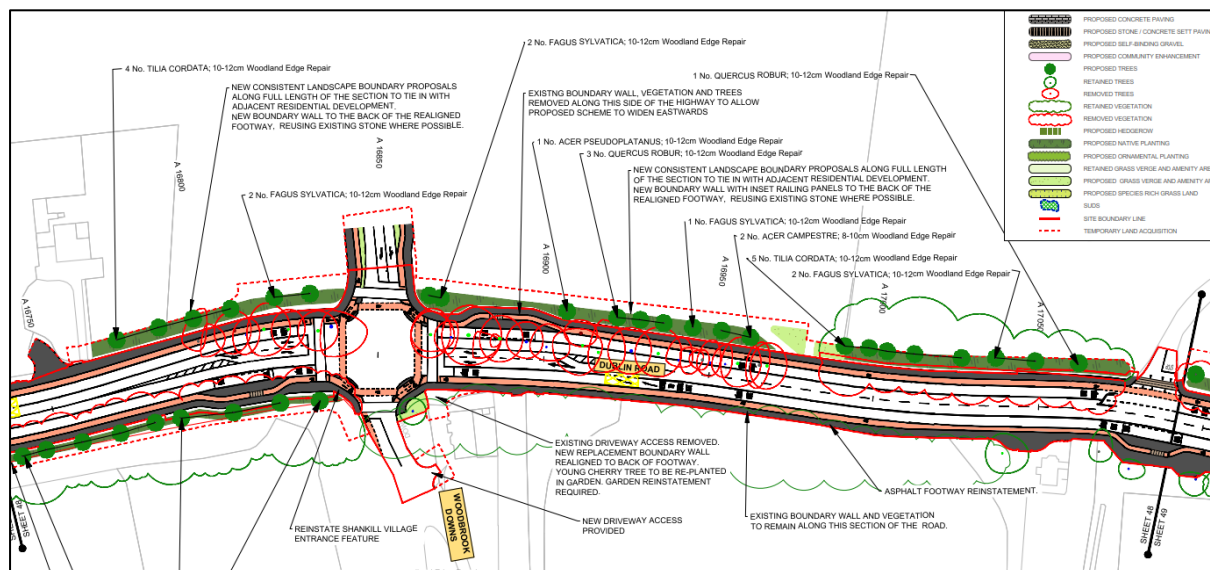


Figure 2.18: Extract from Landscape Drawings at Woodbrook SHD (Sheet 48)

An Arboricultural Impact Assessment was undertaken and is included as Appendix A17.1 in Volume 4 Part 4 of 4 of the EIAR. The assessment includes a schedule of all trees on the Proposed Scheme, with all trees to be removed at these locations assessed for age, quality and usable life expectancy. The trees located in front of Woodbrook SHD comprise a mix of species of a mix of ages. The quality of the trees ranges from high to low quality, with some categorised as being unsuitable for retention due to structural issues. The proposed replacement planting and reinstatement of the boundary is described in Figure 2.18 above as follows:

'New consistent landscape boundary proposals along full length of the section to tie in with adjacent residential development. New boundary wall to the back of the realigned footway, reusing existing stone where possible'

A belt of native tree planting consisting of whips and standard trees (trees with a girth of 8-10cm, and a height of 2.5-3m) is proposed behind the re-built stone wall. A mix of species have been selected as species diversity increases the likelihood of planting success in the long term.

Heritage

With respect to the heritage impact from the repositioning of the boundary walls to the front of Woodbrook SHD, Chapter 16 (Architectural Heritage) in Volume 2 of the EIAR describes the assessment of such potential impacts for the Proposed Scheme, it is marked as an architectural heritage feature (Reference Number CBC0013BTH025) in Figure 16.1 (Sheet 24) in Volume 3 of the EIAR, and has an entry in Appendix A16.2 (Inventory of Architectural Heritage Sites) in Volume 4 Part 3 of 4 of the EIAR. The direct impact on this wall during the Construction Phase is assessed in Chapter 16, Section 16.4.3.5 (Designed Landscapes) and is described as follows:

'The proposed land take on the east side of the Dublin Road will directly impact on a 19th century demesne wall (CBC0013BTH025) which is of Medium Sensitivity, necessitating its removal and reinstatement. The wall is associated with Corke Lodge (DLR RPS 1869). New openings in this wall have been granted under a separate application for the Woodbrook SHD (Ref ABP30584419). The trees to the boundary will be replaced. The magnitude of impact is Medium. The potential Construction Phase impact will be Direct, Negative, Moderate and Temporary.'

The Operational Phase impact on this feature is also assessed in Section 16.4.4.2 (Designed Landscapes) with respect to the impact of proposed new bus stop in front of Woodbrook SHD as follows:

'A bus shelter is proposed on the east side of the Dublin Road at the demesne wall (CBC0013BTH025) to the north of Corke Lodge (DLR RPS 1869). Cork Lodge retains its designed landscape which is of Regional Importance and Medium Sensitivity. There is no bus shelter in this location currently. The magnitude of impact is Negligible. The potential Operational Phase impact is Indirect, Negative, Not Significant and Long-Term.'

Mitigation is proposed in Section 16.5.1.5 with respect to the repositioning of the wall during the Construction Phase as follows:

'Mitigation includes recording the existing fabric in position prior to the works, labelling the affected masonry and fabric. Recording is to be undertaken by an appropriate architectural heritage specialist engaged by the appointed contractor. The architectural heritage specialist will oversee any labelling, taking-down and reinstatement of the affected masonry. Works to historic fabric will be carried out in accordance with the methodology provided in Appendix A16.3 Methodology for Works Affecting Sensitive and Historic Fabric in Volume 4 of this EIAR. With mitigation, the impact magnitude is reduced from Medium to Low. The predicted post mitigation impact is Direct, Negative, Slight and Long-Term.'

New tree planting and rebuilt stone walls are focussed on the east side providing a consistent landscape approach through this section and retaining the sylvan character of the street. Liaison has taken place with the development organisation and the local authority regarding boundary treatments and tie-in proposals.

Compliance with Woodbrook-Shanganagh LAP

Appendix A2.1 (Planning Report) in Volume 4 Part 1 of 4 of the EIAR sets out the planning context for the development of the Proposed Scheme, in which it identifies the existing policy framework for the Proposed Scheme in the context of relevant international, European, national, regional and local planning strategy, plan and policy documents. Section 3.7.3 of the Planning Report addresses the Proposed Scheme in the context of the DLRCC Development Plan 2022-2028. As outlined in Section 3.7.3 *'The vision of the DLRCCDP (DLRCC 2022) is to 'embrace inclusiveness, champion quality of life through healthy placemaking, grow and attract a diverse innovative economy and deliver this in a manner that enhances the environment for future generations' The DLRCCDP places sustainable transport and mobility as a core principle in the future development of the county'.*

Section 3.7.3.4 of the Planning Report specifically discusses the relevant LAPs within the DLRCC area, including the Woodbrook-Shanganagh LAP 2017-2023. Table 3.14 in the Planning Report lists the key objectives within that LAP which are relevant to the Proposed Scheme and includes a scheme response for each, including Objective 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'.* This mitigation for both tree loss and wall reinstatement as described in the previous sections aligns with the requirements of that objective in the Woodbrook-Shanganagh LAP.

The section on the relevant LAPs concludes stating that *'The Proposed Scheme will deliver the infrastructure necessary to enhance public transport, walking and cycling networks along the route corridor adjoining the LAP area. It will facilitate a modal shift towards public transport and active travel modes which are key objectives of the Stillorgan LAP (2018) and Woodbrook Shanganagh LAP (2017)'.*

3) Alternative Design

Section 4.6.6.3 in Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR provides a description of integration of BusConnects with other infrastructure projects and states the list of infrastructure projects within the vicinity of the Proposed Scheme which will interface with the project.

In relation to the Woodbrook SHD Scheme, Section 4.6.6.3.1 states that the:

'Townland of Corke Little, Woodbrook: The Woodbrook Strategic Housing Development is located at around chainage A16850 of the Proposed Scheme. It consists of a residential-led development comprising 685 no. residential units and one childcare facility. Included in the planning application is the provision of Woodbrook Distributor Road / Woodbrook Avenue from the Old Dublin Road (R119) to the future Woodbrook DART Station. Also included in the application is a new vehicular access provided from the Old Dublin Road (R119) opposite Woodbrook Downs entrance including new junction

arrangements. Planning permission has been granted and the junction works are under construction at the time of writing this report;

NTA notes the comment on the alternate design to allow bus lane only in the southbound direction and utilise the footpath and cycle track part of the Woodbrook SHD in southbound direction as shown in the Figure 2.19 extract from the Submission Report. This will minimise land take and impact to trees behind the existing boundary wall.



Figure 2.19: Existing View at Woodbrook SHD Junction (Source: Google)

NTA notes the above suggestion, and the intention of the Proposed Scheme is to keep the cyclists and pedestrian at the main Dublin Road on the roadside of the set-back and reinstated boundary wall. The residual green area between the back of the Proposed Scheme footpath and the back of the footpath/cycle path part of the Woodbrook SHD will be reinstated with landscaping and tree planting.

NTA notes the plan provided with the application and the Development proposes a cycle path and footpath running close to the proposed or under construction duplex houses. This footpath will provide access to the front doors of these dwellings and will be in continuous use. Diverting the pedestrians and cyclists through Woodbrook SHD footpath close to the duplex houses could lead to safety and privacy issues.

The Proposed Scheme will construct the bus lane, footpath and cycle track along the road edge and upgrade the junction to a Protected junction layout for cyclists and the footpath and cycle track which will connect to the Woodbrook SHD access road. There will be separation between the Proposed Scheme back of footpath and the frontline duplexes and the developer's footpath can be accommodated for these frontline houses with necessary connection to the main road footpath.

Pedestrian links from the Proposed Scheme footpath to the Woodbrook SHD can be provided to improve permeability by opening up the wall.

Figure 2.20 shows the Proposed Scheme over the Development Plan.



Figure 2.20: Extract from the Objection showing the Proposed Scheme over the Development Plan

Continuous communications have taken place with the developer during the design development process and in particular this issue was discussed via emails and phone calls between 27/04/2023 and 09/05/2024.

Also, refer to Section 2.3.3.1.2 on Consideration of Alternatives and Options Assessment in particular at Dublin Road (Crinken Lane to Wilford Roundabout) and also note below.

If the CPO is confirmed by An Bord Pleanála, a Notice to Treat will be served on the landowner whose land is being acquired. Following service of the Notice to Treat, the landowner will be required to submit a claim for compensation and as part of this process, the NTA will pay the reasonable costs (as part of the claim) for the landowner to engage its agent/valuer in preparing, negotiating, and advising on compensation.

The NTA acknowledge the positive and constructive liaison that has occurred with the Woodbrook Strategic Housing Development throughout the design and planning process to date. These are matters that can be successfully addressed between the Woodbrook SHD and the NTA, in the absence of any approval condition.

4) Temporary Land Take

NTA note the developers concern and confirm that the temporary land take has been co-ordinated with the latest designs provided by the developer and that the Proposed Scheme temporary land take is at the back of the footpath of the Woodbrook SHD. NTA can confirm that the temporary land take does not impact the private curtilage of the houses and duplexes and the footpath itself.

The cycle path part of the Woodbrook SHD development is within the temporary land take and will be re-instated on completion of the construction works.

The temporary land take is required for the duration of the construction period to allow working space for the construction works and boundary works and/or accommodation works. Temporary land take will be returned back after construction, to be compatible with the development.

Chapter 5 (Construction) in Volume 2 of the EIAR gives a description of the Construction Phase of the Proposed Scheme, including with respect to temporary land acquisition. Specifically, Section 5.5.2.1 states the following:

'Any land temporarily acquired from a landowner will only be utilised for the purposes of undertaking boundary works or accommodation works related to the land in question.'

'Any lands acquired temporarily to facilitate construction work will be returned to landowners on completion of the works. Existing boundary walls or fencing being relocated will be constructed to match the existing conditions, unless otherwise agreed. The removal of trees, vegetation, lawns, paving etc. will be minimised in so far as practicable.'

It goes on to state in Section 5.5.3.2 that:

'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.'

Continuous communications have taken place with the developer during the design development process and in particular this issue was discussed via emails and phone calls between 27/04/2023 and 09/05/2024.

The NTA acknowledge the positive and constructive liaison that has occurred with the Woodbrook Strategic Housing Development throughout the design and planning process to date. These are matters that can be successfully addressed between the Woodbrook SHD and the NTA, in the absence of any approval condition.

5) Consultation & Engagement

Ireland ratified the Aarhus Convention in June 2012 and it entered into force in Ireland in September 2012. Prior to that ratification, Ireland had to ensure that all the provisions of the Convention were implemented in national law, which took a number of years, and involved over 60 pieces of legislation.

Accordingly, Ireland's obligations under the Aarhus Convention have been fully incorporated into Irish legislation and include rights of access to information on the environment, rights of participation in planning determinations, rights of access to adequate review procedures and various other rights.

These are now statutory provisions, which are binding on all applicable parties.

In relation to transport infrastructure projects, the applicable statutory provisions are set out in the relevant planning and transport legislation, which include requiring major projects to seek planning consent from An Bord Pleanála. Those application processes for large infrastructure schemes provide for a statutory process requiring the making available for public review all of the applicable information set out in the legislation and permitting the making of submissions in relation to the proposals to the determining body, being An Bord Pleanála.

Thereafter, the legislation provides for the holding of an Oral Hearing, enabling direct public engagement and participation in the decision-making process.

As part of the scheme development stage, various non-statutory public consultation processes have been undertaken. These processes are in excess of the requirements of the Aarhus Convention, whose obligations are already enshrined in Irish legislation including 'statutory public consultations' which is the stage that the project has now reached.

The NTA notes the comment regarding the technical nature and volume of the documents presenting a potential barrier to the general public seeking access to information relating to the scheme. Given the nature of such infrastructure schemes as BusConnects Core Bus Corridors, there is invariably a substantial amount of technical information which needs to be provided, so as to ensure that the consent

application is comprehensive in nature to meet legislative requirements and provide the competent authority with the necessary information to allow them to reach a decision. Volume 1 of the EIAR comprises the Non-Technical Summary of the EIAR for the Proposed Scheme. Chapter 1 (Introduction) in Volume 2 of the EIAR contains information on the content and structure of the EIAR. Section 1.5.6 of Chapter 1 (Introduction) in Volume 2 of the EIAR sets out the information which must be contained in the EIAR. The NTA has sought to make the information as concise as possible, while ensuring that the necessary information has been provided. Section 1.5.7 sets out the structure of the EIAR. It is considered that the structure of the EIAR does provide the necessary legibility for those interested parties (both lay persons and technical specialists) to find the information of relevance to them. While the EIAR has been prepared in compliance with the EIA Directive, it has also been written to make it accessible to a wider, non-specialist audience in so far as possible.

In May 2017 the NTA launched the BusConnects Programme and then in June 2018 published the Core Bus Corridors Project Report. The report was a discussion document outlining proposals for the delivery of Core Bus Corridor Routes across Dublin.

Since the commencement of the non-statutory period of the CBC Infrastructure Works, there has been a total of three rounds of non-statutory public consultation.

The term 'non-statutory' is used to describe the public consultation which occurred from [2018 to 2022] because this consultation process with the public and interested stakeholders was undertaken by the NTA on a voluntary basis and was not required by law. The purpose of this process was to inform the public and stakeholders of the evolution of the proposal from an early stage and to seek feedback on the design proposals.

This is in contrast with the statutory consultation period which ran from 15 August 2023 to 10 October 2023 during which an opportunity was provided to members of the public, including Woodbrook SHD Developer, (as well as certain prescribed bodies) to make submissions to An Bord Pleanála in accordance with Section 51 of the Roads Act 1993 (as amended).

First Round of Non-Statutory Public Consultation – The first round of non-statutory public consultation on the Emerging Preferred Route Options was from November 2018 until March 2019 divided into three phases. The reason it was divided into three phases was primarily due to the fact that the BusConnects Infrastructure team carried out all aspects of the first round without external design service providers having been appointed at that stage. Moreover, the BusConnects Infrastructure team sought to gain maximum engagement from the public from the commencement of the CBC Infrastructure Works to raise awareness, establish relationships and gain immediate insight and knowledge of the issues at an early stage.

It was also important that at the start of the non-statutory consultation that considerable time and resources were dedicated by the BusConnects Infrastructure team to initiate contact with potential impacted properties. Each of the potentially impacted property owners were offered the opportunity to meet with members of the BusConnects Infrastructure team on a one-to-one basis which meant a significant amount of resources had to be dedicated to this process.

Second Round of Non-Statutory Public Consultation – The non-statutory public consultation for the Preferred Route Options ran from March 2020 to April 2020 as Ireland entered the first lockdown due to the Covid-19 pandemic. The consultation continued in deference to the number of online submissions received during this period. A number of public facing elements of the consultation were cancelled in line with Government health guidelines, however, all other elements of the consultation including online versions of the brochures, supporting documentation were available. Other communication tools including the Freephone, email and digital aspects remained active for submissions to be received.

Third Round of Non-Statutory Public Consultation – This round of non-statutory public consultation for the Preferred Route Options from November 2020 to December 2020 was added due to the disruption caused to the second-round consultation process. It was important that further engagement was facilitated to communicate design development changes prior to concluding the determination of the Preferred Route Options. Methods had emerged whereby traditional public information events could be replaced by virtual online alternatives to offset the restrictions that continued associated with the Covid-19 Pandemic. Accordingly, all elements of the public consultation and stakeholder engagement were conducted virtually or online in line with the Government health guidelines.

Public Consultation Part 1 of 2 and Part 2 of 2 (Supplementary Information) – This report summarises the consultation process of the Proposed Scheme during the design development process.

Additional Public Consultation Reports are also provided under the Preferred Route Options Report Appendix B and C, also part of Supplementary Information.

Section 1.6 of Chapter 1 (Introduction) in Volume 2 of the EIAR, provides details of the various stages of public consultation process. These include details of community forums and resident group meetings held at each stage of the public consultation.

Non-statutory property referencing letters - In March- April 2023 a non-statutory property referencing letters were posted to the impacted landowners through registered post to confirm their interest in the property. During this period NTA had communication with the impacted landowners.

Statutory round of public consultation -As part of the statutory public consultation in addition to the notices required by statute to be published in the newspaper, public notices were also placed at 176 locations along the route of the Proposed Scheme so as to ensure that members of the public in the area who may not have noticed the statutory newspaper notice or whose lands were not being acquired and so were not part of the CPO process were informed of the Proposed Scheme.

The National Transport Authority (NTA) has applied under section 51(2) of the Roads Act 1993 (as amended) to An Bord Pleanála for approval in relation to a proposed road development consisting of the construction of the Bray to City Centre Core Bus Corridor Scheme. The application was made to An Bord Pleanála on the 4th of August 2023. An application for confirmation of the associated Compulsory Purchase Order under Section 76 of, and the Third Schedule to, the Housing Act 1966 (as amended) was submitted to An Bord Pleanála on the 11th of August 2023. Impacted landowners were served CPO Statutory Notice on 10th August through registered post.

A 12 weeks statutory consultation period was allowed for relevant stakeholders for queries/ concerns both written (email/ letter) and telephonic conversation with the NTA, from the period 15th August 2023 until 10th October 2023. During this period NTA had communication with the impacted landowners. The landowners were advised that any objection to the Compulsory Purchase Order should be made in writing to An Bord Pleanála (Strategic Infrastructure Division), 64 Marlborough Street, Dublin 1, D01 V902, must reach the said Board before 5.30pm on October 10th 2023 and encouraged all parties to ensure that, if they so wish, that they make a submission/observation to An Bord Pleanála.

2.3 Woodbank Estate, Shankill - CPO-003, CPO-005, CPO-006, CPO-009, CPO-015, CPO-018, CPO-027, CPO-028, CPO-029, CPO-033, CPO-037, CPO-045, CPO-076 and CPO-084

2.3.1 Description of the Proposed Scheme at this location

In order to achieve the scheme objectives along this section of the corridor, 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.

Segregated cycle tracks have not been provided between Loughlinstown Roundabout and Stonebridge Road along the Proposed Scheme as impacts including land take to residential properties were not considered appropriate. The proposed bus lanes along this section will be shared with cyclists.

Existing cross-section at this location consist of traffic lanes and advisory cycle lanes in both directions.

The land take required is shown in the following:

- Extracts from the General Arrangement Drawings which are provided as an Appendix in the 02-General Arrangement Drawings Sheet 42 in Chapter 4 (Proposed Scheme Description) in Volume 3, Part 1 of 3 of the EIAR and shown in Figure 2.21.
- The proposed permanent and temporary land acquisition lines overlain on aerial photography are shown in Figure 2.22, and on the Deposit Maps as shown in Figure 2.23.
- The existing property frontage and street view is shown in Figure 2.24.

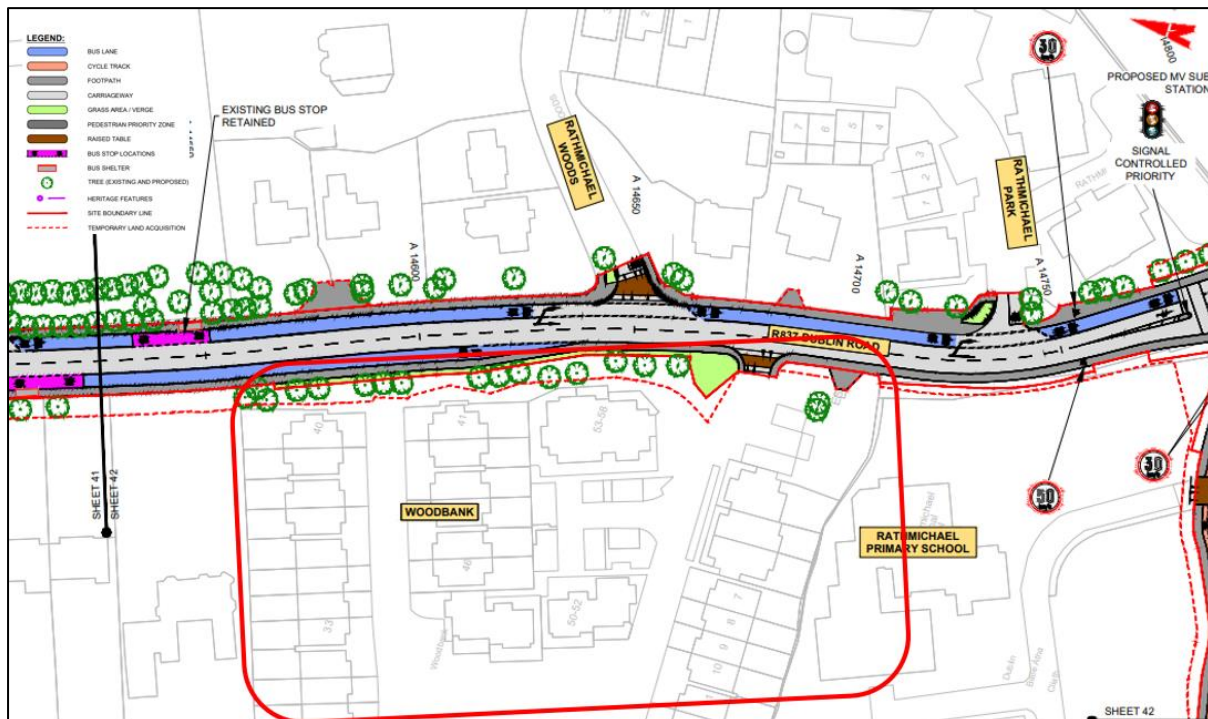


Figure 2.21: Extract from General Arrangement Drawings at Dublin Road (Sheet 42)

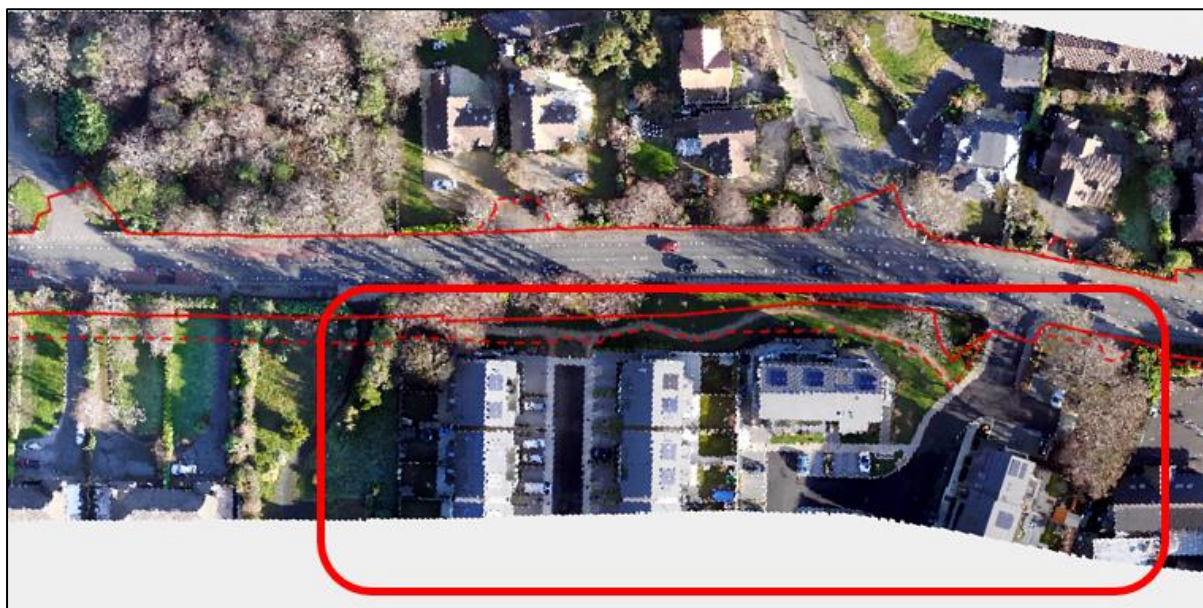


Figure 2.22: Existing Aerial View at Woodbank Estate

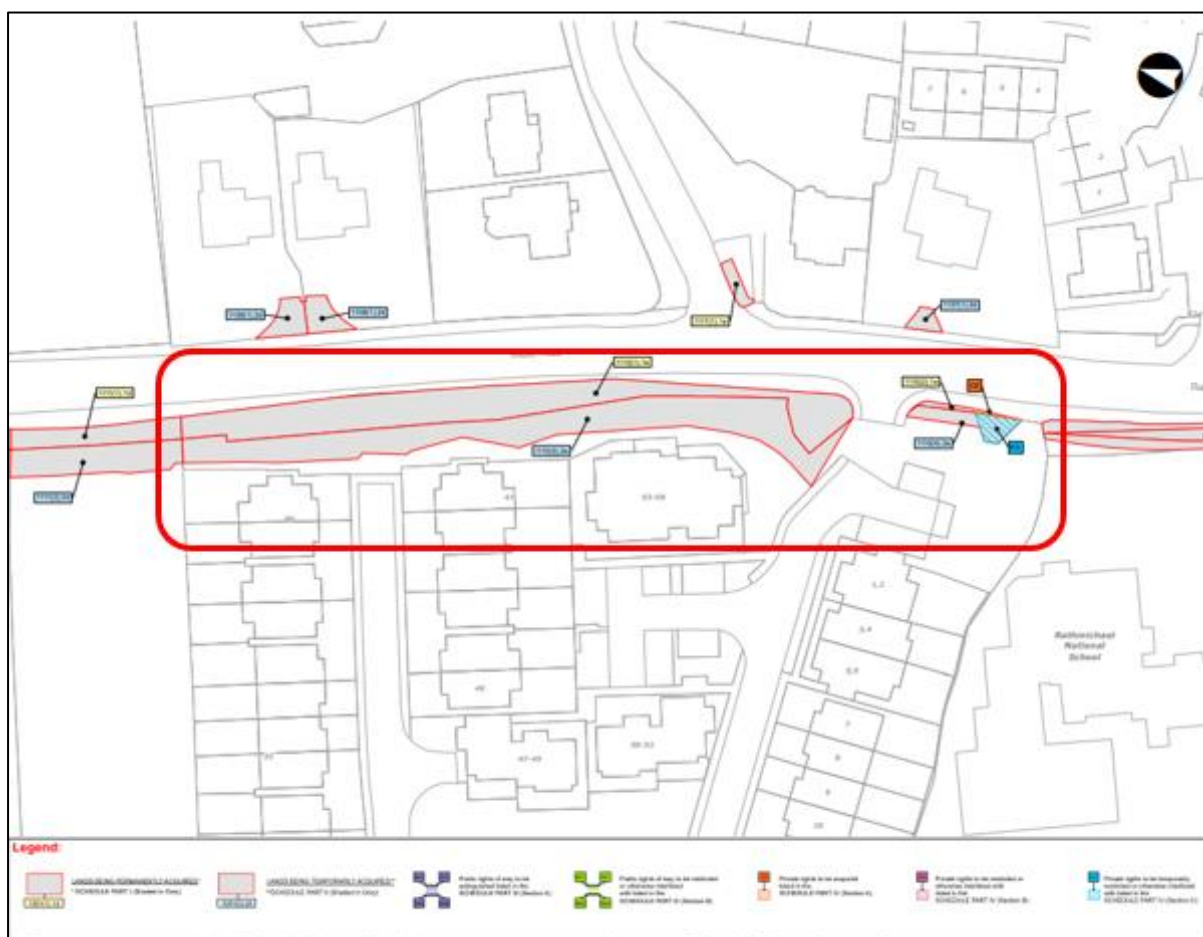


Figure 2.23: Extract from Deposit Map at Woodbank, Dublin Road (Sheet 011)



Figure 2.24: Existing street view at Woodbank Estate (Image Source: Google)

2.3.2 Objections Raised

Table 2.1 below lists the 14 objections within which issues were raised in respect of the same proposed CPO plots at Woodbank Estate in Shankill.

Table 2.1: Objections Made in Respect of proposed CPO plots at Woodbank Estate in Shankill

No	Name	No	Name	No	Name
003	Alison, Mark, Leya & Esme Fallon	018	Dermot & Anne Grumley	037	Jane & John Deehan
005	Aoife Stokes & Glenn Mason	027	Fiachra Baynes & Sinead Lucey	045	Mark & Christine Russell
006	AWC Estate Owners Management Company Clg	028	Fiona Bennett & Brendan Dunne	076	Stephen & Marie Hedderman
009	Brian Holland	029	Fionnuala & Noel Gilchrist	084	Zoe Stephenson & Adam Wong
015	Courtenay Pollard	033	Gavin Doherty		

Objections listed in Table 2.1 above, which relate to the same area, are responded to individually in the sections below.

2.3.3 Woodbank General Issues

A number of common issues were raised, and these are listed below and responded to within this Section 2.3.3. To minimise repetition in the report, individual CPO Objection responses for Woodbank will refer back to these general responses.

List of Common Objections Raised

- 1) Need to the Proposed Scheme
 - a. Need for the Proposed Scheme in Shankill (Policy Context)

- b. Consideration of Alternatives and Options Assessment
 - c. Alternate N11/M11 Bus Priority Interim Scheme
 - d. Cost Benefit Analysis
- 2) Benefits of the Proposed Scheme
- 3) Impact to Bus Services and Journey Time Savings
- 4) Upgrade Roundabouts to Signalised Junction and Signal Control Priority
 - a. Upgrade of Existing Roundabouts to Signalised Junctions
 - b. Replacement of Roundabouts in Compliance with DLRCC SLO148
 - c. Signalisation of Dublin Road / Shanganagh Road / Corbawn Lane Junction (St Anne's Roundabout)
 - d. Signal Controlled Priority through Shankill including Signalisation of Dublin Road / Quinn's Road / Cherrington Drive Junction
 - e. SCP and Signalisation at Wilford Roundabout
 - f. Summary of Assessment
- 5) Impact to Traffic Flows, Speed Limit, and Traffic Calming
- 6) Deficiency in Traffic and Transport Assessment
- 7) Impact to Cycle Infrastructure
- 8) Impact to Safety (for Pedestrians & Cyclists)
- 9) Review of Design Alternatives
- 10) Adequacy of Environmental Assessment
- 11) Impact to Environment (Trees, Biodiversity, Climate, Air Quality, Noise, and Landscape)
- 12) Impact to Green Amenity Areas
- 13) Impact to Shankill Village & Community
- 14) Changes to Working Patterns
- 15) Public Consultation
- 16) Impact to Health & Wellbeing
- 17) Impact to Business
- 18) Impact to Heritage & Architecture
- 19) Impact on Property Values
- 20) Impact During Construction
- 21) Impact of Road Closures
- 22) Constitutional Requirements of the CPO

2.3.3.1 *Need of the Proposed Scheme*

Summary of issue raised

A number of objections raised concerns regarding the need for the Proposed Scheme and the benefits of investment, particularly between Loughlinstown Roundabout and Wilford Roundabout (Section 3 of

the Proposed Scheme) through Shankill due to the current bus service having no delays and current levels of traffic impose no delays and no intervention is deemed.

Some objections have raised concerns on the lack of alternatives and option assessment considered in Shankill. They also raised the concern that the assessment was done in 2017 and is out of date.

A number of objections raised the issue that the N11/M11 scheme is also progressing and should be used as an alternative to the Shankill section of the scheme. They noted that Option 2A of the options assessment report along the N11/M11 was the most economically advantageous route.

Some objections also raised concerns regarding the cost benefit of the Proposed Scheme.

Response to issue raised

Need for the Proposed Scheme

Chapter 2 (Need for the Proposed Scheme) in Volume 2 of EIAR outlines the need for the Bray to City Centre Core Bus Corridor Scheme and notes the following:

“Sustainable transport infrastructure assists in creating more sustainable communities and healthier places to live and work while also stimulating our economic development and contributes to enhanced health and well-being when delivered effectively.

The key radial traffic routes into and out of Dublin City Centre are characterised by poor bus and cycle infrastructure in places. Effective and reliable bus priority can be achieved through a combination of continuous bus lanes and signal control priority at pinch-points and junctions. Currently bus lanes are available for 69% of the route of the Proposed Scheme. Cyclists must typically share space on bus lanes or general traffic lanes with only 47% of the route of the Proposed Scheme providing segregated cycle tracks. Furthermore there are key sections of the current bus lanes that are not operational on a 24-hour basis. Additionally bus lanes are being shared with both formal and informal parking facilities and cyclists. These conditions compromise the reliability and effectiveness of the bus services in these areas.

Private car dependence has resulted in significant congestion in the Greater Dublin Area (GDA) that has impacted on quality of life, the urban environment, and road safety. The population of the GDA is projected to rise by 25% by 2040 (National Planning Framework 2018), reaching almost 1.5 million. This growth in population will increase demand for travel necessitating improved sustainable transport options to facilitate this growth.

Without intervention, traffic congestion will lead to longer and less reliable bus journeys throughout the region and will affect the quality of people's lives. The Proposed Scheme is needed in order to enable and deliver efficient, safe, and integrated sustainable transport movement along the corridor through the provision of enhanced walking, cycling and bus infrastructure on this key access corridor in the GDA. 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 through the provision of bus lanes and other measures to provide priority to bus movements over general traffic movements;*
- Enhance the potential for cycling by providing safe infrastructure for cycling, segregated from general traffic wherever practicable;*
- Support the delivery of an efficient, low carbon and climate resilient public transport service, which supports the achievement of Ireland's emission reduction targets;*
- Enable compact growth, regeneration opportunities and more effective use of land in Dublin, for present and future generations, through the provision of safe and efficient sustainable transport networks;*
- Improve accessibility to jobs, education and other social and economic opportunities through the provision of improved sustainable connectivity and integration with other public transport services; and*
- Ensure that the public realm is carefully considered in the design and development of transport infrastructure and seek to enhance key urban focal points where appropriate and feasible.*

The objectives outlined above relating to enhancing capacity of the public transport system and enhancing safe infrastructure for cycling are underpinned by the central concept and design philosophy of People Movement. People Movement is the concept of the optimisation of roadway space and/or the prioritisation of the movement of people over the movement of vehicles along the route and through the junctions along the Proposed Scheme. The aim is to reduce journey times for modes of transport with higher person carrying capacity modes (bus, walking and cycling), which in turn provides significant efficiencies and benefits to users of the transport network and the environment.

The need for the Proposed Scheme is to respond to current deficiencies in the transport system at a Regional and Local level is set out in Section 2.2.

The delivery of the Proposed Scheme is supported by International, European Union, National, Regional and Local strategies, policies, and plans. The key policy and planning documents are described in Section 2.3, including the manner in which the need for the Proposed Scheme is supported by the relevant policies and objectives.

Finally, Section 2.4 describes the benefits that will accrue from the provision of the Proposed Scheme.

Investments in high quality public transport infrastructure and systems have been proven to result in significant modal shift. Indeed, in Dublin the Canal Cordon Report (National Transport Authority (NTA) 2019a) outlined that in 2019 (prior to COVID-19 restrictions) travel by sustainable modes accounted for 72% of all trips into Dublin City Centre, compared to 59% in 2010. This positive improvement in sustainable mode uptake was facilitated by investment in walking, cycling and bus infrastructure, Luas Cross City and the re-opening of the Phoenix Park Tunnel in addition to investments in systems such as Leap Card and Real Time Passenger Information.”

Refer to response on sections below:

- 1) Need for the Proposed Scheme in Shankill (Policy Context)
- 2) Consideration of Alternatives and Option Assessment in Shankill
- 3) Alternate N11/ M11 Bus Priority Interim Scheme
- 4) Cost Benefit Analysis

2.3.3.1.1 Need for the Proposed Scheme in Shankill (Policy Context)

A number of objections raised concerns regarding the need for the Proposed Scheme, particularly for between Loughlinstown Roundabout and Wilford Roundabout (Section 3 of the Proposed Scheme), through Shankill. The response below outlines the policy context and transport need for the Proposed Scheme in Section 3.

BusConnects

Section 2.2.1.6 of Chapter 2 (Need for the Proposed Scheme) in Volume 2 of EIAR provides details of the BusConnects programme.

‘The BusConnects programme seeks to greatly improve bus services in Irish cities, including Dublin, so that journeys by bus will be fast, reliable, punctual, convenient and affordable. ...’

‘...BusConnects Dublin is a suite of transformative changes to the bus system, intended to make it more efficient, faster, reliable and easier to use. The BusConnects Dublin programme contains nine elements, one of which is the BusConnects Dublin – Core Bus Corridor Infrastructure Works (the CBC Infrastructure Works). ...’

‘...The CBC Infrastructure Works are needed because they will provide enhanced walking, cycling and bus infrastructure on this key access corridor in the Dublin region, which will enable and deliver efficient, safe, and integrated sustainable transport movement along the corridor.’

‘The CBC Infrastructure Works brings a range of benefits as an element in its own right. However, the CBC Infrastructure Works is also integral to realising the fullest potential of the other elements part of overall BusConnects programme.

In the absence of the Proposed Scheme, bus services will operate in a more congested environment,

leading to higher journey times for bus and lower reliability which will lead to reduced levels of public transport use, making the bus system far less attractive and less resilient to higher levels of growth. The absence of walking and cycling measures that the Proposed Scheme provides will significantly limit the potential to grow those modes into the future.'

Section 2.2.1.7 does on to state:

'The CBC Infrastructure Works will typically run along existing trunk bus routes, connecting residential suburbs, retail and village areas, metropolitan urban centres along the route, and the City Centre.'

BusConnects is part of the Government's policy to improve public transport and address climate change in Dublin and other cities. BusConnects is included as a specific policy objective of Project Ireland 2040 – The National Development Plan 2018 – 2027 (Government of Ireland 2018a). In the Climate Action Plan 2023 (Government of Ireland 2022), there is a specific action to advance the BusConnects programme in five cities (which includes Dublin).

Bray to City Centre Core Bus Corridor (Proposed Scheme) Objectives

The aim of the Proposed Scheme, part of the BusConnects CBC Infrastructure Works is to provide enhanced walking, cycling and bus infrastructure on this key access corridor in the Dublin region, which will enable and deliver efficient, safe, and integrated sustainable transport movement along the corridor. The objectives of the core bus corridor CBC Infrastructure Works, as set out in Section 1.2 of Chapter 1 (Introduction) in Volume 2 of the EIAR.

Refer to response in Section 2.3.3.1 under Need of the Proposed Scheme for objectives of the Proposed Scheme.

Transport Need for the Proposed Scheme

Section 2.2.1 of Chapter 2 (Need for the Proposed Scheme) in Volume 2 of EIAR provides an overview of the GDA Transport Strategy 2016 – 2035 and GDA Cycle Network Plan and how it aligns with the need of the Proposed Scheme.

'The Transport Strategy for the Greater Dublin Area 2022-2042 replaces the prior transport strategy for the period 2016 to 2035. ...'

'... Major projects provided for in the prior strategy included BusConnects Dublin, of which the Proposed Scheme is a key component.'

Section 2.2.1.5 in relation to the Bus Network goes on to state:

'To inform the preparation of the GDA Transport Strategy 2016 – 2035, the NTA prepared the Core Bus Network Report (NTA 2015) for the Dublin Metropolitan Area, which identified those routes on which there needed to be a focus on high capacity, high frequency and reliable bus services, and where investment in bus infrastructure should be prioritised and concentrated. The Core Bus Network is defined as a set of primary orbital and radial bus corridors which operate between the larger settlement centres in the Dublin Metropolitan Area. ...'

'...The GDA Transport Strategy 2016 – 2035 concluded that this high-quality Core Bus Network would form an integral part of the improved public transport infrastructure measures for the Dublin Metropolitan Area. The final resulting Core Bus Network presented in the prior GDA Transport Strategy represents the most important bus routes within the Dublin Metropolitan Area, generally characterised by high passenger volumes, frequent services and significant trip attractors along the routes.'

It comprises 16 radial corridors, three orbital corridors and six regional corridors. The radial core corridors, as extracted from the GDA Transport Strategy 2016 – 2035, are shown in Image 2.9 (reproduced from Figure 5.5 in the GDA Transport Strategy 2016 – 2035 - routes presented are indicative only).'

Figure 2.25 shows the 2035 Core Bus Network – Radial Corridors presented in Chapter 2 (Need for the Proposed Scheme) in Volume 2 of EIAR.

'The need for the Proposed Scheme is supported by the objective of the GDA Transport Strategy to provide continuous bus priority, as far as is practicable, along the core bus route, that supports a more efficient and reliable bus service with lower journey times.'



Figure 2.26: Extract from Chapter 2 (Need for the Proposed Scheme) (Image 2.10 CBC Infrastructure Works 12 corridors)

Section 2.2.1.3 of Chapter 2 (Need for the Proposed Scheme) in Volume 2 of EIAR goes on to note in relation to pedestrian network as part of the GDA Transport Strategy 2016-2035 and cycle network as part of the GDA Cycle Network Plan 2013.

'The Pedestrian Network

The GDA Transport Strategy 2016 – 2035 identified deficiencies in the existing pedestrian network, comprising footpaths and pedestrianized areas catering for pedestrian movement throughout the GDA. Specifically, at many junctions across the GDA, pedestrian crossings are not provided, or are provided only on some arms. The amount of time given to pedestrians to cross, and the time they must wait to cross, also renders the walking experience sub-optimal. While these issues affect all parts of the GDA, they are particularly critical in Dublin City Centre where the number of pedestrians is highest.'

In order to address this, the prior Transport Strategy sought to:

- *'Provide a safer, more comfortable and more convenient walking environment for those with mobility, visual and hearing impairments, and for those using buggies and prams;*
- *Develop, in collaboration with the local authorities, a strategic pedestrian network plan, encompassing the main urban centres of the region, which will identify the key pedestrian linkages in those areas;*

- *Enhance pedestrian movement along the strategic pedestrian routes by widening footpaths where appropriate, providing better surfacing and by removing unnecessary poles, signs, street cabinets, advertising and other street clutter;*
- *Support local authorities in the implementation of pedestrianisation schemes, particularly in central;*
- *areas of high pedestrian footfall, such as shopping streets;*
- *Revise road junction layouts, where appropriate, to provide dedicated pedestrian crossings, reduce pedestrian crossing distances, provide more direct pedestrian routes, and reduce the speed of turning traffic;*
- *Reduce waiting time for pedestrians at crossings in Dublin City Centre and other urban centres;*
- *Liaise with local authorities to deliver pedestrian information and wayfinding signage in urban centres across the GDA;*
- *In conjunction with local authorities and An Garda Síochána, evaluate, and where appropriate seek the introduction of, lower speed limits on residential streets and in urban centres;*
- *Cooperate with other agencies in the enforcement of laws in relation to parking on footpaths;*
- *Support pedestrian permeability provision in new developments, and the maintenance, plus enhancement where appropriate, of such arrangements in existing developments; and*
- *Ensure that permeability and accessibility of public transport stops and stations for local communities is maintained and enhanced.'*

The need for the Proposed Scheme is supported by the prior GDA Transport Strategy and the new GDA Transport Strategy 2022-2042 in regard to improving the pedestrian environment along the Proposed Scheme, while taking cognisance of and supporting pedestrian and public realm planning objectives locally.'

Section 2.2.1.4 in relation to the Cycle Network goes on to state:

'The GDA Cycle Network Plan 2013 (hereafter referred to as the GDACNP 2013) (NTA 2013) was adopted by the NTA in early 2014 following a period of consultation with the public and various stakeholders. This plan formed the strategy for the implementation of a high quality, integrated cycle network as set out in the GDA Transport Strategy 2016 - 2035. This is further discussed in Section 2.3.4.5.

The predominant provision for cycling in the Dublin City Council (DCC) area, including the areas associated with the Proposed Scheme, is by means of either non-segregated on street cycle lanes (both advisory and mandatory) or bus lanes. These facilities are generally of a low Quality of Service (QoS) in the city area mainly due to the lack of width for cyclists and the discomfort caused by large volumes of vehicular traffic sharing the road space. The GDACNP 2013 found that typically the cycle lanes achieve a QoS score of C or D in the DCC Area (QoS scores are assigned on a five-point scale from A+ to D). In addition it found that in general the QoS of many of the existing facilities within the Dún Laoghaire-Rathdown County Council (DLRCC) area is low at C. However upgrade works on the N11 Stillorgan Road undertaken during and since the production of this plan has improved the QoS along this part of the Proposed Scheme. A QoS score was not given for the Wicklow County Council (WCC) area facilities, but there are some existing cycling facilities along the R119 / R761 Dublin Road part of the Proposed Scheme. More information on the QoS cycling assessment criteria can be found in Chapter 6 (Traffic & Transport). It is noted that, since the production of GDACNP 2013, several interventions have taken place – both permanent and temporary. In the case of the Proposed Scheme however only 47% of the route is currently providing segregated cycle tracks.'

Section 2.2.1.4 also state:

'The Proposed Scheme, which was supported by the GDACNP 2013 for the area, is needed to address the very limited segregated cycling infrastructure currently available on this corridor.'

Figure 2.27 and Figure 2.28 show the 2022 GDACNP in section 3 and 4 of the Proposed Scheme (Loughlinstown Roundabout to Bray end), extract from Chapter 2 (Need for the Proposed Scheme) in

Volume 2 of EIAR.

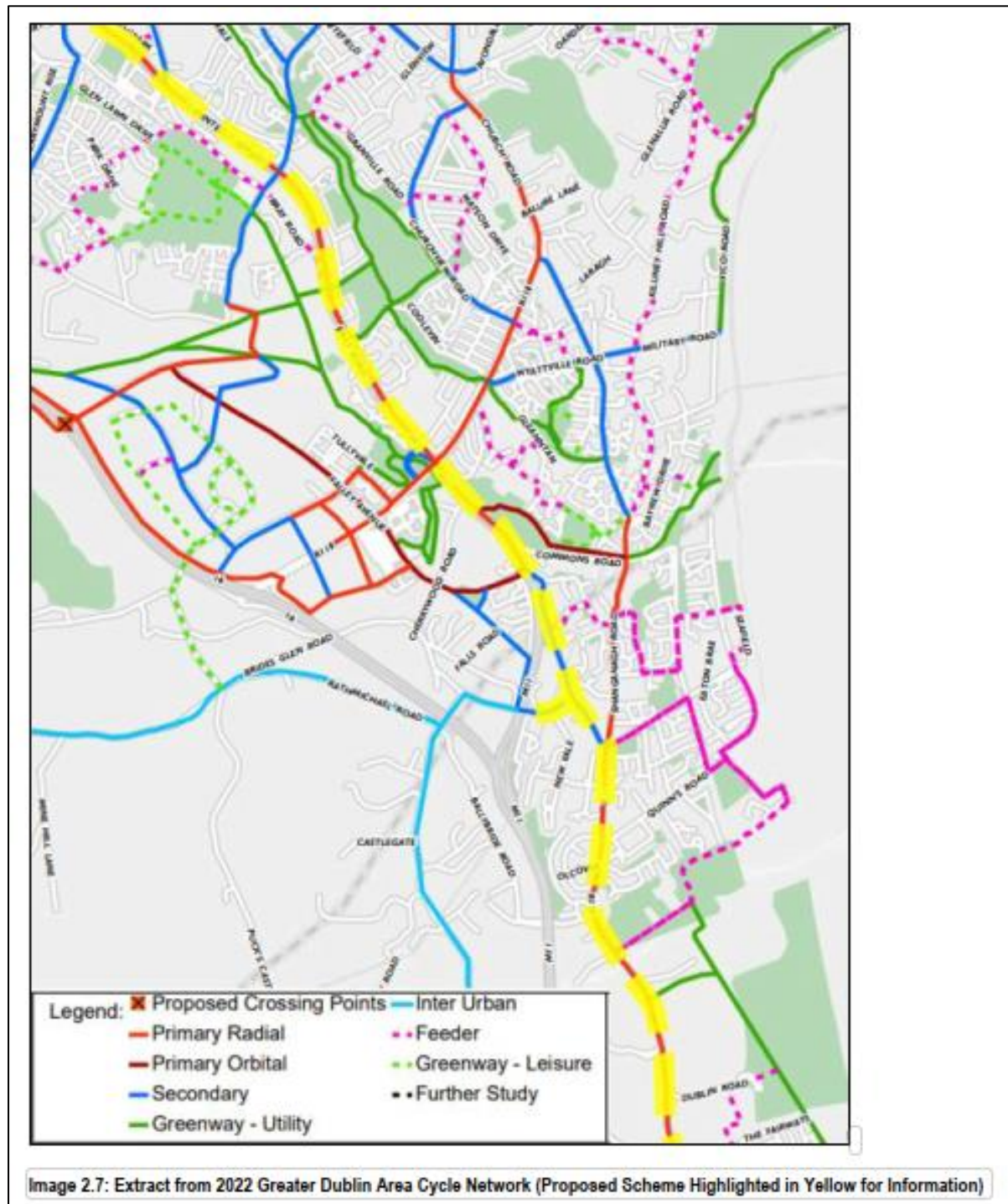


Figure 2.27: Extract from Chapter 2 (Need for the Proposed Scheme) (Image 2.7 2022 GDACNP)

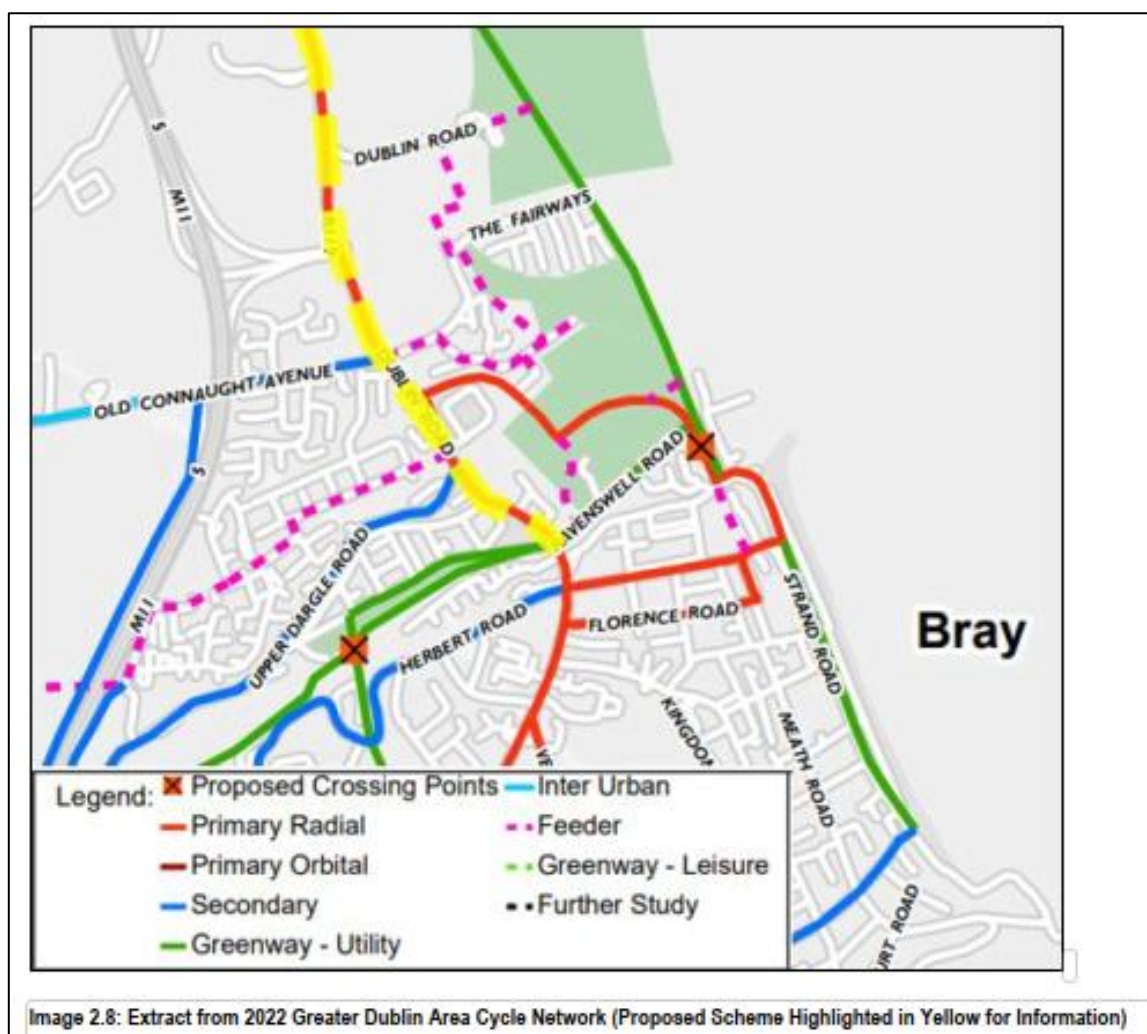


Figure 2.28: Extract from Chapter 2 (Need for the Proposed Scheme) (Image 2.8 2022 GDACNP)

Section 2.2.1.4 goes on to state:

'The Proposed Scheme, which was supported by the GDACNP 2013 for the area, is needed to address the very limited segregated cycling infrastructure currently available on this corridor.'

It is noted that in preparing the GDA Transport Strategy (2022 - 2042) the NTA also carried out a review of the GDACNP. This review culminated in the preparation of the 2022 Greater Dublin Area Cycle Network which was published alongside the GDA Transport Strategy (2022 - 2042). With respect to the Proposed Scheme, the 2022 Greater Dublin Area Cycle Network is broadly aligned with the GDACNP 2013.'

Some of the changes between the 2022 Greater Dublin Area Cycle Network and GDACNP 2013 include:

- *'The R837 Dublin Road between the Loughlinstown Roundabout and the St. Anne's Church Roundabout is identified as a Secondary Route in the 2022 Greater Dublin Area Cycle Network. This was identified as a Primary Route in the GDACNP 2013;*
- *Stonebridge Road between the M11 and the R837 Dublin Road is identified as a Secondary Route in the 2022 Greater Dublin Area Cycle Network. This was identified as an Inter-Urban Route in the GDACNP 2013;*
- *Shanganagh Road is identified as a Primary Route in the 2022 Greater Dublin Area Cycle Network. This was identified as a Secondary Route in the GDACNP 2013;*
- *Corbawn Lane is identified as a Feeder Route in the 2022 Greater Dublin Area Cycle Network. This was identified as a Primary/Secondary Route in the GDACNP 2013;*

- *The section through Bray (R761 Dublin Road/Castle Street) is identified as a Primary Route in the 2022 Greater Dublin Area Cycle Network. This route was identified as a Primary/Secondary Route in the GDACNP 2013; ...'*

'...It is noted that each of the changes listed above support and reinforce the need for the delivery of cycling infrastructure along the route of the Proposed Scheme.'

'The GDA Transport Strategy 2022-2042 states that key elements of the Cycling Network Plan for the GDA will be delivered as part of the Core Bus Corridor schemes.'

The Proposed Scheme, which is supported by the GDACNP 2013 and the 2022 Greater Dublin Area Cycle Network for the area, is needed to address the deficiency in the segregated cycling infrastructure currently available on this corridor.'

Policy Context

The application documentation submitted to An Bord Pleanála demonstrates that the proposed Bus Corridor through Shankill is consistent with, and supports elements of, international policy, European Union (EU) law and policy, national policy, regional policy, and local policy.

At all policy levels, there are clear objectives to increase active travel and accessibility to public transport. In response to the objections in relation to the Preferred Route Option (Proposed Scheme) through Shankill, the details of how the Proposed Scheme supports these different tiers of policy are provided in the paragraphs below. In response to the objection in relation to necessity for a bus corridor through Shankill, the details of how the proposed new link supports these different tiers of policy are provided in the paragraphs below.

International Policy, EU Law & Policy

Sections 2.3.1 and 2.3.2 of Chapter 2 (Need for the Proposed Scheme) in Volume 2 of the EIAR and Appendix A2.1 in Volume 4, Part 1 of 4 notes that the Proposed Scheme supports several international policies. In relation to the proposed bus corridor in Shankill, it supports particular aspects of the policies as described in Table 2.2 below.

Table 2.2: International Policy, European Union Law & Policy referenced in EIAR Chapter 2 supported by the Proposed Link

International Policy, EU Law & Policy	How the proposed bus corridor in Shankill supports the policies identified in EIAR Chapter 2
United Nations 2030 Agenda	<p>Section 2.3.1.1 in Chapter 2 (Need for the Proposed Scheme) in Volume 2 of the EIAR describes how the 2030 Agenda aims to deliver a more sustainable, prosperous, and peaceful future for the entire world, and sets out a framework for how to achieve this by 2030. This framework is made up of 17 Sustainable Development Goals (SDGs) which cover the social, economic, and environmental requirements for a sustainable future. Section 2.3.1.1. notes that SDGs 9 and 11 are relevant to the Proposed Scheme as follows:</p> <p>Goal 9: <i>'Build resilient infrastructure, promote inclusion and sustainable industrialization and foster innovation';</i></p> <p>Target 9.1: <i>'Develop quality, reliable, sustainable, and resilient infrastructure, including regional and trans-border infrastructure, to support economic development and human wellbeing, with a focus on affordable and equitable access for all.'</i></p> <p>Goal 11: <i>'Make cities and human settlements inclusive, safe, resilient, and sustainable';</i></p> <p>Target 11.2: <i>'By 2030, provide access to safe, affordable, accessible, and sustainable transport systems for all, improving road safety, notably by expanding public transport, with special attention to the needs of those in vulnerable situations, women, children, persons with disabilities and older persons.'</i></p>

International Policy, EU Law & Policy	How the proposed bus corridor in Shankill supports the policies identified in EIAR Chapter 2
	<p>Section 2.3.1.1 assesses that <i>‘the need for the Proposed Scheme is supported by the goals and targets set out in the relevant SDGs. It will provide for enhanced walking, cycling and bus infrastructure, which will subsequently enable more efficient, safe and integrated sustainable transport movement along this corridor.’</i></p> <p>As part of the Proposed Scheme, the provision of a Core Bus Corridor in Shankill will provide for enhanced walking and cycling infrastructure in Shankill which will enable improved accessibility to sustainable transport and will reduce the distances to sustainable public transport for those in vulnerable situations, women, children, persons with disabilities and older persons.</p>
Sustainable and Smart Mobility Strategy 2020 (EU Commission 2020)	<p>Section 2.3.2.1 in Chapter 2 (Need for the Proposed Scheme) in Volume 2 of the EIAR describes how this EU strategy sets out a number of goals as to how people will move within and between cities in the future and explains how the strategy has identified 82 initiatives which have been categorised into 10 <i>‘flagships.’</i></p> <p>The flagship relevant to the Proposed Scheme is <i>‘Flagship 3 – Making interurban and urban mobility more sustainable and healthy’</i>. This flagship states that: <i>‘increasing the modal shares of collective transport, walking and cycling, as well as automated, connected and multimodal mobility will significantly lower pollution and congestion from transport, especially in cities and improve the health and well-being of people. Cities are and should therefore remain at the forefront of the transition towards greater sustainability.’</i></p> <p>Section 2.3.2.1 assesses that <i>‘the need for the Proposed Scheme is supported by the objectives of the EU’s Sustainable and Smart Mobility Strategy through significant investment in cycle and pedestrian infrastructure, in addition to bus priority, along the route of the Proposed Scheme, thereby supporting and encouraging growth in active travel and sustainable public transport usage.’</i></p> <p>The proposed Core Bus Corridor in Shankill will support and encourage growth in active travel and sustainable public transport usage.</p>
European Green Deal (EDG) 2019	<p>Section 2.3.2.2 in Chapter 2 (Need for the Proposed Scheme) in Volume 2 of the EIAR describes how the EDG indicated the European Commission adopted a communication entitled <i>‘Sustainable and Smart Mobility Strategy – putting European transport on track for the future’</i>.</p> <p>Section 2.3.2.2 states that <i>‘this Strategy has the objective of ‘accelerating the shift to sustainable and smart mobility’ and requires that, ‘[t]he EU transport system and infrastructure will be made fit to support new sustainable mobility services that can reduce congestion and pollution, especially in urban areas.’ It is noted that pollution is concentrated the most in cities and that a combination of measures is needed which includes ‘improving public transport and promoting active modes of transport such as walking and cycling.’</i></p> <p><i>‘The Proposed Scheme is necessary, in conjunction with a range of other initiatives, to attain the objectives of the European Green Deal, through significant investment in cycle and pedestrian infrastructure, in addition to bus priority, thereby supporting and encouraging growth in active travel and sustainable public transport usage.’</i></p> <p>The proposed Core Bus Corridor in Shankill will support and encourage growth in active travel and sustainable public transport usage.</p>

National Policy

Section 2.3.3 in Chapter 2 (Need for the Proposed Scheme) in Volume 2 of the EIAR and Appendix A2.1 in Volume 4, Part 1 of 4 notes that the Proposed Scheme supports several objectives of national policy. The specific element of the Proposed Scheme about which the objections have been made to the Board, the bus corridor in Shankill, supports particular aspects of the policies as described in Table 2.3 below.

Table 2.3: National Policies referenced in EIAR Chapter 2 supported by the Proposed Link

National Policy	How the proposed bus corridor in Shankill supports the policies identified in EIAR Chapter 2
<p>Project Ireland 2040 – National Planning Framework (NPF) & National Development Plan (NDP) 2021-2030</p>	<p>Table 2.3 of Section 2.3.3.1 in Chapter 2 (Need for the Proposed Scheme) in Volume 2 of the EIAR describes how the Proposed Scheme meets various National Strategic Outcomes (NSOs) of the NPF.</p> <p>Relevant NSOs in respect of the proposed new link to Patrician Villas include the following:</p> <p>NSO1 Compact Growth – EIAR Chapter 2 Table 2.3 assesses that <i>‘the Proposed Scheme will support the creation of an attractive, resilient, equitable public transport network better connecting communities and improving access to work, education and social activity’</i>. Table 2.3 also states that <i>‘The Proposed Scheme will bring greater accessibility to the City Centre and better connect communities and locations along its route for people to avail of housing, jobs, amenities and services.’</i></p> <p>The proposed Core Bus Corridor in Shankill will improve the accessibility to the City Centre, and better connect communities and locations along its route.</p> <p>NSO4 Sustainable Mobility - Table 2.3 assesses that <i>‘the Proposed Scheme will provide infrastructure to support a sustainable transport network that will facilitate a modal shift from private car usage to sustainable transport. It will reduce journey times and increase journey time reliability and increase the attractiveness of active travel and public transport for travel, which will in turn facilitate sustainable transport option alternatives to private car usage.’</i></p> <p><i>The Proposed Scheme will support integrated sustainable transport usage through infrastructure improvements for active travel (both walking and cycling), and the provision of enhanced bus priority measures for existing (both public and private) and all future services who will use the corridor.’</i></p> <p>Table 10.5 in Chapter 10 (Population) in Volume 2 of the EIAR shows that of the 11 Community Areas assessed along the Proposed Scheme corridor Shankill has a car mode share for travel to work trips at 60%, compared to the average for the study area of 46%. It is also above the average value for County Dublin which is 54%.</p> <p>The proposed Core Bus Corridor in Shankill will help facilitate a modal shift from car usage to sustainable transport (active travel and public transport).</p> <p>NSO8 Transition to a Low Carbon and Climate Resilient Society - Table 2.3 assesses that <i>‘the Proposed Scheme comprises transport infrastructure that supports the delivery of an efficient, low carbon and climate resilient public transport service. The primary objective of the Proposed Scheme therefore, through the provision of necessary bus, cycle, and walking infrastructure enhancements is the facilitation of modal shift from car dependency, and thereby contributing to an efficient, integrated transport system and a low carbon and climate resilient City in compliance with NSO8.’</i></p> <p>The Proposed Scheme will provide the advantage of segregated cycling facilities. <i>These high quality cycle tracks will be typically 2m in width offering</i></p>

National Policy	How the proposed bus corridor in Shankill supports the policies identified in EIAR Chapter 2
	<p><i>a high level of service and help to reduce dependency on private car use for short journeys in compliance with the objectives of NSO8.'</i></p> <p>The proposed Core Bus Corridor in Shankill will provide bus, cycle, and walking infrastructure enhancements, which will facilitate the modal shift from car dependency, and contribute to an efficient, integrated transport system and a low carbon and climate resilient City.</p> <p>NSO10 Access to Quality Childcare, Education and Health Services – Table 2.3 assesses that <i>'the Proposed Scheme provides infrastructure to support the delivery of sustainable transport that will benefit the entire community in terms of greater accessibility, capacity and speed of service improvements. The infrastructure improvements are along key arterial routes which include many of Dublin's childcare, educational and health care services in compliance with the objectives of NS10.'</i></p> <p>The proposed Core Bus Corridor in Shankill will improve the accessibility to community services located along the proposed scheme. Notable community services along the Proposed Scheme in Shankill include St. Columcille's Hospital, St Anne's School, Rathmichael Parish School, St Anne's Church, Woodbrook College and Shanganagh Park.</p>
<p>National Investment Framework for Transport in Ireland</p>	<p>Section 2.3.3.4 in Chapter 2 (Need for the Proposed Scheme) in Volume 2 of the EIAR states that <i>'the Department of Transport (DoT) has finalised the transport framework, the National Investment Framework for Transport in Ireland (hereafter referred to as NIFTI) (DoT 2021a) to ensure alignment with the policies of the NPF.'</i></p> <p>Section 2.3.3.4 notes that the draft plan states that future transport planning will prioritise sustainable modes and <i>'...sets out a hierarchy of travel modes to be accommodated and encouraged when investments and other interventions are made. Sustainable modes, starting with active travel and then public transport, will be encouraged over less sustainable modes such as the private car.'</i></p> <p><i>Active travel is the most sustainable mode of travel. Increasing the share of active travel can reduce the carbon footprint of the transport sector, improve air quality, reduce urban congestion, and bring about positive health impacts as a result of increased physical activity. The attractiveness of this mode is dependent on infrastructure — for example, dedicated footpaths, segregated cycle lanes and the quality and priority of road crossing points all impact upon the number of people engaging in active travel.'</i></p> <p>The proposed Core Bus Corridor in Shankill supports the above hierarchy of sustainable modes by encouraging active travel in Shankill.</p>
<p>Smarter Travel – A Sustainable Transport Future: A New Transport Policy for Ireland 2009 - 2020</p>	<p>Section 2.3.3.7 in Chapter 2 (Need for the Proposed Scheme) in Volume 2 of the EIAR states that <i>'the Department of Transport, Tourism and Sport (DTTAS) Smarter Travel - A Sustainable Transport Future: A New Transport Policy for Ireland 2009 – 2020 (hereafter referred to as Smarter Travel) (DTTAS 2009a) is the National planning policy document to deliver an integrated transport policy for Ireland as supported by Government. A SEA and Appropriate Assessment (AA) were carried out as part of Smarter Travel.'</i></p> <p>Table 2.6 in Section 2.3.3.7 describes how the Proposed Scheme meets the 5 Key Goals of Smarter Travel. Relevant Key Goals in respect of the proposed bus corridor in Shankill include the following:</p>

National Policy	How the proposed bus corridor in Shankill supports the policies identified in EIAR Chapter 2
	<p><i>'Improve quality of life and accessibility to transport for all and, in particular, for people with reduced mobility and those who may experience isolation due to lack of transport'</i></p> <p>The proposed Core Bus Corridor in Shankill will make the bus transit experience more accessible for users of all abilities and ages. Provision and enhancement of cycling facilities along the Proposed Scheme, creating routes that are safe, accessible and attractive for people of all abilities and ages.</p> <p><i>'Reduce overall travel demand and commuting distances travelled by the private car'</i></p> <p>The proposed Core Bus Corridor in Shankill aligns with the goal as it will promote a viable modal shift from private car to a more sustainable forms of transport. It enhances active travel networks and thus encourages the use of these modes reducing reliance on the private car.</p> <p><i>'Improve security of energy supply by reducing dependency on imported fossil fuels'</i></p> <p>The proposed Core Bus Corridor in Shankill aligns with the goal as it will provide the infrastructure necessary to facilitate a viable modal shift to sustainable transport.</p>
Climate Action Plan 2023	<p>Section 2.3.3.12 in Chapter 2 (Need for the Proposed Scheme) in Volume 2 of the EIAR states that in regard to modal shift the Climate Action Plan 2023 sets out that:</p> <p><i>'The transport sector has an aim of a 50% reduction in emissions by 2030. The 'Avoid' (reduce or avoid the need for travel – land use planning), 'Shift' (Shift to more environmentally friendly modes – public transport, active travel), 'Improve' (Improve the energy efficiency of vehicle technology- vehicle efficiency, clean fuels) approach has been adopted to help achieve these targets'.</i></p> <p>Section 2.3.3.12 also describes Section 15.3.3 of the Plan which states <i>'Greater prioritisation and reallocation of existing road space towards public transport and active travel will be a key supporting element for the new DMS [Demand Management Strategy]. This already forms a crucial element of the BusConnects programme in each of our five cities. It is also a key recommendation from the OECD's Redesigning Ireland's Transport for Net Zero report'.</i></p> <p>The proposed Core Bus Corridor in Shankill supports this through infrastructure improvements for active travel and through the provision of enhanced bus priority measures for existing and future services through Shankill. These measures will encourage greater uptake of active travel and public transport from Shankill.</p> <p>Section 8.8.2 in Chapter 8 (Climate) in Volume 2 of the EIAR states that <i>'the Proposed Scheme will however support the delivery of government strategies outlined in the 2023 CAP (DCCAE 2022) and the 2021 Climate Act by enabling sustainable mobility and delivering a sustainable transport system. The Proposed Scheme will provide connectivity and integration with other public transport services leading to more people availing of public transport, helping to further reduce GHG emissions.'</i></p> <p>Section 8.8.2 goes on to state that <i>'it is concluded that the Proposed Scheme achieves the project objectives in supporting the delivery of an efficient, low</i></p>

National Policy	How the proposed bus corridor in Shankill supports the policies identified in EIAR Chapter 2
	<p><i>carbon and climate resilient public transport service, which supports the achievement of Ireland's emission reduction targets. The Proposed Scheme has the potential to reduce CO₂eq emissions equivalent to the removal of approximately 6,030 and 9,140 car trips per weekday from the road network in 2028 and 2043 respectively. This has the effect of a reduction in total vehicle kilometres, a reduction in fuel usage, and increases to sustainable transport trips and modal share in accordance with the 2023 Climate Action Plan (CAP) (DCCAE 2022).</i></p> <p><i>It is concluded that, the Proposed Scheme will make a significant contribution to reduction in carbon emissions provided the measures outlined in the traffic optimisation and bus frequency resilience analysis are employed i.e. the service pattern and frequency of bus services are increased into the future to accommodate additional demand without having a significant negative impact on bus journey time reliability.'</i></p> <p>The proposed Core Bus Corridor in Shankill will provide improved connectivity to the public transport system and has the potential to reduce CO₂ emissions through the removal of unnecessary car trips from the road network and contribute towards the national target of a 50% reduction in emissions for the transport sector by 2030 as outlined as a target in the 2023 Climate Action Plan.</p> <p>The NTA would like to acknowledge the recent approval of the Climate Action Plan 2024 on 21 May 2024. The NTA are satisfied that the newly approved plan does not change the overall assessment as described here and in the EIAR for the Proposed Scheme.</p>

In addition to the national policies above referenced in Chapter 2 (Need for the Proposed Scheme) in Volume 2 of the EIAR, the Department of Transport published the National Sustainable Mobility Policy in April 2022. By providing enhanced permeability for Shankill, proposed bus corridor supports the following goals of the National Sustainable Mobility Policy.

Goal 3 - Expand availability of sustainable mobility in metropolitan areas.

Article I. 'Goal 3 aims to expand the capacity and availability of sustainable mobility in our five cities (Cork, Dublin, Galway, Limerick and Waterford). This will be done through improved walking, cycling, bus and rail infrastructure, improved transport interchange and expanded public transport services. Transformed active travel and bus infrastructure and services in all five cities is fundamental to achieving the targets of 500,000 additional daily active travel and public transport journeys and a 10% reduction in kilometres driven by fossil fuelled cars by 2030.'

As listed in Table 2.12 above in relation to the Section 8.8.2 in Chapter 8 (Climate) in Volume 2 of the EIAR, the proposed bus corridor in Shankill provides improved connectivity to the public transport system and has the potential to reduce CO₂ emissions through the removal of car trips from the road network and contribute towards the national target 500,000 additional trips by walking, cycling and public transport per day by 2030.

Goal 7 - Design infrastructure according to Universal Design Principles and the Hierarchy of Road Users model

Article II. 'Goal 7 aims to support enhanced permeability and ensure that the universal design principle and Hierarchy of Road Users model is used to inform future investment decisions to reduce inequalities, support a whole of journey approach, and prioritise sustainable mobility'.

The proposed bus corridor in Shankill provides enhanced permeability and as noted in Section 6.4.6.1.2.1 in Chapter 6 (Traffic & Transport) in Volume 2 of the EIAR states that:

'All proposed facilities have been designed in accordance with the principles of DMURS and the National Disability Authority (NDA) 'Building for Everyone: A Universal Design Approach' (NDA 2020) with regards to catering for all users, including those with disabilities.'

Regional Policy

Section 2.3.4 in Chapter 2 (Need for the Proposed Scheme) in Volume 2 of the EIAR and Appendix A2.1 in Volume 4, Part 1 of 4 notes that the Proposed Scheme supports several regional policies. The proposed bus corridor in Shankill supports particular aspects of the policies as described in Table 2.4 below.

Table 2.4: Regional Policies referenced in EIAR Chapter 2 supported by the Proposed Link

Regional Policy	How the proposed bus corridor in Shankill supports the policies identified in EIAR Chapter 2
Transport Strategy for the Greater Dublin Area (GDA) 2016 – 2035	<p>Section 2.3.4.1 in Chapter 2 (Need for the Proposed Scheme) in Volume 2 of the EIAR and Section 3.6.1 of Appendix A2.1 in Volume 4, Part 1 of 4 describe how the need for the Proposed Scheme is supported by the GDA Transport Strategy. Section 3.6.2.1 of Appendix A2.1 assesses: <i>'The Proposed Scheme will provide the infrastructure necessary to deliver the transformational change of the current bus network required to meet objectives such as, greater efficiency, reduction in journey times and improve environmental performance. The Proposed Scheme design has been developed by NTA and takes account of policy objectives in the Implementation Plan.'</i></p> <p>The proposed Core Bus Corridor in Shankill will improve accessibility to the wider Bray to City Centre CBC, which is an important component of the significantly enhanced bus network in this area.</p>
Greater Dublin Area Transport Strategy 2022-2042	<p>Table 2.11 in Section 2.3.4.3 in Chapter 2 (Need for the Proposed Scheme) in Volume 2 of the EIAR notes that the GDA strategy includes various measures that the Proposed Scheme will support. In respect of the proposed link between Patrician Villas and the N11 Road the following measures are directly relevant:</p> <p><i>'Measure PLAN15 – Urban Design in Walking and Cycling Projects.'</i></p> <p>The proposed Core Bus Corridor meets this measure increasing the permeability accessibility in Shankill, thereby increasing accessibility to the core bus corridor and bus stops, as well as increasing accessibility for cyclists to the new cycle track and for pedestrians.</p> <p><i>'Measure PLAN2 – The Road User Hierarchy'</i></p> <p>The proposed Core Bus Corridor in Shankill aligns with this measure as it will help promote modal shift from private car to a more sustainable forms of transport. It enhances active travel networks and thus encourages the use of these modes reducing reliance on the private car.</p> <p><i>'Measure INT3 – Integration of all Modes in Transport Scheme'</i></p> <p>The proposed Core Bus Corridor in Shankill aligns with this measure as it enhances the connection between the public transport network and the active travel network and thus encourages the use of these modes reducing reliance on the private car.</p>
Regional Spatial Economic Strategy (RSES) for the Eastern and Midland Region (EMR) 2019 – 2031	<p>Section 2.3.4.4 in Chapter 2 (Need for the Proposed Scheme) in Volume 2 of the EIAR notes that the RSES for the ERM contains the Dublin Metropolitan Area Strategic Plan (Dublin MASP) which includes various Regional Policy Objectives (RPOs) that the Proposed Scheme will support.</p>

Regional Policy	How the proposed bus corridor in Shankill supports the policies identified in EIAR Chapter 2
	<p>In respect of RPO 5.3 the proposed Core Bus Corridor in Shankill is directly relevant as it will support the increase of active travel modes and public transport use:</p> <p><i>‘RPO 5.3: 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.’</i></p>

In addition to the above, Section 7.1.2 of the Transport Strategy for the Greater Dublin Area (2016-2035) sets out several principles under the heading Local Planning Principles, including:

‘New development areas should be fully permeable for walking and cycling and the retrospective implementation of walking and cycling facilities should be undertaken where practicable in existing neighbourhoods, in order to give a competitive advantage to these modes;’

Local Policy

Section 2.3.5 in Chapter 2 (Need for the Proposed Scheme) in Volume 2 of the EIAR and Appendix A2.1 in Volume 4, Part 1 of 4 notes that the Proposed Scheme supports several local policies. The provision of a bus corridor through Shankill supports particular aspects of the policies as described in Table 2.5 below.

Table 2.5: Local Policies referenced in EIAR Chapter 2 supported by the Proposed Link

Local Policy	How the proposed bus corridor in Shankill supports the policies identified in EIAR Chapter 2
Dún Laoghaire-Rathdown County Development Plan 2022 – 2028	<p>Table 2.14 of Section 2.3.5.3 in Chapter 2 (Need for the Proposed Scheme) in Volume 2 of the EIAR notes that the Dún Laoghaire-Rathdown County Development Plan includes a number of policies and objectives that the Proposed Scheme supports. In respect of the proposed Bus Corridor in Shankill the following are directly relevant:</p> <p><i>‘Policy Objective T1: Integration of Land Use and Transport Policies – 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. (Consistent with NSO 1, NPO 26 of the NPF, 64, RPO 4.40, 5.3, 8.1 and Guiding Principles on Integration of Land Use and Transport of the RSES)’</i></p> <p><i>‘The Proposed Scheme will actively support sustainable modes of transport to help with the creation of an attractive, resilient, equitable public transport network better connecting communities and improving access to work, education and social activity. The Proposed Scheme will help to achieve greater land use densities that will encourage compact growth in compliance with Policy Objective T1 and policy objectives of NSO1, NPO 26, RPO 4.40, 5.3 8.1 and Guiding Principles on Integration of Land Use and Transport of the RSES.’</i></p> <p>The proposed Core Bus Corridor in Shankill will support sustainable active travel and public transport modes.</p> <p><i>‘Policy Objective T3: Delivery of Enabling Transport Infrastructure – It is a Policy Objective to support the delivery of enabling transport infrastructure so as to allow development take place in accordance with the Core Strategy of this Plan and the settlement strategy of the RSES. (Consistent with RPO 4.40, 10.2, 10.3, 10.11, 10.16 of the RSES)’</i></p>

Local Policy	How the proposed bus corridor in Shankill supports the policies identified in EIAR Chapter 2
	<p><i>'The Proposed Scheme will support upcoming development in accordance with the Core Strategy of this Plan and the settlement strategy of the RSES as it will provide efficient, reliable and attractive transport infrastructure for a variety of different users throughout the Dublin Area. The Proposed Scheme is therefore compliant with Policy Objective T3.'</i></p> <p>The proposed Core Bus Corridor in Shankill will support upcoming development in accordance with the Core Strategy of this Plan.</p> <p><i>'Policy Objective T4: Development of Sustainable Travel and Transport – 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 Department of Transport's 'Smarter Travel A Sustainable Transport Future 2009 –2020', and subsequent updates and the NTA's 'Transport Strategy for the Greater Dublin Area 2016-2035' and subsequent updates, the RSES and the MASP. (Consistent with NPOs 26, 64 of the NPF and RPOs 5.2, 5.3, 8.4, 8.7, 8.8 and 8.9 of the RSES)'</i></p> <p><i>'The Proposed Scheme is part of the NTA's BusConnects Programme to provide for enhanced bus and active travel networks in the GDA. The Proposed Scheme is therefore compliant with Policy Objective T4.'</i></p> <p>The proposed Core Bus Corridor in Shankill will support enhanced bus and active travel networks in the GDA.</p> <p><i>'Policy Objective T5: It is a Policy Objective to expand attractive public transport alternatives to car 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 NTAs 'Integrated Implementation Plan 2019-2024' and subsequent updates by optimising existing or proposed transport corridors, interchanges, developing new park and rides, taxi ranks and cycling network facilities at appropriate locations.'</i></p> <p><i>'The Proposed Scheme will provide the infrastructure required for an attractive public transport system that caters for different transport modes including walking, cycling and bus as alternatives to the private car. The Proposed Scheme will enhance existing transport corridors and implement new cycling and pedestrian networks to cater for a variety of different users. Whilst the Proposed Scheme does not involve the development of new park and rides and taxi ranks it will provide for better transport connections throughout the area and therefore help better link existing facilities. The Proposed Scheme is therefore compliant with Policy Objective T5.'</i></p> <p>The proposed Core Bus Corridor in Shankill will provide improved integration between active travel and public transport modes.</p> <p><i>'Policy Objective T6: Quality Bus Network/Bus Connects – 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)'</i></p> <p><i>The Proposed Scheme is part of the NTA's BusConnects Programme to provide for enhanced bus services in the GDA and will provide the transport infrastructure required to facilitate a sustainable transport system. The Proposed Scheme is therefore compliant with Policy Objective T6.</i></p>

Local Policy	How the proposed bus corridor in Shankill supports the policies identified in EIAR Chapter 2
	<p>The proposed Core Bus Corridor in Shankill will provide for enhanced bus services in the GDA.</p> <p><i>'Policy Objective T11: – 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.'</i></p> <p><i>'The Proposed Scheme will provide the infrastructure necessary for high quality, connected and inclusive walking and cycling routes across the Proposed Scheme corridor. Chapter 6 (Traffic & Transport) of the EIAR has considered permeability as part of the project.'</i></p> <p>The proposed Bus Corridor in Shankill will provide improved permeability and is in accordance with the NTA's best practice guide referenced above.</p> <p><i>'Policy Objective T12: Footways and Pedestrian Routes – 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. (Consistent with NPO 27 and 64 of the NPF and RPO 5.3 of the RSES)'</i></p> <p><i>'The Proposed Scheme will provide the transport infrastructure necessary to facilitate the expansion of the footway and pedestrian route network throughout the Proposed Scheme corridor. Best accessibility practice has been considered in the design of the Proposed Scheme as identified within the EIAR. The Proposed Scheme is considered to be compliant with Policy Objective T12'</i></p> <p>The proposed Core Bus Corridor in Shankill will support the expansion of the footway and pedestrian route network within the County.</p> <p><i>'Policy Objective T13: County Cycle Network – It is a Policy Objective to secure improvements to the County Cycle Network in accordance with the Dún Laoghaire-Rathdown 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. (Consistent with RPO 5.2, 5.3 of the RSES)'</i></p> <p><i>'The Proposed Scheme is part of the NTA's BusConnects Programme to provide the transport infrastructure necessary to provide bus services in conjunction with cycling and pedestrian routes in the GDA. The Proposed Scheme is therefore compliant with Policy Objective T13.'</i></p> <p>The proposed Core Bus Corridor in Shankill will support improvements to the County Cycle Network.</p>
Woodbrook-Shanganagh LAP 2017-2023	<p>Policy T7: <i>'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.'</i></p> <p>The Proposed Core Bus Corridor in Shankill forms part of Bus Connects programme which is the NTA's programme to provide enhanced walking, cycling and bus infrastructure in the Dublin region.</p> <p>Policy T8: <i>'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</i></p>

Local Policy	How the proposed bus corridor in Shankill supports the policies identified in EIAR Chapter 2
	<p><i>be mitigated by replacement tree planting with consideration also to the re-instatement of any historic walls or features along any new road alignment.'</i></p> <p>The Proposed Core Bus Corridor in Shankill will require the removal of trees along the Dublin Road; however, any loss of mature trees will be mitigated by replacement tree planting with consideration. There will be no impacts to historic walls or features along this road alignment.</p> <p><i>Policy T9: 'To provide for high quality pedestrian and cycle network within the LAP Area with high levels of permeability, passive surveillance and supervision where feasible and to ensure that this network will provide attractive, legible and direct links to the Neighbourhood Centre, the DART Station, Bus Stops, Shanganagh Park and the wider area outside the Plan Boundary.'</i></p> <p>The Proposed Core Bus Corridor in Shankill will provide for a high quality pedestrian and cycle network, whilst improving permeability within the area.</p> <p><i>Policy T10: 'To ensure that all proposals for new roads, streets and residential layouts comply with the 'Design Manual for Urban Roads and Streets' (DMURS, 2013) which focuses on the needs of pedestrians, cyclists and public transport users.'</i></p> <p>The Proposed Bus Corridor in Shankill aligns with Chapter 6 (Traffic & Transport) in Volume 2 of the EIAR which has considered DMURS.</p> <p><i>Policy T11: 'To provide for safe and secure cycle parking at appropriate locations within the LAP Area and in particular close to recreational or community facilities, residential units, transport nodes, shops and services.'</i></p> <p>The Proposed Bus Corridor in Shankill will provide facilities for cycle parking at the proposed island bus stops, particularly at Woodbrook College.</p> <p><i>Policy T14: 'To adopt a proactive mobility management approach and to encourage a culture of sustainable travel in the new residential neighbourhoods at Woodbrook-Shanganagh. Travel Plans will be required for large scale residential proposals and / or each of the key sites at Master Plan Level.'</i></p> <p>The Proposed Bus Corridor in Shankill will provide the infrastructure to deliver a modal shift from private car usage to sustainable transport, whilst promoting active travel through enhanced cycle and pedestrian infrastructure. It will reduce bus journey times which will in turn reduce fuel usage.</p> <p><i>Policy US4: 'To promote streets, routes and spaces which are human scaled, memorable as places, have a high standard of amenity and are in accordance with the guidance set out in Design Manual for Urban Roads and Streets, 2013 (DMURS).'</i></p> <p>The Proposed Bus Corridor in Shankill will provide additional landscaping and outdoor amenities to improve the local urban realm. The proposed design aligns with Chapter 6 (Traffic & Transport) in Volume of the EIAR which has considered DMURS.</p> <p><i>Policy US6: 'To ensure that new north-south linkages and routes are created to allow for quality usable connections between the future residential communities at Shanganagh Castle and Woodbrook, as well as Shanganagh Park as a major recreational resource.'</i></p>

Local Policy	How the proposed bus corridor in Shankill supports the policies identified in EIAR Chapter 2
	<p>The Proposed Bus Corridor in Shankill runs north-south along the Dublin Road providing high-quality cycling and pedestrian infrastructure.</p> <p><i>Policy US7: ‘To ensure that the public realm is legible, cohesive and operates as a connected network and that it interfaces successfully with the public realm of the wider area and facilitates future strategic connections.’</i></p> <p>The Proposed Bus Corridor in Shankill aims to mitigate adverse effects that the proposals may have on the streets, spaces, local areas and landscape through the use of appropriate design responses. In addition, opportunities have been sought to enhance the public realm and landscape design where possible.</p> <p>The Proposed Scheme will deliver the infrastructure necessary to enhance public transport, walking and cycling networks along the route corridor adjoining the Woodbrook – Shanganagh LAP area. It will facilitate a modal shift towards public transport and active travel modes which is are key objectives of EU, National and Local policy.</p>

NTA are satisfied that there is sufficient need for the Proposed Scheme and will deliver the infrastructure necessary to enhance public transport, walking and cycling networks in Section 3 through Shankill.

2.3.3.1.2 Consideration of Alternatives and Options Assessment

Some objections have raised concerns on the lack of alternatives and option assessment considered in Shankill. They also raised the concern that the assessment was done in 2017 and is out of date.

Strategic Alternatives Considered

Section 3.2 of Chapter 3 (Consideration of Reasonable Alternatives) in Volume 2 of EIAR, describes the reasonable alternatives studied and the main reasons for the selection of the proposed Bray to City Centre Core Bus Corridor Scheme (referred to as the Proposed Scheme), taking into account the effects on the environment. It considers the alternatives at three levels:

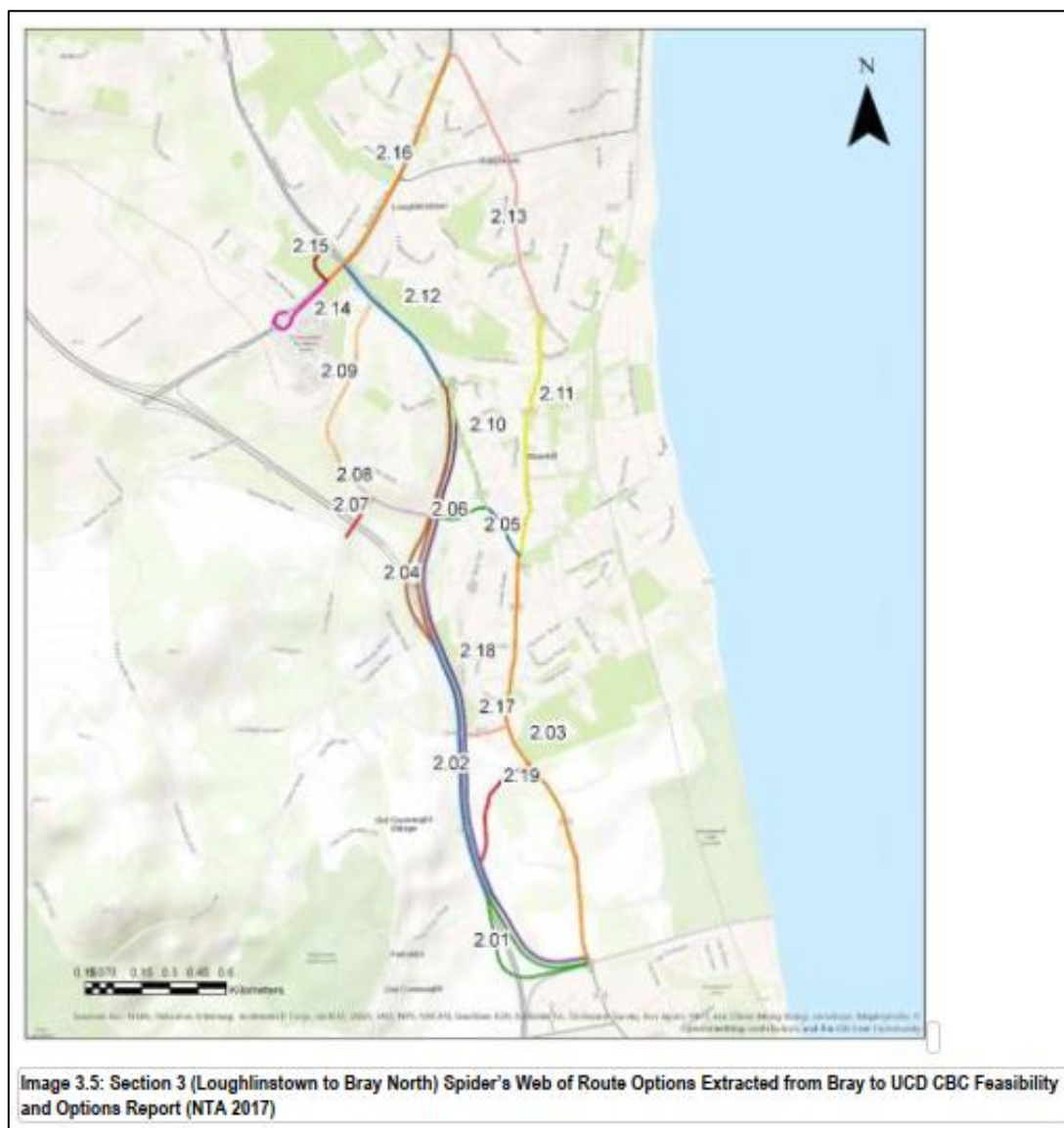
- Strategic Alternatives;
- Route Alternatives; and
- Design Alternatives.

Route Alternatives and Design Alternatives are discussed in sections below.

Options Assessment to inform Emerging Preferred Route Option (EPR)

Section 3.3.1 of Chapter 3 (Consideration of Reasonable Alternatives) in Volume 2 of the EIAR describes the high level route options considered at the Feasibility and Route Options stage to inform the Emerging Preferred Route (EPR) option.

‘At the start of the Stage 1 assessment, an initial ‘spiders web’ of potential route options that could accommodate a CBC was identified for each study area section. This is presented in Image 3.5 for Section 3 Loughlinstown Roundabout to Bray North (Wilford Junction)



The initial 'spider's web' was narrowed down using a high level qualitative method based on professional judgement and a general appreciation for existing physical conditions / constraints within the study area. This exercise examined and assessed technically feasible route options, based upon the following specific objectives:

- 1) 'Deliver the on street infrastructure necessary to provide continuous priority for bus movements along the Core Bus Corridor. This will mean enhanced bus lane provision on the corridor, removing current delays in relevant locations and enabling the bus to provide a faster alternative to car traffic along the route, making bus transport a more attractive alternative for road users. It will also make the bus system more efficient, as faster bus journeys means that more people can be moved with the same level of vehicle and driver resources.
- 2) Provide any cycle facilities along the route that are required under the Greater Dublin Area Cycle Network Plan (published by the NTA, 2013) to the target Quality of Service(s) specified therein and to give consideration to further providing cycle facilities along sections of the route where they may not be expressly required under the Cycle Network Plan.' (NTA 2017; NTA 2018)

In addition to being assessed on their individual merits, routes were also assessed relative to each other enabling some routes to be ruled out if more suitable alternatives existed. The Stage 1 assessment considered engineering constraints, high-level environmental constraints and an analysis of population and employment catchments. Numerous links forming part of the 'spider's web' were not brought forward to the Stage 2 assessment due to space constraints, lack of appropriate adjacent linkages to form a coherent end-to-end route, unsuitability of particular routes, in addition to other factors.

Arising from the consideration of the various permutations possible in respect of the 'spider's web', a reduced number of coherent end-to-end options were identified for specific sections for further assessment. In arriving at these options, those links which failed the initial sifting stage were removed as well as those links that were disconnected and could not clearly form part of the potential end-to-end options. These options are presented in Image 3.7 to Image 3.10. This is presented in Image 3.9 for Section 3 Loughlinstown Roundabout to Bray North (Wilford Junction).



Section 3.3.2.3 of Chapter 3 (Consideration of Reasonable Alternatives) in Volume 2 of the EIAR describes the Stage 2 route options assessment in Section 3 Loughlinstown Roundabout to Bray North (Wilford Roundabout), where five route options were assessed to inform the Emerging Preferred Route Option (Route Option 2B).

Following the Stage 1 sifting process, five viable route options for Section 3 were taken forward for assessment and further refinement. These five route options were as follows:

- Route 2A would run parallel to the M11 on a newly constructed busway from Wilford Junction through to Loughlinstown Roundabout and then along the N11 to the Wyattville Interchange;
- Route 2B (EPR) would run via the Dublin Road from Wilford Junction, through Shankill and onto the N11 at Loughlinstown Roundabout to the Wyattville Interchange;

- *Route 2C would run via the Dublin Road and Crinken Lane, and join a newly built bus-way parallel to the M11 at Loughlinstown Roundabout, before following the existing N11 to the Wyattville Interchange;*
- *Route 2D would have buses follow the same route as Route 2B, but general traffic could be diverted around Shankill Village using a newly constructed road on the same alignment as that proposed for the bus route in 2C. A Bus Gate would be put in place on the Dublin Road between the Shanganagh Road and Lower Road junctions; and*
- *Route 2E would combine routes 2A and 2B whereby the route would run parallel to the M11 on a newly constructed busway from Wilford Junction to the intersection with Crinken Lane, then it would run along the Dublin Road from Crinken Lane to Loughlinstown Roundabout and along the N11 to the Wyattville Interchange.*

There is a good deal of overlap between these five route options. All five corridors were proposed to follow the same route along the N11 from the Loughlinstown Roundabout to the Wyattville Interchange. Routes 2B and 2D are almost exactly the same except for the diversion of general traffic on to a new road around Shankill Village under Route 2D. Routes 2B, 2C and 2D were proposed to take the same alignment along Dublin Road from the Wilford Junction to Crinken Lane, while Routes 2A and 2E were proposed to take the alternative route along a new busway parallel to the M11 between Wilford Junction and Crinken Lane. Routes 2A and 2C were proposed to take the same route from Crinken Lane to the Wyattville Interchange (via a new bus-way parallel to the M11), while Routes 2B, 2D and 2E were proposed to take the same route from Crinken Lane to the Wyattville Interchange (via the Dublin Road).

Route Option 2A would commence at the Wilford Junction and run to the east of, and parallel to, the M11 along a dedicated bus route, passing west of Shankill Village, before joining the R837 Dublin Road south of Loughlinstown and continuing north on the N11 to the Wyattville Interchange. Wilford Roundabout would be upgraded to a signalised junction. The route would travel from there along a dedicated bus route crossing Allies River Road at grade and rising to intersect Crinken Lane at grade before continuing north to the west of Mountain View and intersecting Lordello Road footbridge and pedestrian route to the west of New Vale. It would then travel west of Stonebridge Grove before rising to intersect with Stonebridge Road at grade. The route would continue north, parallel to the M11, before joining the R837 Dublin Road to the south of Loughlinstown Roundabout via a proposed signalised junction. This option would require land take including private lands, portions of gardens, woodland, treelines and grass verges along the entire route and would require significant earthworks and retaining structures, as well as the removal of trees and hedgerows which currently provide screening for the M11. On the southbound approach to Loughlinstown Roundabout road widening would be required to extend the bus lane to and around the eastern side of the roundabout, requiring realignment of the existing road to provide clearance for buses under the existing footbridge. There would also be a dedicated bus lane provided on the northbound approach to the Wyattville Interchange, requiring reconfiguration of the existing Cherrywood Road Junction and amendment of the existing service road running parallel to the N11 into a one-way northbound only route.'

A schematic route alignment of the five route options presented in Figure 2.29, extract Chapter 3 (Consideration of Reasonable Alternatives) in Volume 2 of EIAR.



Figure 2.29: Extract from Chapter 3 (Reasonable Alternatives) in Volume 2 of EIAR (Image 3.13)

A schematic route alignment of Options 2A and a cross-section on the new busway Option 2A is presented in Figure 2.30 and Figure 2.31, extract from Appendix M (Bray to UCD CBC Feasibility and Options Report) of the Preferred Route Options Report part of Supplementary Information.

As noted in from Appendix M (Bray to UCD CBC Feasibility and Options Report) of the Preferred Route Options Report part of Supplementary Information, Option 2A proposes total of 7 bus stops would likely be provided in each direction along the route, out of which 5 number bus stops are located within the Loughlinstown roundabout to Wilford roundabout section, which will serve the Shankill residents.



Figure 6.4 Route Option 2A

Figure 2.30: Extract from Appendix M of the Preferred Route Option Report (Figure 6.4 Route Option 2A)

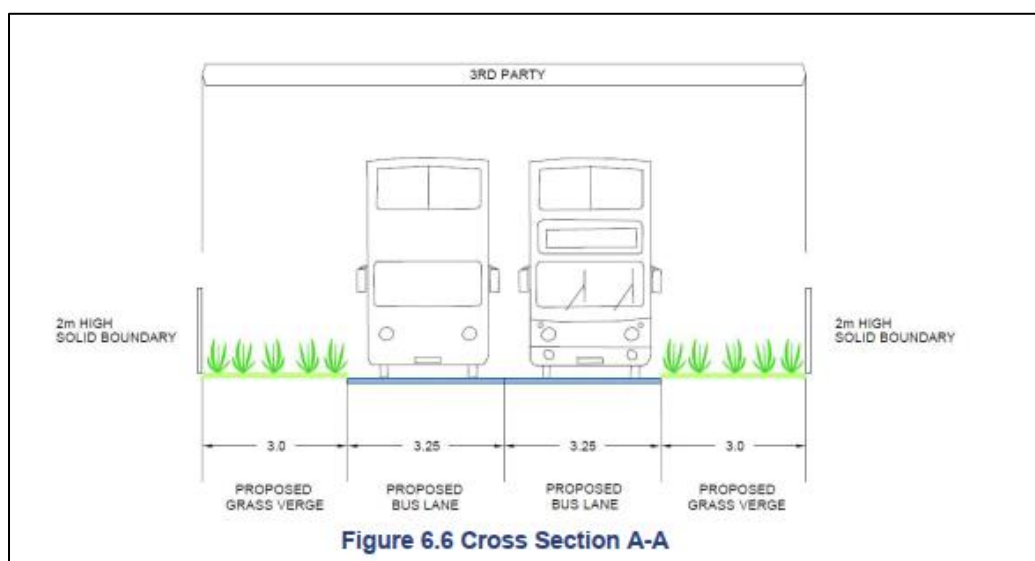


Figure 6.6 Cross Section A-A

Figure 2.31: Extract from Appendix M of the Preferred Route Option Report (Figure 6.6 Cross-section for Route Option 2A)

Section 3.3.2.3 in Chapter 3 (Consideration of Reasonable Alternatives) in Volume 2 of the EIAR describes, further goes on to describe Option 2B (Emerging Preferred Route Option) and the assessment of all other options.

'Route Option 2B would commence at the Wilford Junction and run via the Dublin Road through Shankill Village to Loughlinstown Roundabout and north to the Wyattville Interchange. Due to particular constraints along this route, particularly around Shankill Village, the route was broken down into a number of sub-sections with separate options assessments undertaken for each. The following lists the sub-sections and their individual options, with the chosen option indicated:

Section 1: Wilford Roundabout to Crinken Lane:

- *Option 1 – providing parallel bus lanes, cycle tracks and footpaths in a 20m cross-section. Southbound footpath to run through Shanganagh Park (chosen option); and*
- *Option 2 – providing dedicated bus lanes and footpaths with a section of off-line cycle tracks running to the east of the Dublin Road.*

Section 2: Crinken Lane to St. Anne's Church Junction:

- *Cycling – as it is not possible to provide continuous dedicated bus lanes and cycle tracks along this section, four options were considered for alternative cycle routes (refer to Section 3.3.3 of this Chapter for further details);*
- *Option 1 – a northbound bus lane between Crinken Lane and Quinn's Road, with a section of northbound bus lane through Shankill Village between Stonebridge Close and Lower Road, and a southbound bus lane between Stonebridge Close and Crinken Lane;*
- *Option 2 – bus lanes in both directions between Crinken Lane and Quinn's Road, and a southbound bus lane between Lower Road and Crinken Lane; and*
- *Option 3 – a northbound bus lane between Crinken Lane and Quinn's Road, with a section of northbound bus lane through Shankill Village between Stonebridge Close and Lower Road, and a southbound bus lane between Lower Road and Crinken Lane (chosen option). This section does not have segregated cycle tracks as cycling options were evaluated separately through this section as discussed under Section 3.3.3.*

Section 3: St. Anne's Junction to Loughlinstown:

- *Option 1 – bus lanes in both directions between St. Anne's Church Roundabout and Loughlinstown Roundabout, with a two-way cycle track on the western side of the Dublin Road between St. Anne's Church Roundabout and the Resource Centre, and a two-way cycle track on the eastern side of the Dublin Road between Seaview Park and Loughlinstown Roundabout (chosen option); and*
- *Option 2 – bus lanes in both directions between St. Anne's Church Roundabout and Loughlinstown Roundabout, with an alternative cycle route provided linking Loughlinstown Roundabout to Shanganagh Road and St. Anne's Church Roundabout via Seaview Wood and Seaview Park.*

Pulling all of those individual options together, Route Option 2B would commence at the Wilford Roundabout which would be upgraded to a signalised junction to provide bus priority. Bus and cycle lanes would be provided in both directions to Crinken Lane. Bus lanes in both directions would be provided from Crinken Lane to Quinn's Road Roundabout, which would be upgraded to a signalised junction. An offline cycle track would be provided to the west of Shankill Village along Beech Road, Mountain View, Assumpta Park / Stonebridge Close and Lower Road. Through Shankill Village a continuous southbound and only a section of northbound bus lane would be provided due to space constraints. North of the village is an old bridge which constrains the carriageway width, requiring the buses to merge with general traffic. Bus lanes would be provided in both directions between the St. Anne's Church Junction and Loughlinstown Roundabout, with some segregated cycle tracks and some shared footpath / cycle paths proposed. Land acquisition of agricultural lands, amenity lands and portions of gardens, as well as removal of a number of trees, throughout this section would be required in order to accommodate the proposed road widening. From Loughlinstown Roundabout it would be the same as Route Option 2A.

Route Option 2C was considered most favourable under the Archaeological, Architectural and Cultural Heritage sub-criterion, while Route Option 2A was considered most favourable under the Landscape and Visual; and the Land Use and Built Environment sub-criteria. Route Options 2A and 2E were considered equally favourable under the Flora and Fauna sub-criterion; Route Options 2B, 2C and 2E were considered equally favourable under the Soils and Geology sub-criterion; and Route Options 2A, 2C and 2E were considered equally favourable under the Noise, Vibration and Air sub-criterion. Overall, Route Option 2A was deemed to be the most advantageous under the Environment criteria as the loss of immature woodland along the M11 is considered to be less significant when compared to the loss of stone boundary walls, tree lines, hedgerows and mature trees along the Dublin Road. Route Option 2A also required land take from lower amenity land than that required for the other options as it avoids Shankill Village.

Overall 2B was deemed to be the most advantageous route, even though it was not the most advantageous under the Environment criterion. This is due to its comparatively lower cost; significant benefits in terms of integration, accessibility and social inclusion as it serves the catchment of Shankill, integrates with the DART and provides continuous cycle facilities; and it would deliver a high level of service for bus passengers. Therefore, 2B was brought forward into the Emerging Preferred Route.'

Table 2.6 presents the multi-criteria assessment of the Route Options 2A, 2B, 2C, 2D and 2E, extract from Appendix M (Bray to UCD CBC Feasibility and Options Report) of the Preferred Route Options Report, part of Supplementary Information.

Based on the assessments above it has been determined that while not the most favourable from an environment perspective Route Option 2B offers the preferred route option for the following reasons:

- 1) It has the lowest capital cost of the five schemes.
- 2) It has significant benefits in terms of integration, accessibility and social inclusion as it serves the catchment of Shankill, integrates with the DART and provides continuous cycle facilities.
- 3) While not the most preferable of the schemes under journey time reliability, it would still deliver a high level of service for bus passengers.
- 4) In terms of safety, the five schemes are considered equal.

Route Option 2B was identified as the preferred option for this section and is brought forward as the Emerging Preferred Route. Scheme 2A was the next preferred as it offers the best journey time reliability and has significant environmental benefits compared to the other schemes, however it has significant disbenefits in terms of integration.

Table 2.6: Extract from Appendix M of Preferred Route Options Report (Table 6.6 and 6.7 MCA for Section 3)

Table 6.6 Section 2 Route Options Assessment Summary (Sub-Criteria)						
Assessment Criteria	Sub-Criteria	2A	2B	2C	2D	2E
Economy	Capital Cost					
	Journey-time reliability and quality of service					
Integration	Land Use Integration					
	Residential Population and Employment Catchments					
	Transport Network Integration					
	Cyclists and pedestrian Integration					
Accessibility and Social Inclusion	High volume trip attractors					
	Deprived Geographic Areas					
Safety	Road Safety					
Environment	Archaeological, Architectural and Cultural Heritage					
	Flora and Fauna					
	Soils and Geology					
	Hydrology					
	Landscape and visual					
	Noise, Vibration and Air					
	Land Use and the Built Environment					

Table 6.7 Route Options Assessment Summary (Main Criteria)					
Assessment Criteria	2A	2B	2C	2D	2E
Economy					
Integration					
Accessibility and Social Inclusion					
Safety					
Environment					

Figure 2.32 presents the indicative scheme design for the Route Option B (Emerging Preferred Route Option), extract from Appendix M (Bray to UCD CBC Feasibility and Options Report) of the Preferred Route Options Report part of Supplementary Information.

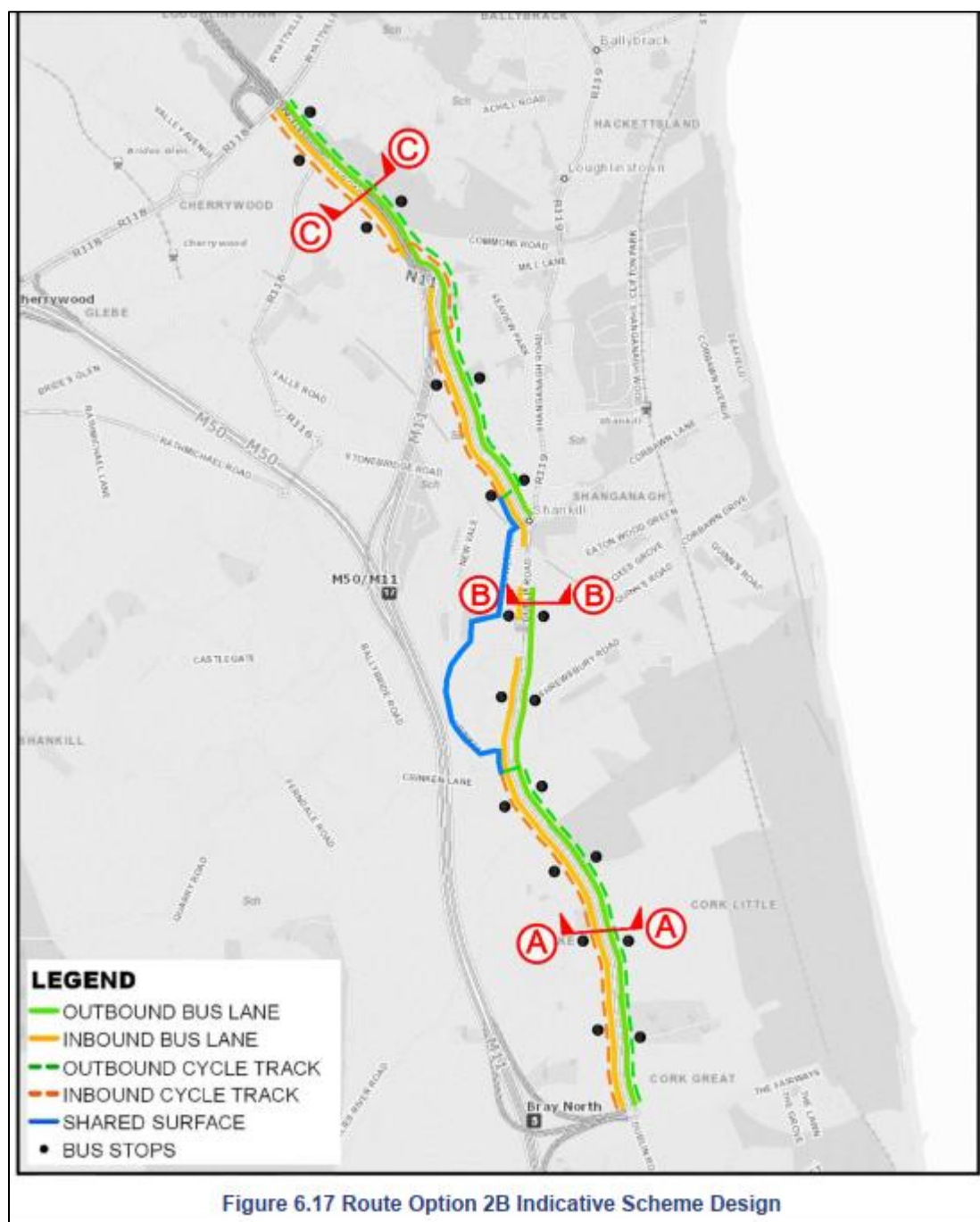


Figure 2.32: Extract from Appendix M of Preferred Route Options Report (Image 6.17 EPR Option)

The Emerging Preferred Route Option is presented in Appendix N (EPR Public Consultation Feb 2019) of the Preferred Route Options Report as part of the Supplementary Information.

Options Assessment to inform Preferred Route Option (Proposed Scheme)

Section 3.3 in Chapter 3 (Consideration of Reasonable Alternatives) in Volume 2 of EIAR, notes the following on assessment carried out post the ERP to inform the Preferred Route Option (Proposed Scheme).

“Following on from the strategic alternatives considered earlier, this Section sets out the route alternatives which were considered as part of the process to establish the Proposed Scheme. Development of the Proposed Scheme has evolved in the following stages:

1. *Feasibility and Options Reports were concluded in December 2017 and March 2018 (two reports associated with the Proposed Scheme (Bray to UCD CBC in December 2017 and UCD to City Centre (St. Stephen’s Green) CBC in March 2018)), setting out the initial route options*

and concluding with the identification of the combined Emerging Preferred Route;

2. *A first round of non-statutory Public Consultation was undertaken on the Emerging Preferred Route from 26 February 2019 to 31 May 2019;*
3. *Development of Draft Preferred Route Option (May 2019 to March 2020). Informed by feedback from the first round of public consultation, stakeholder and community engagement and the availability of additional design information, the design of the Emerging Preferred Route evolved with further alternatives considered;*
4. *A second round of non-statutory Public Consultation was undertaken on the draft Preferred Route Option from 4 March 2020 to 17 April 2020. Due to the introduction of COVID-19 restrictions, some planned in-person information events were cancelled, leading to a decision to hold a third consultation later in the year;*
5. *A third round of non-statutory Public Consultation was undertaken on the updated draft Preferred Route Option from 4 November 2020 to 16 December 2020; and*
6. *Finalisation of Preferred Route Option. Informed by feedback from the overall public consultation process, continuing stakeholder engagement and the availability of additional design information, the Preferred Route Option, being the Proposed Scheme, was finalised.*

Alternative route options have been considered in a number of areas during the iterative design of the Proposed Scheme, such as the location of offline cycle routes and the road layout in constrained locations. The iterative development of the Proposed Scheme has also been informed by a review of feedback and new information received during each stage of public consultation and as data, such as topographical surveys, transport and environmental information was collected and assessed. In addition, the potential for climate impact was considered in all phases of the design process for the Proposed Scheme. As the design progressed climate was indirectly affected in a positive way by refining the design at each stage through reducing the physical footprint of the scheme coupled with the inclusion of technological bus priority measures.

Key environmental aspects have been considered during the examination of reasonable alternatives in the development of the Preferred Route Option for the Proposed Scheme. Environmental specialists have been involved in the iteration of key aspects of the Proposed Scheme with the engineering design team. The following key environmental aspects were considered:

- **Archaeological, Architectural and Cultural Heritage** – *There is the potential for impacts on archaeological, architectural and cultural heritage when providing CBC infrastructure. The assessment had regard to Recorded Monuments and Protected Structures, Sites of Archaeological or Cultural Heritage and on buildings listed on the National Inventory of Architectural Heritage adjacent to the corridor;*
- **Flora and Fauna** – *The provision of the CBC could have negative impacts on flora and fauna, for example, through construction of new infrastructure through green field sites;*
- **Soils and Geology** – *Construction of infrastructure necessary for the provision of the CBC has the potential to negatively impact on soils and geology. For example, through land acquisition and ground excavation. There is also the potential to encounter ground contamination from historical industries;*
- **Hydrology** – *The provision of CBC infrastructure may include aspects (for example structures) with the potential to impact on hydrology;*
- **Landscape and Visual** – *Provision of CBC infrastructure has the potential to negatively impact on the landscape and visual aspects of the area, for example, by the removal of front gardens or green spaces or the altering of streetscapes, character and features;*
- **Noise, Vibration and Air** – *Provision of CBC infrastructure (e.g. the construction activities), has the potential to negatively impact on noise, vibration and air quality along a scheme. For example, through construction works;*
- **Land Use and the Built Environment** – *This criterion assesses the impact of each option on land use character, and measured impacts which would prevent land from achieving its*

intended use, for example through land acquisition, removal of parking spaces or severance of land; and

- **Climate** – *Construction works involve negative GHG emissions impacts, while operational efficiencies of public transport, walking and cycling through modal shift from car usage has the potential to reduce GHG impacts.”*

Section 3.3.2.3 of Chapter 3 (Consideration of Reasonable Alternatives) in Volume 2 of EIAR, goes on to note the following on the route alternatives considered post the Emerging Preferred Route Option to inform the Preferred Route Option (Proposed Scheme). These are discussed below.

A. Loughlinstown Roundabout to junction with Stonebridge Road (approx. 700m)

The existing provision over this length comprises a general traffic lane in each direction with an advisory cycle lane in both directions. At St. Rita's, a Toucan Crossing allows cyclists to cross to the eastern side of the road to/from the northbound continuation of a two-way cycle track. The existing advisory cycle lane is considered to be substandard R837 Dublin Road between Loughlinstown Roundabout and the R837 Dublin Road / Stonebridge Road Junction.

The EPR for this section provided a full suite of two footpaths, two segregated cycle tracks, two bus lanes and two general traffic lanes from Dublin Road/ Shanganagh Road/ Corbawn Lane to Loughlinstown Roundabout. Figure 2.33 shows the EPR option schematic extract from the PRO, part of Supplementary information.

The Proposed Scheme (Preferred Route Option) design in this section provides for dedicated bus lane, traffic lane and footpath in both directions. Following the first Non-Statutory Public Consultation, taking comments from the public into account, the cycle tracks on this section were removed from the design due to the additional impact that the 4m of cross-section had on adjacent lands and properties. Updated topographical and tree surveys were carried out which informed additional design development. Options were assessed for combinations of Signal Controlled Bus Priority taking adjacent properties and trees into account.

The Proposed Scheme in this section does not provide for segregated cycling facility, however, it provides a more direct route to the cyclists in this section to approach Shankill and journey towards Bray. Whilst no segregated cycle lanes will be provided along here, cyclists will share the combined bus and cycle lanes and therefore be segregated from general traffic.

Also, Dublin Road from Loughlinstown Roundabout to Corbawn Roundabout is identified as Secondary Route in the 2022 Greater Dublin Area Cycle Network. These routes were identified as Primary Secondary Routes in the 2013 GDA Cycle Network Plan. Shanganagh Road continuing into Dublin Road R119 is now identified as the Primary Cycle Route. Hence, the Proposed Scheme design at this section meets the objectives of the BusConnects and in accordance with the 2022 Greater Dublin Area Cycle Network Plan, hence a lower level of service for cycling has been provided i.e. cyclists will share the bus lane.

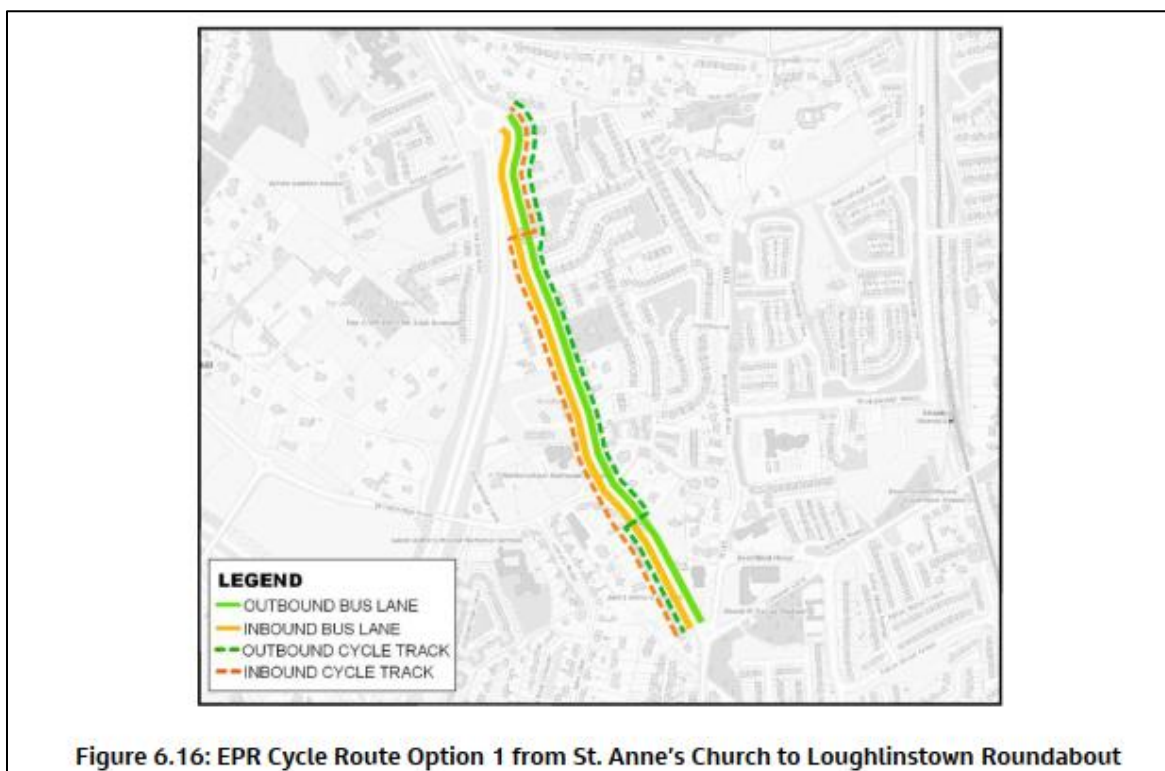


Figure 2.33: Extract from Preferred Route Options Report (Figure 6.16 EPR Option)

Section 3.4.1.3.4 in Chapter 3 (Reasonable Alternatives) in Volume 2 of EIAR notes the following:

'The Emerging Preferred Route for this section would have provided a full suite of two footpaths, two segregated cycle tracks, two bus lanes and two general traffic lanes from St. Anne's Church Roundabout to Loughlinstown Roundabout. The design in this section was reviewed as part of the development of the Preferred Route Option following consultation feedback, updated topographical survey information and a tree survey. Options were assessed for combinations of Signal Controlled Bus Priority in order to reduce the impact on adjacent properties and trees.'

Following the first Non-Statutory Public Consultation, taking comments from the public and local community feedback into account, the cycle tracks on this section were removed from the design due to the additional impact that the 4m of cross-section had on adjacent lands and properties. The proposed cycle route required cyclists to share bus lanes between Loughlinstown Roundabout and Stonebridge Road. Cycle track options are discussed in more detail in Section 3.4.1.3.2 and Section 3.4.1.3.3 above as Options 3.2C and 3.2D.

The design was amended to provide continuous bus lanes where possible, with Signal Controlled Bus Priority proposed between St. Anne's Church Junction and Rathmichael Woods in the northbound direction.

From the Dublin Road / Stonebridge Road Junction to the Loughlinstown Roundabout, the necessary widening is entirely to the west of the carriageway.'

Section 3.4.1.3.2 goes on to note the following alternative options considered to determine the Preferred Route Option:

'3.4.1.3.2 Section 3.2C – Cycle Provision Between Crinken Lane and Loughlinstown Roundabout

Due to the number of objections received during public consultation on the cycle provision along this section, the design for this section was further investigated. The section was split into two sub-sections, with alternative options assessed against the Emerging Preferred Route for each as outlined:

Subsection 1 between Loughlinstown Roundabout and Stonebridge Road:

- *New Option 3.2C1 (M11 Cycle Track): would consist of a new cycle track constructed to the east of the M11, requiring clearance and construction along the grassed verge including additional vehicle restraints, retaining walls and earthworks to provide sufficient width. It would*

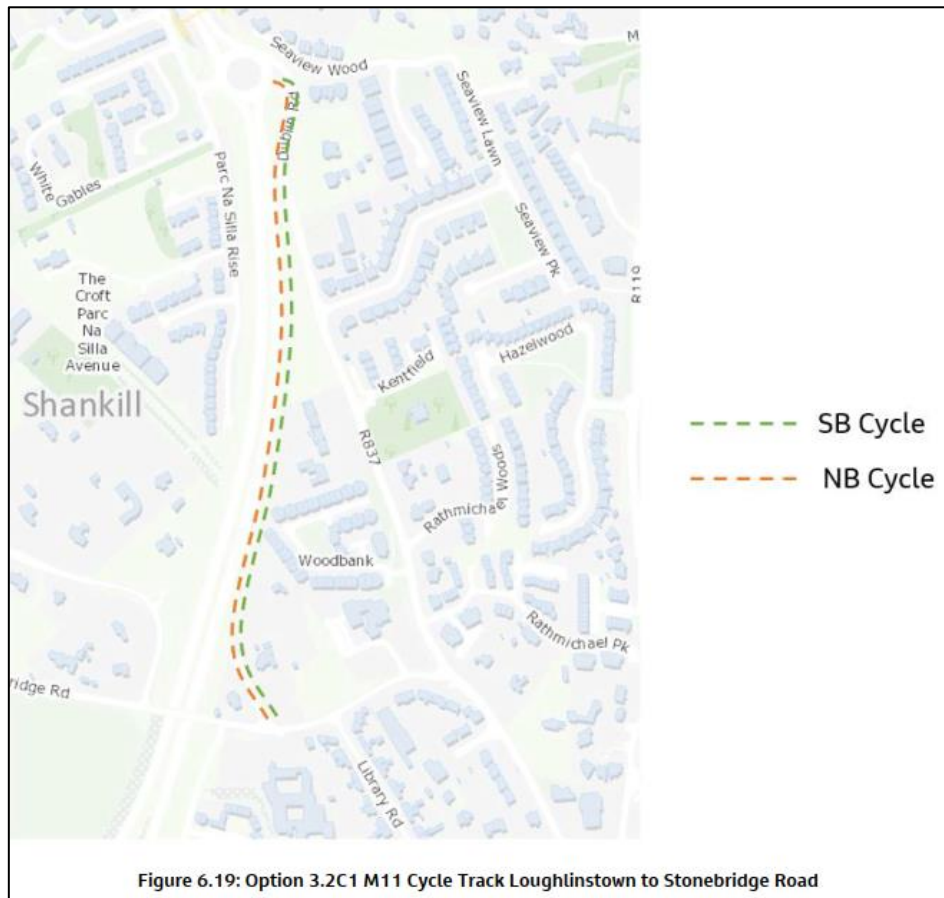
also require a ramp to be constructed from the M11 to Stonebridge Road due to the level difference;

- *New Option 3.2C2 (Dublin Road Cycle Route): would not provide segregated cycle tracks between Loughlinstown Roundabout and Stonebridge Road, requiring cyclists to share bus lanes or general traffic lanes along this length. It would provide a more direct route for cyclists and tie in with the GDA Cycle Network Plan Primary Route;*

The assessment concluded that New Option 3.2C2 was to be taken forward due to the potential impacts associated with constructing New Option 3.2C1.'

Figure 2.34 shows the schematic design of the above two cycle options, as noted in Section 6.4.3.3 and 6.4.3.4 of the Preferred Route Option Report, part of Supplementary Information.

Table 2.7 the summary of MCA of the above two cycle options, as noted in Section 6.4.3.5 of the Preferred Route Option Report, part of Supplementary Information.



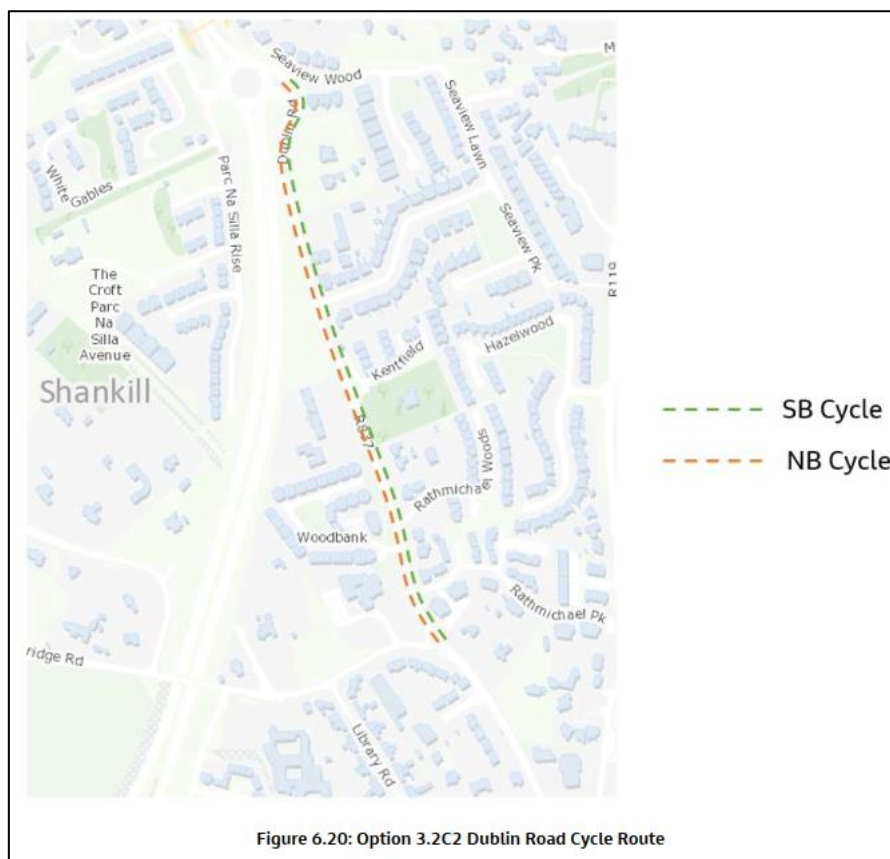


Figure 2.34: Extract from Preferred Route Options Report (Figure 6.19 and Figure 6.20)

Section 6.4.3.4 of Preferred Route Options Report, part of Supplementary Information notes the following:

'In terms of Economy, Option 3.2C2 performs best as it requires no additional construction. EPR Option 1 and 3.2C1 perform best in terms of Journey Time Reliability as the cyclists would not interfere with bus travel times.

In terms of Integration, EPR Option 1 and 3.2C2 perform best as they serve the main population, transport and commercial elements in the locality, while Option 3.2C1 is located away from these. This is the same reason these two options perform best in terms of Accessibility and Social Inclusion.

In terms of Safety, EPR Option 1 and Option 3.2C1 perform best as they provide segregated cycle facilities.

In terms of Environment, Option 3.2C2 performs best as it has the least impact on the existing environment, with Option 3.2C1 next and EPR Option 1 performing worst by comparison.

A summary of the assessment and relative ranking of route options against the five main assessment criteria is presented in Table 6.8.

From this assessment, the option taken forward was new Option 3.2C2 – Dublin Road Cycling Route for the Cycling subsection 1. Although this option does not provide segregated cycle infrastructure along this section, it is considered the most appropriate solution to bring forward over this section taking into account the impact of cycle infrastructure on adjacent properties and planted areas, the associated requirement for specific structural earthwork solutions along the M11, and input from the local community.'

Table 2.7: Extract from Preferred Route Options Report (Table 6.7 and Table 6.8)

MCA Criteria	Assessment Sub-Criteria	EPR Option (1)	Option 3.2C1 (M11 Cycle Track)	Option 3.2C2 (Dublin Road Cycling Route)
Economy	1a Capital Cost			
	1b Transport Reliability and Quality			
Integration	2a Land Use integration			
	2b Residential Population and Employment Catchments			
	2c Transport Network Integration			
	2d Cycle Network Integration			
	2e Traffic Network Integration			
Accessibility and Social Inclusion	3a Key Trip Attractors			
	3b Deprived Geographical Areas			
Safety	4a Road Safety			
Environment	5a Archaeology, and Cultural Heritage			
	5b Architectural Heritage			
	5c Flora and Fauna			
	5d Soils and Geology			
	5e Hydrology			
	5f Landscape and Visual			
	5g Air Quality			
	5h Noise and Vibration			
	5i Land Use Character			

Table 6.7: Cycling Subsection 1 MCA between Loughlinstown Roundabout and Stonebridge Road

MCA Criteria	EPR Option 1	Option 3.2C1	Option 3.2C2
Economy			
Integration			
Accessibility and Social Inclusion			
Safety			
Environment			

Table 6.8: Cycling Subsection 1 MCA Summary

B. Stonebridge Road to Dublin Road/ Shanganagh Road/ Corbawn Lane to Crinken Lane (930m)

The existing provision over this length comprises a general traffic lane in each direction with an advisory cycle lane in both directions from Stonebridge Road to Dublin Road/ Shanganagh Road/ Corbawn Lane junction and the same between Quinn Roundabout to Crinken Lane. There are no advisory cycle lanes in the Shankill Village (between Dublin Road/ Shanganagh Road/ Corbawn Lane to Quinn's Roundabout).

The EPR for this section provided a full suite of two footpaths, two segregated cycle tracks, two bus lanes and two general traffic lanes from Stonebridge Road to Dublin Road/ Shanganagh Road/ Corbawn Lane junction. From Dublin Road/ Shanganagh Road/ Corbawn Lane junction to Crinken Lane the standard cross-section provided for general traffic lane and bus lane in both direction with exception through Shankill village which did not have bus lane for a short section. Possible alternative cycle route on a shared street facility from Corbawn Lane to Quinn's Roundabout and Beech Road was presented in the EPR option.

During the development of the Proposed Scheme (Preferred Route Option), local resident group engagement and the potential impacts on the Shankill village area were considered when determining cycle and bus infrastructure in this section. The Proposed Scheme in this section does not provide for segregated cycling facility from Dublin Road/ Shanganagh Road/ Corbawn Lane to Crinken Lane, however, it provides a more direct route to the cyclists in this section through Shankill village and journey towards Bray. In addition, existing advisory lanes that exist in places are considered too narrow to be retained alongside the new cross section proposals. Whilst no segregated cycle lanes will be provided along here, cyclists will share general traffic lane and buses, in a shared street environment. A 30km/h speed limit would be in place for the village to enhance safety in this shared section of road.

Section 3.4.1.3.2 of the Chapter 3 (Consideration of Alternatives) in Volume 2 of EIAR notes the following on alternatives considered for cycling between this section.

'3.4.1.3.2 Section 3.2C – Cycle Provision Between Crinken Lane and Loughlinstown Roundabout

Due to the number of objections received during public consultation on the cycle provision along this section, the design for this section was further investigated. The section was split into two sub-sections, with alternative options assessed against the Emerging Preferred Route for each as outlined:

Subsection 2 between Stonebridge Road and Crinken Lane:

- *New Option 3.2C3 (M11 Cycle Track): would be a continuation of the M11 cycle track from Option 3.2C1. The cycle track would go from Stonebridge Road, along Stonebridge Grove and then along the M11 verge to Lordello Road Bridge. It would then go under the bridge and along the green space to Mountain View, continuing to the Elms on to Crinken Lane, eventually rejoining the Dublin Road;*
- *New Option 3.2C4 (Library Road to Stonebridge Close): would bring advisory cycle lanes and quiet street treatment along Stonebridge Road to Library Road and New Vale, continuing along the laneway by Assumpta Park up to Lower Road. The cycle lanes would then pass through an existing wall on to Stonebridge Close and onto the Dublin Road, where they would share road space with other vehicles and buses until Crinken Lane;*
- *New Option 3.2C5 (Library Road / Assumpta Park / Mountain View): would be the same as Option 3.2C4 as far as the laneway at Assumpta Park, where it would then turn onto the lane to the rear of the houses on Assumpta Park continue on to Mountain View, The Elms and Crinken Lane, until rejoining the Dublin Road at the end of Crinken Lane;*
- *New Option 3.2C6 (Dublin Road Cycle Route): would be a continuation of Option 3.2C2 along the Dublin Road. It would not provide any segregated cycle infrastructure, with cyclists sharing bus and general traffic lanes. A speed limit of 30km/h would be in place between Stonebridge Road and the Signal Controlled Bus Priority south of Shankill Village;*
- *New Option 3.2C7 (Corbawn Lane to Stonebridge Road): would provide a short section of segregated two-way cycle track to link the junction at Corbawn Lane to Stonebridge Road. A Toucan Crossing would be provided to bring cyclists across the Dublin Road on the northern*

side of Stonebridge Road. This would provide cycle infrastructure along the GDA Cycle Network Plan Inter Urban Route D4. Between Crinken Lane and the junction at St. Anne's Church, cyclists would share the carriageway with general traffic or buses where bus lanes are provided. As with Option 3.2C6 a 30km/h speed limit would be in place; and

The assessment concluded that New Option 3.2C7 was to be taken forward. Although it would not provide segregated cycling along the entire length, the impact associated with segregated cycling infrastructure on properties and planted areas would be considerable, and this option would provide safer cycling between residential areas and schools on Stonebridge Road, and maintains the viability of the primary cycling route through Shankill through reducing the speed limit to 30km/h.

A combination of Options 3.2C2 and 3.2C7 were brought forward for the Proposed Route Option as they provide safe cycling provision along the GDA Cycle Network Plan Primary Route in this area; minimise the impact on the environment; and respond to input from the local community.'

Table 2.8 shows the summary of the MCA of the above options as noted in Section 6.4.3.11 of the Preferred Route Options Report, part of Supplementary Information.

Table 2.8: Extract from Preferred Route Options Report (Table 6.10)

MCA Criteria	Option 1	Option 3.2C3	Option 3.2C4	Option 3.2C5	Option 3.2C6	Option 3.2C7
Economy						
Integration						
Accessibility and Social Inclusion						
Safety						
Environment						

Table 6.10: Cycling Subsection 2 MCA Summary

Section 3.4.1.3.3 goes on to note the options considered through Shankill village (Section 3.2D Crinken Lane to St. Anne's Roundabout):

'The Emerging Preferred Route for this section would have provided a northbound bus lane between Crinken Lane and Quinn's Road, with a section of northbound bus lane through Shankill between Stonebridge Close and Lower Road, and a southbound bus lane between Lower Road and Crinken Lane. The design in this section was reviewed as part of the development of the Preferred Route Option following consultation feedback, a new topographical survey and a tree survey. Three additional options were assessed as described in the following.

Route Option 3.2D4 would maintain two traffic lanes for buses and general traffic to share through Shankill Village, with Signal Controlled Bus Priority in place at either side of the village. A northbound bus lane would run from Crinken Lane to a Signal Controlled Bus Priority junction located on approach to Shankill Village, while the southbound bus lane would commence further south. Cycle lanes through Shankill Village would provide segregated cycle facilities between Stonebridge Close and Lower Road, outside which cyclists would share the carriageway with buses and general traffic.

Route Option 3.2D5 would maintain two general traffic lanes through Shankill Village, with a northbound bus lane provided between Stonebridge Close and Lower Road, and Signal Controlled Bus Priority introduced either side of the village to provide bus priority through this section.

Route Option 3.2D6 would maintain two general traffic lanes through Shankill Village, with Signal Controlled Bus Priority systems in place on the approach either side of the village. Signal Controlled Bus Priority would be provided at St. Anne's Church Junction for southbound buses. A northbound bus lane would be provided from Crinken Lane to a Signal Controlled Bus Priority system on approach to Shankill Village, while the southbound bus lane would recommence at Shanganagh Castle. A 30km/h speed limit would be in place for the village to enhance safety in this shared section of road.

As with the selection of the Emerging Preferred Route options, each route option was evaluated using

a multi-criteria assessment with one of the primary criteria being 'Environment', under which there was a number of sub criteria which each route option was considered against comparatively.

With respect to the Environment criterion, the three new options performed equally well with respect to the Archaeology and Cultural Heritage; Architectural Heritage; and Flora and Fauna sub-criteria. Options 3.2D4 and 3.2D6 performed equally well under the Noise and Vibration sub-criteria. Option 3.2D6 performed the best under the Landscape and Visual, and the Land Use Character sub-criteria.

Overall Option 3.2D6 was deemed to be the most advantageous option. This is due to it minimising the impact to the visual identity of Shankill Village, and maintaining existing footpath widths through the village, with a reduced speed limit providing improved safety. Therefore 3.2D6 was brought forward into the Preferred Route Option.

In addition to the changes through Shankill Village, Signal Control Priority measures which commenced through Shankill Village were extended for southbound buses as far as the Shanganagh Castle grounds (from Quinn's Road Junction to after Crinken Lane Junction) to reduce impact on properties and trees.'

Table 2.9 shows the summary of the MCA of the above options as noted in Section 6.4.4.7 of the Preferred Route Options Report, part of Supplementary Information.

Table 2.9: Extract from Preferred Route Options Report (Table 6.12)

MCA Criteria	EPR Option 2.2D	Option 3.2D4	Option 3.2D5	Option 3.2D6
Economy				
Integration				
Accessibility and Social Inclusion				
Safety				
Environment				

Table 6.12: Section 3.2D MCA Summary

Cycling Options

Section 3.3.3 notes the Cycling Options in Shankill;

'Consideration of alternative cycling route options was fundamental in the process of identifying the Emerging Preferred Route. In general, the Emerging Preferred Route proposed generally aligns with the primary routes 12/12a on the Greater Dublin Area Cycle Network Plan which is generally routed from Bray North to the City Centre via Shankill, the N11 Bray Road, the N11/R138 Stillorgan Road and the R138 Donnybrook Road / Morehampton Road / Leeson Street. The end of the scheme in Bray aligns with the B1 primary route which runs north / south through Bray from the Vevay Road / Southern Cross Roundabout to the Wilford Roundabout.

During the Emerging Preferred Route stage, identification of alternative cycle routes separate to the Core Bus Corridor Emerging Preferred Route were considered in Shankill due to the constraints through the village. There were four options assessed as part of the Route 2B assessment between Crinken Lane and St. Anne's Roundabout (Image 3.15). The options assessed were:

- Option 1 – shared road space with general traffic on Beech Road, Mountain View, Stonebridge Close and Lower Road before using a newly constructed ramp to climb to the Dublin Road;
- Option 2 – two-way cycle track through Shanganagh Park, then shared road space with general traffic on St. Anne's Park before taking a ramp to a newly constructed cycle track along the old railway line, connecting back to the Dublin Road at St. Anne's Roundabout;
- Option 3 – two-way cycle track through Shanganagh Park, then shared road space with general traffic on St. Anne's Park before taking a ramp to a newly constructed cycle track along the old railway line, before connecting to Dorney Court and link via a cycle track through a green space to Dublin Road at St. Anne's Roundabout; and
- Option 4 – two-way cycle track through Shanganagh Park, then shared road space with

general traffic on St. Anne's Park, Foxes Grove, Eaton Wood Green and Dorney Court and link via a cycle track through a green space to Dublin Road at St. Anne's Roundabout.

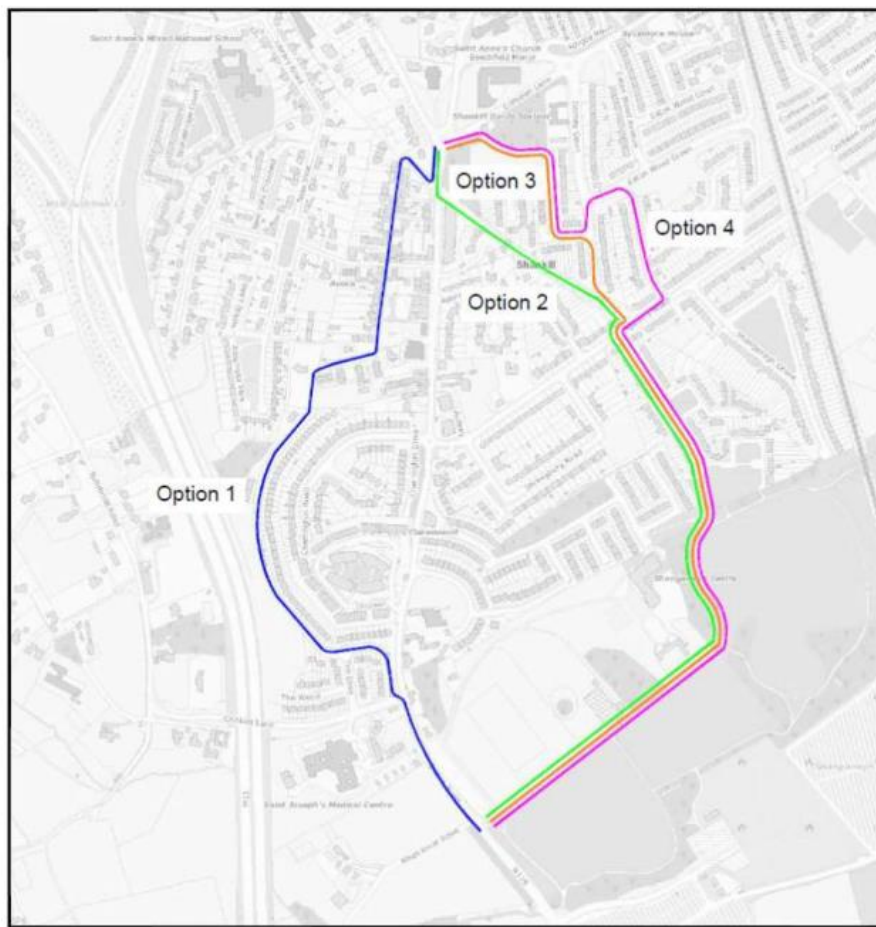


Image 3.15: Alternative Cycle Route Options Through Shankill (Bray to UCD CBC Feasibility and Options Report (NTA 2017))

The assessment concluded that both Option 2 and Option 3 would require extensive land take and the resultant route would be circuitous, while Option 4 would result in a circuitous route which would be difficult for cyclists due to the many turning movements required. Therefore, the assessment concluded that Option 1 was the only viable option, given that it was the shortest and most direct route; it provided a number of opportunities for connections to the village; and it would improve pedestrian and cyclist connectivity and permeability between the residential areas to the south of the village and the schools to the north-east. Therefore Option 1 was brought forward into the Emerging Preferred Route.'

During the development of the Preferred Route option, EPR Option 1 was not considered as it did not meet the Proposed Scheme Objectives to provide a more direct route.

Crinken Lane to Wilford Roundabout

The existing provision over this length comprises a two-lane carriageway with advisory cycle lanes from Wilford Roundabout as far as Shanganagh Cemetery. From here, the cross-section switches to two traffic lanes, a northbound bus lane and a southbound advisory cycle lane until alongside Shanganagh Park. It then transitions back to two lanes with advisory cycle lanes from Shanganagh Park to Crinken Lane.

The Emerging Preferred Route in this section proposed footpaths, segregated cycle tracks, a dedicated bus lane and a general traffic lane in both directions, thus upgrading the existing cycling infrastructure. The Preferred Route Option is in line with the EPR option with further design development.

The Proposed Scheme provides for a full suite of footpath, segregated cycle track, general traffic lane and bus lane in both directions. Cycle tracks and/or footpaths have been brought behind the roadside treeline where suitable, to maintain the roadside tree canopy along the road. To optimise the protection of the roadside trees in front of Shanganagh Cemetery, a section of the northbound cycle track has been relocated to the eastern side of the route to create a two-way cycle track from St. James Church, behind the roadside trees at Shanganagh Cemetery, and across Shanganagh Park. The northbound

cycle track crosses back to the west side of the road before Allies River Road.

Section 3.4.1.3.1 of the Chapter 3 (Consideration of Alternatives) in Volume 2 of EIAR notes the following on the Proposed Scheme in this section:

'The Emerging Preferred Route in this section proposed footpaths, segregated cycle tracks, a dedicated bus lane and a general traffic lane in both directions. The design in this section was reviewed as part of the development of the Preferred Route Option with a view to minimising the impacts while maintaining the necessary level of bus priority and cycle segregation.'

Sections of cycle tracks and / or footpaths have been brought behind the roadside treeline where suitable between Quinn's Road and Wilford Junction, to maintain roadside tree canopy. To optimise the protection of the roadside trees in front of Shanganagh Cemetery and Shanganagh Park, a section of the southbound cycle track has been routed behind the roadside trees at Shanganagh Cemetery, and Shanganagh Park. The northbound cycle track follows the Dublin Road. The cycle track along this section was further evaluated and developed to a two-way cycle track routed through the Shanganagh Park and Shanganagh Cemetery'.

The Preferred Route Option (Proposed Scheme) is presented in Appendix A of the Preferred Route Options Report as part of the Supplementary Information.

NTA are satisfied that consideration of reasonable alternatives has been considered in the EIAR to inform the Proposed Scheme in Shankill.

2.3.3.1.3 Alternate N11/M11 Bus Priority Interim Scheme

A number of objections raised the issue that the N11/M11 scheme is also progressing and should be used as an alternative to Section 3 of the scheme. They noted that Option 2A of the options assessment report along the N11/M11 was the most economically advantageous route.

The N11/M11 Bus Priority Interim Scheme (N11/M11 BPIS) is progressing as a multi-authority project involving Transport Infrastructure Ireland (TII), the National Transport Authority (NTA), Wicklow County Council and Dún Laoghaire-Rathdown County Council.

As part of Project Ireland 2040, the National Development Plan 2021-2030 identifies the protection and renewal of the national road network as a key sectoral priority. This includes the provision for greater use of sections of the national road network by public transport (e.g. bus lanes) to improve overall efficiency and capacity. The N11/M11 is identified as a regional corridor forming part of the Core Bus Network within the National Transport Authority's Transport Strategy for the Greater Dublin Area 2016 – 2035. In order to develop an efficient, reliable and effective bus system, the core bus network should be developed to achieve:

- Continuous priority, where possible, for bus movement on the portions of the Core Bus Network;
- Enhanced bus lane provision on these corridors;
- Removal of current delays on the bus network, enabling the bus to provide a faster alternative to car traffic along these routes; and
- A more efficient core bus system with faster bus journeys means that more people can be moved with the same level of vehicle and driver resources.

The key objectives of the N11/M11 Bus Priority Interim Scheme are:

- Deliver a practicable interim transport solution capable of delivering benefits required in the short/ medium term;
- To deliver a practicable interim transport solution which does not introduce significant constraint on the subsequent development of the N11/M11 Junction 4 to Junction 14 Improvement scheme;
- To increase bus patronage along the N11/M11 corridor and enable sustainable travel to provide a faster and more reliable choice; and

- To support improved access to the Greater Dublin Area for all transport users along the N11/M11 corridor.

The overriding objective of the N11/M11 BPIS is to develop a proposal for the provision of continuous bus priority measures (in both directions) during peak periods on the N11/M11 National Road. Priority facilities can be used by buses/coaches to avoid congested traffic lanes and help to reduce the current unsustainable dependency on the private car.

The N11/M11 BPIS is examining the feasibility of providing dedicated bus lanes along the section of existing N11/M11 route extending from Loughlinstown roundabout in the north to N11 Junction 9 in the south. The project is currently in Phase 2 (Option Selection) and progressing on the development of design options for the provision of bus lanes along the existing N11/M11 route. These assessments will consider both the optimum location for a bus lane within the existing carriageway, the extent of any road widening necessary to accommodate the bus lane and the final extent of bus lanes to be delivered.

The N11/M11 Bus Priority Interim Scheme objectives do not align with that of the Bray to City Centre Core Bus Corridor Scheme (Proposed Scheme) and hence the two schemes are not the same. For example, the N11/M11 Bus Priority Interim Scheme does not provide bus stops between the Loughlinstown roundabout to Bray section and hence does not serve the local travel needs of Shankill.

It is noted that N11/M11 Bus Priority Interim Scheme is included in the DoMinimum and DoSomething traffic modelling for the Proposed Scheme and therefore assessed as part of the Environmental Impact Assessment and Traffic Impact Assessment.

Please refer to response in Section 2.3.3.1.2 on Consideration of Alternatives and Options Assessment above for further details on the Preferred Route Option assessment of the Proposed Scheme through Shankill, including further details on EPR Route Option 2A, which was an option of a dedicated standalone busway running parallel to the M11 between Loughlinstown roundabout to Wilford roundabout with bus stops and pedestrian access connections to Shankill, therefore providing a different objective to that of the N11/M11 BPIS.

NTA are satisfied that the objectives of the N11/M11 BPIS do not align with that of the Proposed Scheme and hence was not considered a suitable alternative to the Section 3 (Loughlinstown Roundabout to Bray North) of the Proposed Scheme.

2.3.3.1.4 Cost Benefit Analysis

Some objections also raised concerns surrounding the cost benefit of the Scheme.

Refer to response in Section 2.3.3.2 on Benefits of the Proposed Scheme in this report and, also note below on Cost-Benefit Analysis.

All major publicly funded infrastructure projects, such as the BusConnects Infrastructure Schemes are subject to the Public Spending Code (gov.ie - [The Public Spending Code \(www.gov.ie\)](http://www.gov.ie)) which requires the production of appropriate economic appraisals and business cases. The Preliminary Business Case for BusConnects schemes is set out at the following link. The document sets out the key costs and benefits of the schemes.

<https://www.nationaltransport.ie/planning-and-investment/transport-investment/projects/busconnects/busconnects-dublin-preliminary-business-case/>

Pending planning approval, the progression of the Proposed Scheme to construction stage will be subject to formal business case approvals. As noted on NTA's BusConnects Dublin Preliminary Business Case website:

The BusConnects Dublin Preliminary Business Case prepared by NTA was approved by the NTA Board for submission to the Department of Transport (DoT) and onwards submission to the Department of Public Expenditure and Reform (DPER) for review. Further to DoT and DPER review (including independent review by JASPERS and the Major Projects Advisory Group (MPAG)) elements of the PBC around inflation and costs were updated to inform the Government decision.

In March 2022, the Government granted Approval in Principle to the NTA to enable the submission of statutory consent applications for the Core Bus Corridor elements of the programme to An Bord Pleanála (Decision Gate 1) and to commence the tender process for the Next Generation Ticketing

element of the programme (Decision Gate 2). This Preliminary Business Case reflects the document as considered by Government with a Cover Note which sets out the revisions to inflation assumptions and costs arising from the consideration of the PBC from Government.

Section 16 of the BusConnects Dublin Preliminary Business Case sets out the next steps and approvals:

The current approval being sought is a PSC Gate 1 approval in principle to proceed with CBC statutory processes and a PSC Gate 2 approval to commence the NGT tender process. Individual elements or projects will require further approvals as the BusConnects Dublin programme progresses. For example:

- As further projects or components of these projects (e.g. singular CBCs within a CBC Lot) within the BusConnects Dublin programme (e.g. each CBC Lot) proceed to Decision Gate 2 (Pre-Tender Approval); and
- At Decision Gate 3 (Approval to Proceed) as projects or components of these projects within the BusConnects Dublin programme seek approval to proceed to contract award.

NTA are satisfied that that a cost benefits analysis has been undertaken to inform the Proposed Scheme as per the Public Spending Code guidelines.

2.3.3.2 Benefits of the Proposed Scheme

Summary of issue raised

Several objections suggested that the Scheme benefits do not justify disruption to the area, such as the impact to the environment. They also raised the concern that the Proposed Scheme will provide no benefits to Shankill to pedestrians or cyclists, and minimal journey time benefits and would in fact cause traffic levels to increase.

Response to issue raised

Section 2.2 of Chapter 2 (Need for the Proposed Scheme) in Volume 2 of the EIAR, outlines the benefits of the proposed scheme. It notes:

'The need for the Proposed Scheme to respond to current deficiencies in our transport system in the context of the wider GDA transport need is presented in this section of the EIAR. The reasonable alternatives considered as part of this process are addressed in Chapter 3 (Consideration of Reasonable Alternatives).'

Section 2.4 of Chapter 2 (Need for the Proposed Scheme) in Volume 2 of the EIAR, outlines the benefits of the proposed scheme. It notes:

'The Proposed Scheme has been designed to facilitate improved efficiency of the transport network through the improvement of the infrastructure for active (walking and cycling) and public transport modes making them attractive alternatives to car-based journeys. Central to the design is the optimisation of roadway space with a focus on the movement of people rather than vehicles along the route and through the junctions.'

It goes on to state:

'The benefits resulting from the 2028 AM Peak Hour people movement assessment shows that there is 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 Proposed Scheme.'

The Proposed Scheme aims to provide an attractive alternative to the private car and promote a modal shift to public transport, walking and cycling. In meeting its objectives, the Proposed Scheme will deliver strong positive impacts in terms of promoting active travel and sustainable transport.

It is however recognised that there will be an overall reduction in operational capacity for general traffic along the direct study area given the proposed changes to the road layout and the rebalancing of priority to walking, cycling and bus. This reduction in operational capacity for general traffic along the Proposed Scheme will likely create some level of trip redistribution onto the surrounding road network.

Section 6.4.6.2.8 in Chapter 6 (Traffic & Transport) in Volume 2 of the EIAR shows that *‘there is a slight to profound reduction of between -297 and -1738 combined general traffic flows along the direct study area during the AM Peak Hour and a slight to significant reduction of between -428 and -1302 combined general traffic flows along the direct study area during the PM Peak Hour in 2028 Opening Year’*. This is attributed to the Proposed Scheme and the associated modal shift as a result of its implementation. This reduction in general traffic flow has been determined as an overall potential Positive, Slight to Profound Long-Term impact on the direct study area. The Proposed Scheme demonstrates that there is negligible impact at junctions as traffic queuing is managed efficiently and there would be no negative impact on traffic congestion.

Section 6.4.6.2.8.3 in Chapter 6 (Traffic & Transport) in Volume 2 of the EIAR describes the general traffic flow difference in the AM Peak Hour. Figure 2.35 below (Diagram 6.26) illustrates the difference in traffic flows on the road links in the AM Peak Hour for the 2028 Opening Year. TIA Sub Appendix A6.4.4 (General Traffic Assessment) in Appendix A6.4 in Volume 4 of this EIAR provides further details of the LAM outputs.

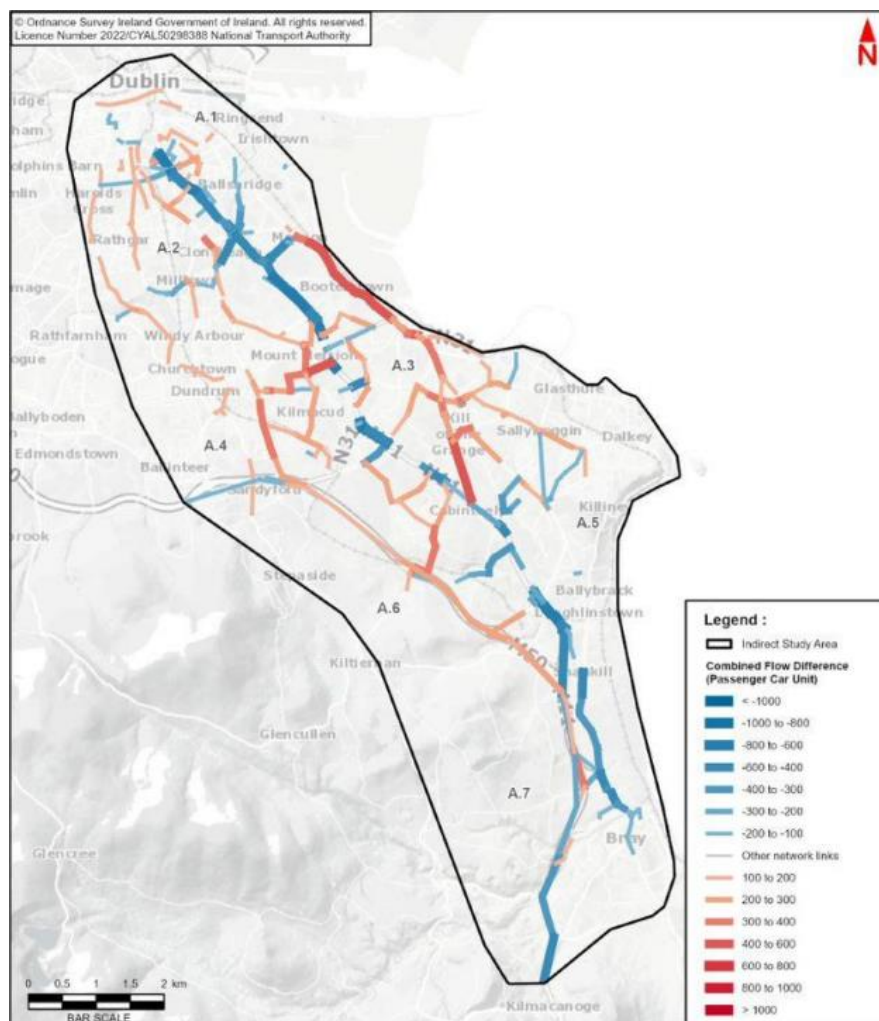


Figure 2.35: Flow Difference on Road Links (DoMinimum vs. DoSomething), AM Peak Hour, 2028 Opening Year (Diagram 6.26)

Figure 2.35 above shows that there is a reduction between -800 to -600 combined flows in Shankill during the AM Peak Hour. Similar reductions can also be seen in the PM Peak Hour (Diagram 6.27).

TIA Sub Appendix A6.1 – Transport Impact Assessment Volume 4 Appendices Part 1 of 4 of EIAR, Section 6.6.3.3.6.2 provides the general traffic flow reductions along road links. Table 6.44 shows that Stonebridge Road experiences a reduction of -436 combined flows during the AM Peak Hour and Table 6.48 shows that Shanganagh Road experiences a reduction of -219 during the PM Peak Hour.

Overall, there is a slight to profound reduction of between -297 and -1738 combined general traffic flows along the direct study area during the AM Peak Hour in 2028 Opening Year and a slight to significant reduction of between -428 and -1302 general traffic flows along the direct study area during

the PM Peak Hour. This is attributed to the Proposed Scheme and the associated modal shift as a result of its implementation. This reduction in general traffic flow has been determined as an overall potential Positive, Slight to Profound and Long-Term impact on the direct study area.

Also refer to the response in Section 2.3.3.5 in this report for further information on the Impact to Traffic Flows, Speed Limit, and Traffic Calming in relation to traffic flows.

Section 2.4 of Chapter 2 (Need of the Scheme) of Volume 2 of the EIAR, goes on to note that a key objective of the Proposed Scheme is to enhance the potential for cycling along the route. It states:

'Currently within the existing extents of the Proposed Scheme there are segregated cycle tracks on approximately 47% of the route outbound and inbound respectively. This will increase to 91% in both directions. In addition to this, the significant segregation and safety improvements to walking and cycling infrastructure that is a key feature of the Proposed Scheme will further maximise the movement of people travelling sustainably along the corridor.'

Section 6.4.6.2.5.2 of Chapter 6 (Traffic & Transport) in Volume 2 of the EIAR states:

'Overall, it is anticipated that there will be Not Significant impacts to the quality of the cycling infrastructure along Section 3 of the Proposed Scheme during the Operational Phase. A detailed breakdown of the assessment along each section can be found in Appendix A6.4.2 (Cycling Infrastructure Assessment) in Appendix A6.4 in Volume 4 of this EIAR.'

The low negative impacts along A837 / R119 Dublin Road are due to the removal of existing substandard advisory cycle lanes due to existing width constraints along these areas. The removal of the existing infrastructure along this section enables improved pedestrian facilities (width) and the provision of combined bus and cycle lanes where possible thus removing cyclists from general traffic.'

Also refer to the response in Section 2.3.3.7 in this report for further information on the Impact to Cycle Infrastructure.

Table 4.1 in Chapter 4 (Scheme Description) of Volume 2 of the EIAR provides key infrastructure improvements along the Proposed Scheme. As noted in the table, the Proposed Scheme will improve the existing bus priority from 69% to 99.6% through combination of bus lanes and signal control priority. The number of pedestrian crossings is increased from 119 to 176 number.

Cumulative journey time savings can be seen in the Proposed Scheme along the Proposed Scheme due to the introduction of signal-controlled priority at junctions which offer active control at intersections and therefore help to reduce congestion.

Section 6.4.6.2.5.2 of Chapter 6 (Traffic & Transport) in Volume 2 of the EIAR also demonstrates that the Proposed Scheme will deliver average inbound journey time savings for E1 service bus passengers of 5.9 minutes (11%) in 2028 and 5.8 minutes (10%) in 2043 from the implementation of bus priority measures. The Proposed Scheme will deliver average outbound journey time savings for E1 service bus passengers of up to 7.3 minutes (12%) in 2028 (PM) and 7.5 minutes (13%) in 2043 (AM).

Section 6.4.6.2.5.3 of Chapter 6 (Traffic & Transport) in Volume 2 of the EIAR demonstrates the average bus journey time savings, in both the AM and PM peak hour. The Proposed Scheme is expected to deliver bus journey time savings in both the AM and PM peaks where positive long-term impacts from enhanced capacity, reliability, and punctuality through the provision of bus priority measures.

Section 6.4.6.2.5.3 goes on to state:

'Taking into account the provision of bus lanes, and bus stop provision and facilities outlined within this section, Table 6.36 below outlines the bus qualitative assessment along Section 3 of the Proposed Scheme.'

Table 6.36: Section 3 – Bus Qualitative Impact During Operational Phase

Section	Chainage	Description of Impact	Magnitude of Impact	Sensitivity	Significance of Effect
Loughlinstown Roundabout to Bray North (Wilford Roundabout)	A14100 - A17420	<ul style="list-style-type: none"> Proximate stops rationalised, to optimise spacing and journey times; Bus stops are located in more convenient locations for communities and access to signalised crossings; Moderate improvements to bus stop facilities; and Bus lanes provided along the some of the corridor. 	Low	Medium	Positive Moderate

As indicated in Table 6.36 the Proposed Scheme improves the quality of existing bus infrastructure along Section 3 of the Proposed Scheme, which will provide long-term benefits for bus users and aligns with the overarching aim to provide enhanced bus infrastructure on the corridor. The impact for this section of the Proposed Scheme is Low Positive. The sensitivity of environment rating is predominately categorised as 'medium'. This results in a Positive, Moderate and Long-term effect on this section.'

Also refer to the response in Section 2.3.3.3 in this report for further information on the Impact to Bus Services & Journey Time Benefits in relation to bus services.

The Proposed Scheme will make significant improvements to pedestrian infrastructure through the provision of increased signal crossings, introduction of traffic calming measures, improved accessibility, increased pedestrian directness and increased footpath and crossing widths. Section 2.4 of the Chapter 2 Need of the Scheme states:

'The number of pedestrian signal crossings will increase by approximately 60% as a result of the Proposed Scheme. The scheme design has been developed with cognisance to the relevant accessibility guidance. It is anticipated that the overall quality of pedestrian infrastructure will improve as a result of the Proposed Scheme. This aligns with the overarching aim to provide enhanced walking infrastructure on the corridor.'

It also notes that:

'The Proposed Scheme will address sustainable mode transport infrastructure constraints while contributing to an overall integrated sustainable transport system as proposed in the GDA Transport Strategy 2022-2042. It will increase the effectiveness and attractiveness of bus services operating along the corridor and will result in more people benefiting from faster journey times and improved journey time reliability.'

It goes on to state that:

'In addition to the public transport benefits, the Proposed Scheme will also improve the existing streetscape/urban realm setting along the corridor. This will include the introduction of new and improved landscaping provisions along the corridor, and a complimentary planting regime and streetscape improvements at key locations will also enhance the character of the surrounding built environment along the corridor.'

Section 6.4.6.2.5.1 of Chapter 6 (Traffic & Transport) in Volume 2 of the EIAR states:

'Overall, it is anticipated that there will be a Positive, Moderate and Long-term effect to the quality of the pedestrian infrastructure along Section 3 of the Proposed Scheme, during the operational phase, which aligns with the overarching aim to provide enhanced walking infrastructure on the corridor. A detailed breakdown of the assessment at each impacted junction, including a list of the junctions which experience no change, can be found in Appendix A6.4.1 (Pedestrian Infrastructure Assessment) in Appendix A6.4 in Volume 4 of this EIAR.'

Also refer to the response in Section 2.3.3.8 on Impact to Safety (for Pedestrians & Cyclists) in this report in relation to pedestrian infrastructure and safety.

In addition to the benefits to traffic and transport, there will also be environmental benefits from the Proposed Scheme, specifically with respect to air quality, climate, noise, population and human health, as outlined below.

Chapter 7 (Air Quality) in Volume 2 of the EIAR assesses the air quality impact of the Construction and Operational Phases of the Proposed Scheme. Once operational the Proposed Scheme will have an

overall Neutral and Long-Term impact on air quality. However, there are some beneficial impacts as described in Section 7.6.2 of Chapter 7:

“The air dispersion modelling assessment has found that the majority of all modelled receptors are predicted to experience negligible impacts due to the Proposed Scheme, and beneficial impacts are also estimated along the length of the Proposed Scheme. The number of receptors where an exceedance of the NO₂ limit value is predicted decreases as a result of the Proposed Scheme.”

Chapter 8 (Climate) in Volume 2 of the EIAR assesses the climate impact of the Construction and Operational Phases of the Proposed Scheme. The methodology for undertaking the climate assessment is described in Section 8.3, with the assessment looking at both the impact of the project on the climate and the vulnerability of the project to climate change as per the guidance from Highways England’s (2021) Design Manual for Roads and Bridges (DMRB) LA 114 Climate. The assessment included both the direct Operational Phase carbon emissions from the Proposed Scheme (Section 8.5.2.4), as well as the indirect Operational Phase carbon emissions (Section 8.5.2.5). The assessment concludes that:

“The Proposed Scheme has the potential to reduce CO₂eq emissions equivalent to the removal of approximately 6,030 and 9,140 car trips per weekday from the road network in 2028 and 2043 respectively”.

Chapter 9 (Noise & Vibration) in Volume 2 of the EIAR assesses the impact as a result of Construction and Operational Phase noise and vibration changes as a result of the Proposed Scheme. As stated in Section 9.6.2, *“Once operational, there will be a Positive to Neutral direct impact along the Proposed Scheme due to a reduction in traffic volumes during both the Opening Year (2028) and the Design Year (2043)”*. Figures 9.4 and 9.5 in Volume 3 of the EIAR show the results of the noise modelling during the Operational Phase of the Proposed Scheme, showing both the change in noise during the Opening Year (2028) and during the Design Year (2043) respectively. As shown in Figure 9.4, the majority of the impact along the Proposed Scheme route will be Imperceptible / Positive during the Opening Year, while Figure 9.5 shows a similar result for the Design Year.

Chapter 10 (Population) in Volume 2 of the EIAR describes the impact assessment with respect to the population along the Proposed Scheme, namely assessing the impacts to the communities along the Proposed Scheme and assessing the impacts on commercial activity along the Proposed Scheme. While there will be localised negative impacts with respect to residential, community and commercial land take, the general accessibility impacts (both community and commercial accessibility) will be positive for the majority of communities along the Proposed Scheme with respect to pedestrian, cyclist, bus user and private vehicle accessibility.

Appendix A10.2 (The Economic Impact of the Core Bus Corridors) in Volume 4 Part 3 of the EIAR describes the economic impact assessment carried out for all 12 of the Core Bus Corridors which form part of the wider Dublin BusConnects Core Bus Corridors Project. The leading sentence in the Executive Summary of that report states, *“The evidence suggests the infrastructure work will improve the public realm along the routes with positive impacts on businesses and individuals along the corridors”*. The Executive Summary goes on to state that *“Whilst there are a number of potential negative impacts, the majority of the evidence suggests the net impact will be positive”*, summarising all of the areas assessed in the report, listing the below items as experiencing positive effects:

- Under the “Local Businesses” heading:
 - Commerce; and
 - Car parking.
- Under the “Public Realm” heading:
 - Improved public realm; and
 - Improved outputs.
- Under the “Health and wellbeing” heading:
 - Walking and cycling;
 - Health; and
 - Productivity.
- Under the “Social cohesion” heading:
 - Improved transport;
 - Better jobs;
 - Better access; and
 - Reduced crime.

- Under the “Adapting to the future” heading:
 - Sustainability;
 - Shopping close to home; and
 - Working from home.

Chapter 11 (Human Health) in Volume 2 of the EIAR describes the assessment undertaken into the potential human health impacts as a result of the Construction and Operational Phases of the Proposed Scheme. The assessment found that in general there will be a beneficial impact on human health across the Proposed Scheme once it is operational. Section 11.6.2 of the Chapter states the following with respect to the residual Operational Phase impacts:

‘Three issues were assessed as likely to be associated with significant residual impacts on human health, all of which were considered positive.

Lack of regular physical activity is a leading cause of chronic disease and premature deaths. The Proposed Scheme will improve opportunities and convenience for walking and cycling, which will support many people in the study area in achieving recommended levels of weekly physical activity, for example as part of an active travel commute to work or education. It will also increase safety and the perception of safety for pedestrians and cyclists, who are more vulnerable to injury and mortality from traffic collisions. Furthermore, by redressing the balance between private car-use and other forms of transport, the Proposed Scheme will improve public transport journey times and reliability, as well as introduce greatly improved active travel infrastructure. This will provide for a more equitable transport experience, including for those without access to a car.

The Proposed Scheme is expected to have a significantly positive contribution to health outcomes related to increased physical activity, equitable access to services and improved safety for vulnerable road users.’

In the absence of the Proposed Scheme, bus services will be operating in a more congested environment, leading to higher journey times and lower reliability for bus journeys. This limits their attractiveness to users, and this will lead to reduced levels of public transport use, making the bus system less resilient to higher levels of growth. The absence of walking and cycling measures that the Proposed Scheme provides will also significantly limit the potential to grow those modes into the future.

Chapter 6 (Traffic & Transport) in Volume 2 of the EIAR assesses the impact on traffic and transport during both the Construction and Operational Phases of the Proposed Scheme. The Proposed Scheme will result in a number of benefits along the whole corridor with respect to traffic and transport improvements. As described and detailed in Chapter 6, these include:

- A 60% increase in the number of controlled pedestrian crossings;
- An increase in segregated cycle facilities from 47% of the corridor to 91% of the corridor;
- A 45% increase in the total bus priority measures along the entire corridor;
- A Positive, Very Significant and Long-Term impact on people movement;
- A Positive, Significant and Long-Term impact on bus network performance indicators; and
- A Positive, Significant and Long-Term impact with respect to the reduction in general traffic flows along the Proposed Scheme.

In summary, Section 2.4 of Chapter 2 (Need of the Scheme) in Volume 2 of the EIAR notes:

‘The Proposed Scheme and its objectives fit within the current planning frameworks that are described in Section 2.3. The Proposed Scheme will help deliver many of the objectives on an international, national, regional and local level. Overall, the Proposed Scheme will make a significant contribution to the overall aims and objectives of BusConnects, the GDA Transport Strategy 2022-2042 and allow the city to grow sustainably into the future, which would not be possible in the absence of the Proposed Scheme.’

Also refer to the response in Section 2.3.3.11 in this report for further information on the Impact to Environment (Trees, Biodiversity, Climate, Air Quality, Noise, and Landscape) for further scheme benefits in relation to impacts on the Environment.

NTA are satisfied that there are significant benefits from the Proposed Scheme, particular in Section 3 through Shankill.

2.3.3.3 *Impact to Bus Services & Journey Time Benefits*

Summary of issue raised

A number of objections noted that the existing bus services through Shankill are sufficient and that the Scheme does not propose an increase in frequency of service and only minimal journey time improvements.

One objection raises the concern that the increased loading expectations for the scheme would suggest that the NTA would need to double the current bus service to achieve expected results.

One objection also raised concerns regarding the lack of continuous bus lanes within Shankill as part of the Scheme will limit journey time savings.

One objection raises the concern that there are no bus journey time benefits through Shankill and that the Proposed Scheme will increase traffic flows.

A number of objections raised concerns over the reduction in bus service from 12 buses per hour to 9 buses per hour through Shankill which is contrary to National Mobility Policy. Objections have raised concerns regarding the impact to the number of buses within the area, commenting that the reduction would impact the local area's access to amenities, many also suggested an express service from Bray to the City.

Further concerns that the quality of public transport in Shankill will be reduced and will encourage the use of private cars which the respondent implies as being against the established climate change goals.

Response to issue raised

Changes to Existing Bus Services

The Proposed Scheme does not propose a reduction in the existing bus services through the Shankill area, it is focused on infrastructure changes to meeting the Proposed Scheme Objectives.

BusConnects is the National Transport Authority's (NTA) programme to greatly improve bus services in Irish cities. It is a key part of the Government's policy to improve public transport and address climate change in Dublin and other cities across Ireland. BusConnects is a key component within a number of Government and regional policies which include the National Development Plan 2021-2030, Climate Action Plan 2023, the National Planning Framework 2040 and the Greater Dublin Area Transport Strategy 2022-2042. The BusConnects Programme consists of the following and details can be seen in the NTA website: <https://busconnects.ie/cities/dublin/>

- Core Bus Corridor Infrastructure Works;
- Orbital Corridor Infrastructure Works;
- Network Redesign;
- New Bus Stops and Shelters;
- Park and Ride;
- State of Art Ticketing System; and
- Zero Emissions Bus Fleet.

To inform the preparation of the GDA Transport Strategy 2016 – 2035, the NTA prepared the Core Bus Network Report (NTA 2015) for the Dublin Metropolitan Area, which identified those routes on which there needed to be a focus on high capacity, high frequency and reliable bus services, and where investment in bus infrastructure should be prioritised and concentrated. The Core Bus Network is defined as a set of primary orbital and radial bus corridors which operate between the larger settlement centres in the Dublin Metropolitan Area.

The Proposed Scheme is part of the Core Bus Corridor Infrastructure Works which will support integrated sustainable transport usage through infrastructure improvements for active travel (both walking and cycling), and the provision of enhanced bus priority measures for existing (both public and private) and all future services who will use the corridor.

Section 6.4.6.3 in Chapter 6 (Traffic & Transport) in Volume 2 of the EIAR presents the operational impacts for bus passengers and operators. The Proposed Scheme will address sustainable mode transport infrastructure deficits while contributing to an overall integrated sustainable transport system as proposed in the GDA Strategy. It will increase the effectiveness and attractiveness of bus services operating along the corridor and will result in more people availing of public transport due to the faster, more reliable journey times which the Proposed Scheme provides. This in turn will support the future increase to the capacity of the bus network and services operating along the corridor and thereby further increasing the attractiveness of public transport.

On the whole, the Proposed Scheme provides bus journey time benefits and will make a significant contribution to the overall aims of BusConnects that is a key part of the GDA Strategy and will enable the city to grow sustainably into the future. This would not be possible in the absence of the Proposed Scheme.

In the absence of the Proposed Scheme, bus services will be operating in a more congested environment, leading to higher journey times and lower reliability for bus journeys. This limits their attractiveness to users, and this will lead to reduced levels of public transport use, making the bus system less resilient to higher levels of growth. The absence of walking and cycling measures that the Proposed Scheme provides will also significantly limit the potential to grow those modes into the future.

The Proposed Scheme does not propose to remove any existing bus services and is focused on infrastructure redesign. The Dublin Network Redesign is a separate project currently under consideration by the NTA.

Changes to Passenger Numbers / Modal Shift in Shankill

Section 6.4.6.2.7.2 in Chapter 6 (Traffic & Transport) in Volume 2 of the EIAR assesses the resilience of the Proposed Scheme to cater for additional bus service frequency provision whilst maintaining a high level of bus journey time reliability. The EIAR report states that:

'In this analysis, the service frequency, in both directions of travel, was increased to achieve a 10 buses per hour increase, at the busiest section, to assess whether the Proposed Scheme could cater for this increased service frequency whilst maintaining a high level of journey time reliability'.

Section 6.4.6.2.2 in Chapter 6 (Traffic & Transport) in Volume 2 of the EIAR describes that the Opening Year 2028 AM scenario shows there is an increase of 40% in the number of people travelling via bus and an increase of 108% in people walking or cycling along the Proposed Scheme during the AM Peak Hour. These are referenced from Table 6.43 Modal Shift of 2028 AM Peak Hour along Proposed Scheme by hourly trips and modal split per scenario, see Table 2.10 and Figure 2.36 (reproduced from Diagram 6.6 in Chapter 6). The results indicate a 44% increase in people moved by sustainable modes (Public Transport, Walk, Cycle).

Table 2.10: Modal Shift of 2028 AM Peak Hour Along Proposed Scheme (Table 6.43)

Table 6.43: Modal Shift of 2028 AM Peak Hour Along Proposed Scheme								
Direction	Time Period	Mode of Transport	Do Minimum		Do Something		Difference	
			Hourly Trips	Modal Split (%)	Hourly Trips	Modal Split (%)	Hourly Trips	Difference (%)
Inbound towards the City Centre	AM Peak Period	General Traffic	1,290	40%	660	19%	-630	-49%
		Public Transport	1,830	56%	2,560	73%	730	40%
		Walking	100	3%	120	3%	20	20%
		Cycling	30	1%	150	4%	120	400%
		Combined Walking / Cycling	130	4%	270	8%	140	108%
		Sustainable Modes Total	1,960	60%	2,830	81%	870	44%
		Total (All modes)	3,250	100%	3,490	99%	240	7%

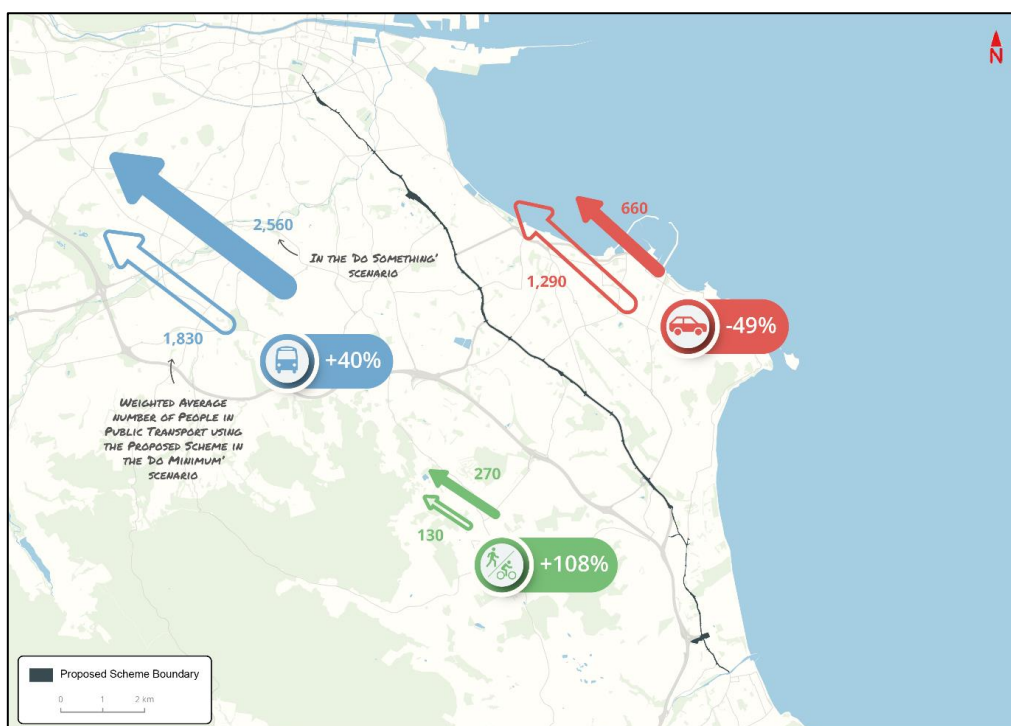


Figure 2.36: Weighted Average People Movement by Mode During 2028 AM Peak Hour

Similarly for the PM scenario, there is an increase of 17% in the number of people travelling via bus and an 'increase of 67% in people walking or cycling along the Proposed Scheme during the PM Peak Hour'. These are referenced from Table 6.44 Modal Shift of 2028 PM Peak Hour along Proposed Scheme by hourly trips and modal split per scenario, see Table 2.11 and Figure 2.36 (reproduced from Diagram 6.7 in Chapter 6). The results indicate a 21% increase in people moved by sustainable modes (Public Transport, Walk, Cycle).

Table 2.11: Modal Shift of 2028 PM Peak Hour Along Proposed Scheme (Table 6.44)

Table 6.44: Modal Shift of 2028 PM Peak Hour Along Proposed Scheme								
Direction	Time Period	Mode of Transport	Do Minimum		Do Something		Difference	
			Hourly Trips	Modal Split (%)	Hourly Trips	Modal Split (%)	Hourly Trips	Difference (%)
Outbound from the City Centre	PM Peak Period	General Traffic	1,270	38%	670	21%	-600	-47%
		Public Transport	1,930	57%	2,260	70%	330	17%
		Walking	150	4%	160	5%	10	7%
		Cycling	30	1%	140	4%	110	367%
		Combined Walking / Cycling	180	5%	300	9%	120	67%
		Sustainable Modes Total	2,110	62%	2,560	79%	450	21%
		Total (All modes)	3,380	100%	3,230	100%	-150	-4%



Figure 2.37: Weighted Average People Movement by Mode During 2028 PM Peak Hour

As indicated in Figure 2.37 above, there is a reduction of 47% in the number of people travelling via car, an increase of 17% in the number of people travelling via bus and an increase in 67% in the number of people walking or cycling along the Proposed Scheme during the PM Peak Hour.

It is further noted that the benefits of the Scheme in terms of bus passenger volumes is demonstrated in Chapter 6 (Traffic & Transport) in Volume 2 of the EIAR. Diagram 6.10 in Section 6.4.6.2.3.1 of the EIAR (reproduced in Figure 2.38 below) presents the passenger loading profile the AM Peak Hour in the inbound direction in 2028.

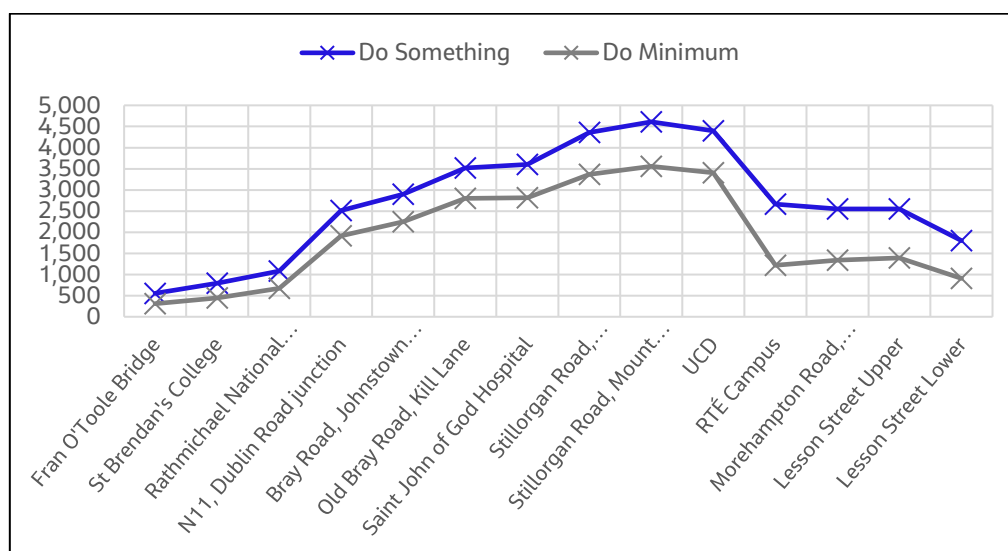


Figure 2.38: Extract from Chapter 6 EIAR 2028 AM Peak Hour Passenger Volume Along Proposed Scheme (inbound direction)

As can be seen in Figure 2.38, a higher level of bus passenger loading can be seen along the Proposed Scheme. The substantial increase in passengers using the corridor at this location as a result of the Proposed Scheme further highlights the need for bus priority measures.

The increase in bus passengers remains at a high level along the Proposed Scheme with approximately 600 to 1,200 additional users on most of the corridor, compared to the Do Minimum scenario.

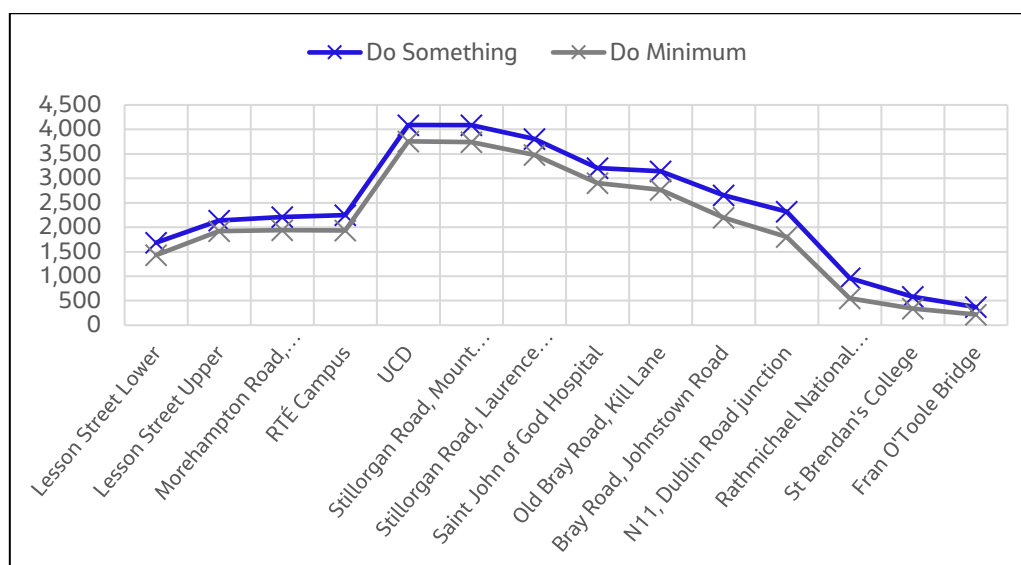


Figure 2.39: Extract from Chapter 6 EIAR 2028 PM Peak Hour Passenger Volume Along Proposed Scheme (Outbound Direction)

Figure 2.39 shows higher levels of bus passenger loadings along the Proposed Scheme with a peak at UCD where the volume of passengers reaches 4,100 in the PM Peak hour, compared to approximately 3,800 in the Do Minimum scenario.

The increase in bus passengers is consistent along the Proposed Scheme with approximately 300 to 400 additional users on the corridor, compared to the Do Minimum scenario.

On the whole, the Proposed Scheme will make a significant contribution to the overall aims of BusConnects that is a key part of the GDA Strategy and will enable the city to grow sustainably into the future. This would not be possible in the absence of the Proposed Scheme.

Bus Priority through Bus Lanes and Signal Control Priority

Table 4.1 in Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR provides key infrastructure improvements along the Proposed Scheme. As noted in the table 4.1, the Proposed Scheme will improve the existing bus priority from 69% to 99.6% through combination of bus lanes and signal control priority.

Table 4.1 of Chapter 4 (Proposed Scheme Description) in Volume 2 of EIAR states that the Proposed Scheme will provide 16.1km inbound and 17.1km outbound of bus lanes across the corridor and 2.3km inbound and 1.4km outbound bus priority through signal control priority measures. This is an increase from 12.6km inbound and 12.8km outbound in the DoMinimum scenario. This contributes to an increase of 45% in total bus priority measures in both directions in the Do Something scenario compared to the Do Minimum scenario. Overall, the Proposed Scheme will provide 99.6% bus priority measures along the entirety of the corridor.

Taking into account the provision of bus lanes, signal control priority and bus stop provision and facilities outlined within this section, Table 2.12 below (Table 6.36) outlines the bus qualitative along Section 3 of the Proposed Scheme.

Table 2.12: Section 3 – Bus Qualitative Impact During Operational Phase (Table 6.36)

Table 6.36: Section 3 – Bus Qualitative Impact During Operational Phase					
Section	Chainage	Description of Impact	Magnitude of Impact	Sensitivity	Significance of Effect
Loughlinstown Roundabout to Bray North (Wilford Roundabout)	A14100 - A17420	<ul style="list-style-type: none"> Proximate stops rationalised, to optimise spacing and journey times; Bus stops are located in more convenient locations for communities and access to signalised crossings; Moderate improvements to bus stop facilities; and Bus lanes provided along the some of the corridor. 	Low	Medium	Positive Moderate

As indicated in Table 2.12 above (Table 6.36) the Proposed Scheme improves the quality of existing bus infrastructure along Section 3 of the Proposed Scheme, which will provide long-term benefits for bus users and aligns with the overarching aim to provide enhanced bus infrastructure on the corridor. The impact for this section of the Proposed Scheme is Low Positive. The sensitivity of environment rating is predominately categorised as 'medium'. This results in a Positive, Moderate and Long-term effect along Section 3.

Also refer to Section 2.3.3.4 on Upgrade Roundabouts to Signalised Junction and Signal Control Priority in this report.

Bus Journey Time Savings

In relation to issues raised on minimal bus journey time savings, Section 6.4.6.2.5.2 in Chapter 6 (Traffic & Transport) in Volume 2 of the EIAR shows how the Proposed Scheme will impact on bus journey times along the corridor, outputs for the E1 service, which traverses the entire length of the Proposed Scheme, have been extracted from the model. The assessment is based in the context of the full implementation of the BusConnects network re-design in both the Do Minimum and Do Something scenarios, with the Proposed Scheme servicing the E-Spine services. It demonstrates how journey time savings and improved reliability will encourage trips bus.

The Proposed Scheme will deliver an average inbound journey time savings for E1 service bus passengers of 5.9 minutes (11%) in 2028 and 5.8 minutes (10%) in 2043.

This shows average bus journey time savings, in both the AM and PM peak hour. The Proposed Scheme is expected to deliver bus journey time savings in both the AM and PM peaks where positive long-term impacts from enhanced capacity, reliability, and punctuality through the provision of bus priority measures.

Furthermore, results presented in Figure 2.40 below (Chapter 5, Diagram 6.14), suggest an improvement in bus journey time reliability in all 4 core scenarios as indicated by the reduced ranges of journey times achieved with the individual durations focused much closer to the average journey times (lower standard deviation) in the Do Something scenario (blue dots) with the Proposed Scheme in place compared to the more dispersed range in the Do Minimum scenario (red dots).

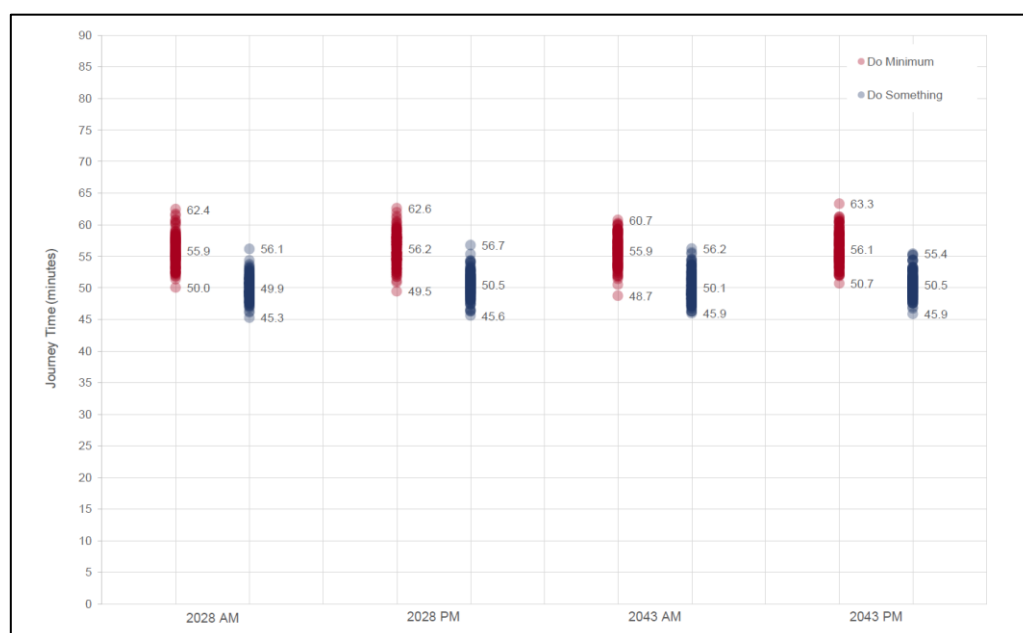


Figure 2.40: E1 Bus Journey Times (Inbound Direction)

The Proposed Scheme will deliver average outbound journey time savings for E1 service bus passengers of up to 7.3 minutes (12%) in 2028 (PM) and 7.5 minutes (13%) in 2043 (AM). Furthermore, results presented in Figure 2.41 below (Chapter 6, Diagram 6.19), suggest an improvement in bus journey time reliability in all four scenarios as indicated by the reduced ranges of journey times achieved with the durations focused much closer to the average journey times (lower standard deviation) in the Do Something scenario (blue dots) with the Proposed Scheme in place compared to the more dispersed range in the Do Minimum scenario (red dots). Note that the variation in journey times shown above are

based on one set of predicted flows for the Do Minimum and Do Something scenario. Traffic flows fluctuate daily which would mean that the variation in journey times would be much greater in the Do Minimum with any increases in traffic flows compared to the protection of journey time reliability provided by the bus priority measures that comprise the Proposed Scheme.

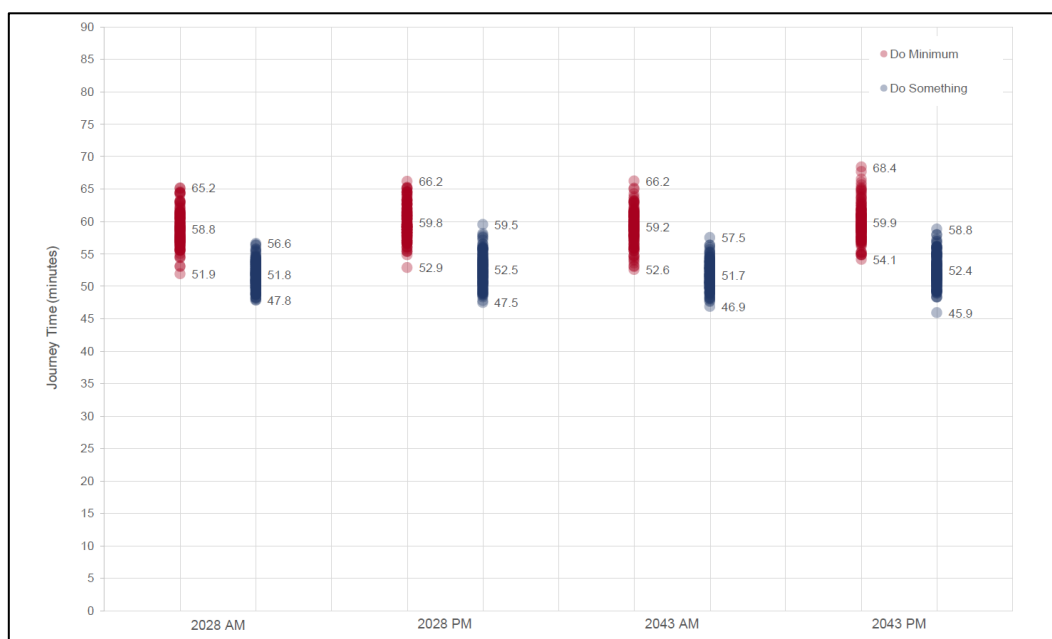


Figure 2.41: E1 Bus Journey Times (Outbound Direction)

Cumulative journey time savings can be seen in the Proposed Scheme along the CBC due to the introduction of signal-controlled priority at junctions which offer active control at intersections and therefore help to reduce congestion.

The Proposed Scheme aims to provide an attractive alternative to the private car and promote a modal shift to public transport, walking and cycling in Section 3 (Shankill). It is however recognised that there will be an overall reduction in operational capacity for general traffic along the direct study area given the proposed changes to the road layout and the rebalancing of priority to walking, cycling and bus. This reduction in operational capacity for general traffic along the Proposed Scheme will likely create some level of trip redistribution onto the surrounding road network.

Section 6.4.6.2.8.3 in Chapter 6 (Traffic & Transport) in Volume 2 of the EIAR describes the general traffic flow difference in the AM Peak Hour. Figure 2.42 below (Diagram 6.26) illustrates the difference in traffic flows on the road links in the AM Peak Hour for the 2028 Opening Year. TIA Sub Appendix A6.4.4 (General Traffic Assessment) in Appendix A6.4 in Volume 4 of this EIAR provides further details of the LAM outputs.

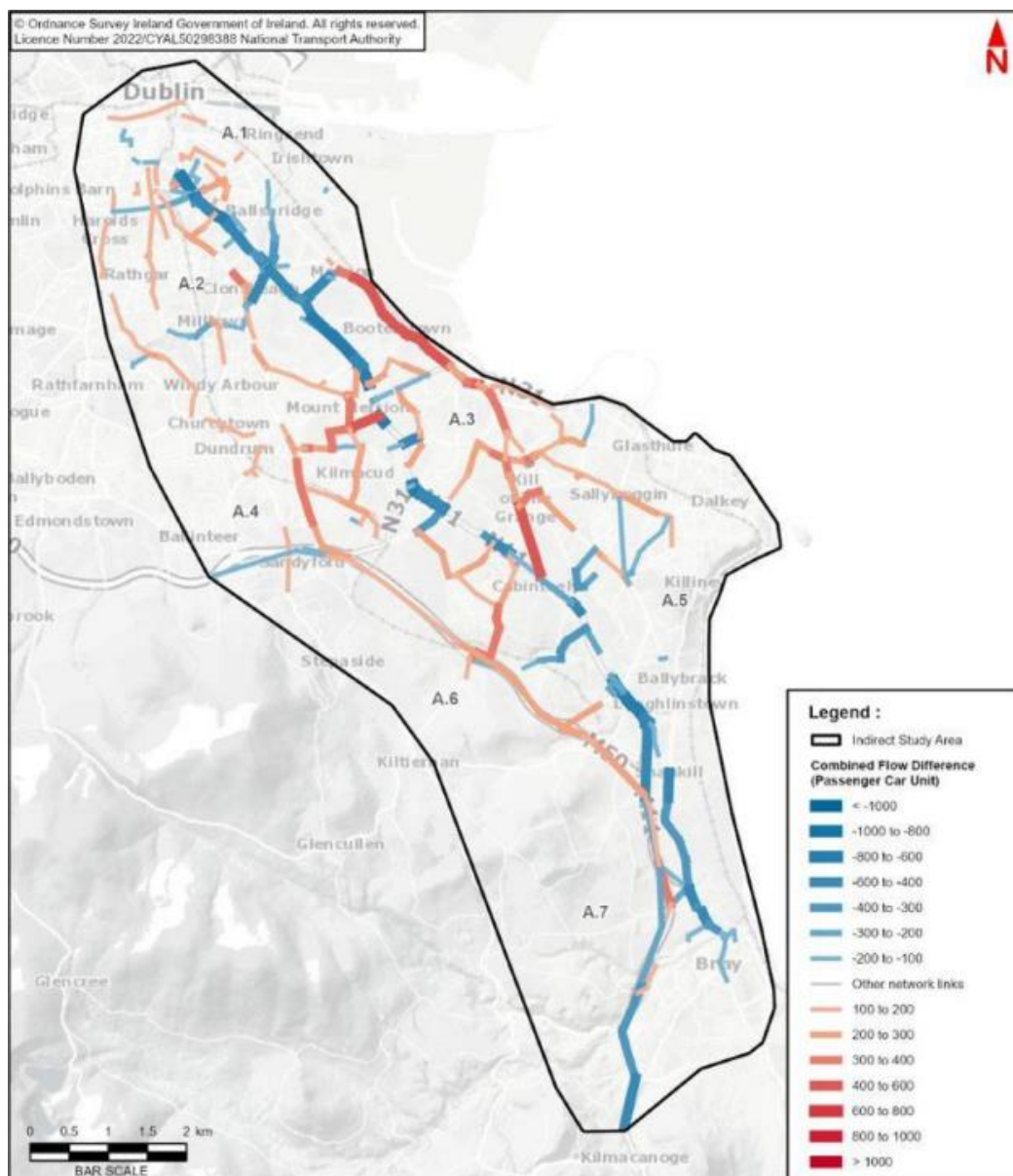


Figure 2.42: Flow Difference on Road Links (DoMinimum vs. DoSomething), AM Peak Hour, 2028 Opening Year (Diagram 6.26)

Figure 2.42 above shows that there is a reduction between -800 to -600 combined flows in Shankill during the AM Peak Hour. Similar reductions can also be seen in the PM Peak Hour (Diagram 6.27).

TIA Sub Appendix A6.1 – Transport Impact Assessment Volume 4 Appendices Part 1 of 4 of EIAR, Section 6.6.3.3.6.2 provides the general traffic flow reductions along road links. Table 6.44 shows that Stonebridge Road experiences a reduction of -436 combined flows during the AM Peak Hour and Table 6.48 shows that Shanganagh Road experiences a reduction of -219 during the PM Peak Hour.

Overall, this reduction in general traffic flow has been determined as an overall potential Positive, Slight to Profound Long-Term impact on the direct study area. The Proposed Scheme demonstrates that there would be no negative impact on traffic congestion in Section 3 (Shankill).

2.3.3.4 Upgrade Roundabouts to Signalised Junction and Signal Control Priority

Summary of issue raised

A number of objections raised concerns regarding the removal of roundabouts and replacement with signalised junctions.

One objection queried the compliance with DMURS for the upgrade of the roundabout to signalised junction and its ability to serve future needs. The objections commented that the changes would remove

the free flow of traffic, increase congestion, and create a negative impact on Shankill. Other objections commented on how it would increase dangers for those crossing due to the number of crossing points.

One objection issue raised regarding the proposed changes to the roundabouts not being in compliance with the Dún Laoghaire Rathdown County Council Special Local Order 148.

A number of objections raised concerns over the justification of the replacing the St. Annes roundabout (Dublin Road/ Shanganagh Road/ Corbawn Lane junction) with traffic signals. They note concern that this will increase traffic congestion and create queues.

A number of objections raised concerns over the changes to Quinn's Road and that the removal of the roundabout will result in traffic queues and safety issues.

Some objections commented that the Proposed Scheme does not address the bottleneck in Shankill and there will still be delays to buses and related congestion.

One objection raised concern that the introduction of traffic lights will result in huge backlog of traffic from Loughlinstown roundabout to the village, especially at peak hours.

One objection raised concern on the proposed narrowing to two traffic lanes at Woodbrook estate (near Wilford Roundabout) will result in traffic delays and congestion.

Response to issue raised

Also, refer to Section 2.3.3.3 on Impact to Bus Services & Journey Time Benefits in this report.

Also, refer to Section 2.3.3.5 on Impact to Traffic Flows, Speed Limit, and Traffic Calming in this report.

2.3.3.4.1 Upgrade of Existing Roundabouts to Signalised Junctions

The Proposed Scheme has been designed to achieve the stated objectives, and this allows for all junctions in practice to operate on an adaptive basis, permitting priority to be applied to different modes. The EIAR as submitted has robustly addressed this matter.

Roundabouts listed below are being upgraded as part of the Proposed Scheme which will provide connectivity from Bray to Dublin City Centre for buses, cyclists, and pedestrians. The roundabout is proposed to be converted to a signal-controlled junction to manage traffic flow, improve bus progression and safe crossing for pedestrian and cyclists.

- St Anne's Roundabout (Dublin Road/ Shanganagh Road/ Corbawn Lane junction);
- Quinn's Road Roundabout (Dublin Road/ Quinn Road/ Cherrington Drive junction); and
- Wilford Roundabout.

The upgrade of the roundabout to a signalised junction results in reduced corner radii and narrower lane widths to encourage slow vehicular speeds thus enhancing road safety. Traffic signals provide a safer environment for active travel users, by separating them from traffic and reducing the likelihood of collisions. Traffic signals offer active control for all users at intersections and thus help to reduce congestion by prioritising the necessary traffic streams.

In Chapter 3 (Reasonable Alternatives) in Volume 2 of the EIAR and the Feasibility Report, the replacement of the roundabouts with the signalised junctions is required due to the following:

- Within Design Manual for Urban Roads Standard (DMURS) where feasible the preference is to replace existing roundabouts with signalised junctions to improve the facilities for vulnerable road users such as pedestrians and cyclists, it also enables bus priority;
- It would be preferable in terms of journey-time reliability and transport network integration;
- The implementation of signalised junctions allows for safer crossing points for pedestrians and cyclists; and
- The signalised junction location allows for bus priority where bus lanes are constrained along the Proposed Scheme.

DMURS states that:

'Traffic Signals

These can provide a wide range of capacities depending on the widths of the approaches, the presence of bus lanes on approach, cycle times and turning traffic flows. Traffic signal junctions can include pedestrian phases and advanced stop lines for cyclists, thus making them safer. Traffic Signals should generally be used at all junctions between Arterial and Link streets. Where pedestrian activity is particularly high (such as within a Centre or around a Focal Point), designers may apply all-round pedestrian phase crossings with diagonal crossings.

Roundabouts

These have a wide range of capacities depending on the size and geometry of the roundabout, its approaches, and turning traffic flows, but are generally lower than signalised junctions. Large roundabouts are generally not appropriate in urban areas. They require a greater land take and are difficult for pedestrians and cyclists to navigate, particularly where controlled crossings/cycle facilities are not provided, and as such, vehicles have continuous right of way.

The use of large roundabouts (i.e. those with radii greater than 7.5m) should be restricted to areas with lower levels of pedestrian activity. Where large roundabouts currently exist, road authorities are encouraged, as part of any major upgrade works, to replace them with signalised junctions or retrofit them so that are more compact and/or pedestrian and cycle friendly, as is appropriate.'

The above quotes from DMURS are directly applicable to the existing roundabouts on the route of the Proposed Scheme, as listed above. It is clear from the above that the retention of the roundabout would be contrary to the requirements of DMURS. Furthermore, in relation to accomplishing the Proposed Scheme objectives the replacement of roundabout with signalised junctions is essential to achieving the necessary enhanced pedestrian, cyclist, and bus priority infrastructure.

2.3.3.4.2 Replacement of Roundabouts in Compliance with DLRCC SLO148

In relation to the issue raised regarding the proposed changes to the roundabouts not being in compliance with the Dún Laoghaire Rathdown County Council Special Local Order 148, Section 4.3.1.4 of the Appendix A2.1 Planning Report, in Volume 4 of the EIAR, states:

'The Proposed Scheme is consistent with the policies and objectives of the DLRCDP (DLRCC 2022) as set out above and in Appendix 1 (Local Policy). The Proposed Scheme is largely within the existing public road / pavement area and where required, in general, only small portions of those zoning objectives listed above may be necessary to facilitate the Proposed Scheme. However, the main use associated with the zoning objective will remain.'

Section 4.3.1.4 of the Planning Report goes on to state the following response for the Special Local Objective (SLO) 148:

'Specific Local Objective 148 seeks '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.' The Proposed Scheme, as per EIAR Chapter 4 (Proposed Project Description) seeks to undertake the following:

'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 signal-controlled priority 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.'

'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.'

As per the EIAR Chapter 3 (Consideration of Reasonable Alternatives) and the Feasibility Report, the replacement of the roundabouts with the signalised junctions is required due to the following:

- *Within DMURS where feasible the preference is to replace existing roundabouts with signalised junctions to improve the facilities for vulnerable road users such as pedestrians and cyclists, it also enables bus priority;*
- *It would be preferable in terms of journey-time reliability and transport network integration;*
- *The implementation of signalised junctions allows for safer crossing points for pedestrians and cyclists; and*
- *The signalised junction in this location allows for bus priority where bus lanes are constrained along the Proposed Scheme.*

In the context of the above, if the aforementioned roundabouts were retained it would not allow for bus priority and safer crossing for pedestrians and cyclists at these locations. Therefore, the continuous linear operational functioning of the corridor and key project objectives related to safety, sustainable transportation and efficiency of service would be disrupted at these locations which is why the roundabouts must be removed.

In addition to the above, Amendment 45 of the Road Traffic and Roads Act 2023 amends the 1993 Roads Act, giving power to An Bord Pleanála to approve a scheme or proposed road development that contravenes materially any plan. Section 51AA paragraph (c) of the Road Traffic and Roads Act 2023 states:

‘the scheme or proposed road development should be approved having regard to the transport strategy made under section 12 of the Dublin Transport Authority Act 2008, the regional spatial and economic strategy for the area, guidelines under section 28 of the Act of 2000, policy directives under section 29 of the Act of 2000, the statutory obligations of any local authority in the area, and any relevant policy of the Government, the Minister for Housing, Local Government and Heritage or any Minister of the Government;’

The Proposed Scheme may be approved notwithstanding Specific Local Objective 148 as it is negated by the GDA Transport Strategy 2022-2042 and the RSES for the Eastern and Midlands region.’

2.3.3.4.3 Signalisation of Dublin Road / Shanganagh Road / Corbawn Lane Junction (St Anne’s Roundabout)

Issue no 1:

A number of objections raised concerns over the justification of the replacing the St. Annes roundabout (Dublin Road/ Shanganagh Road/ Corbawn Lane junction) with traffic signals. They note concern that this will increase traffic congestion and create queues.

Refer to responses in Section 2.3.3.4.1 and Section 2.3.3.4.2, and also note below.

Section 6.4.6.2.8 in Chapter 6 (Traffic & Transport) in Volume 2 of the EIAR, the Proposed Scheme demonstrates that analysis shows that there is negligible impact at junctions as traffic queuing is managed efficiently and there would be minimal impact on traffic congestion.

The Proposed Scheme design at Dublin Road/ Shanganagh Road/ Corbawn Lane junction from the General Arrangement Drawings Chapter 4 (Proposed Scheme Description) in Part 1 of 3 of Volume 3, of the EIAR on Sheet 43 can be seen in Figure 2.43.

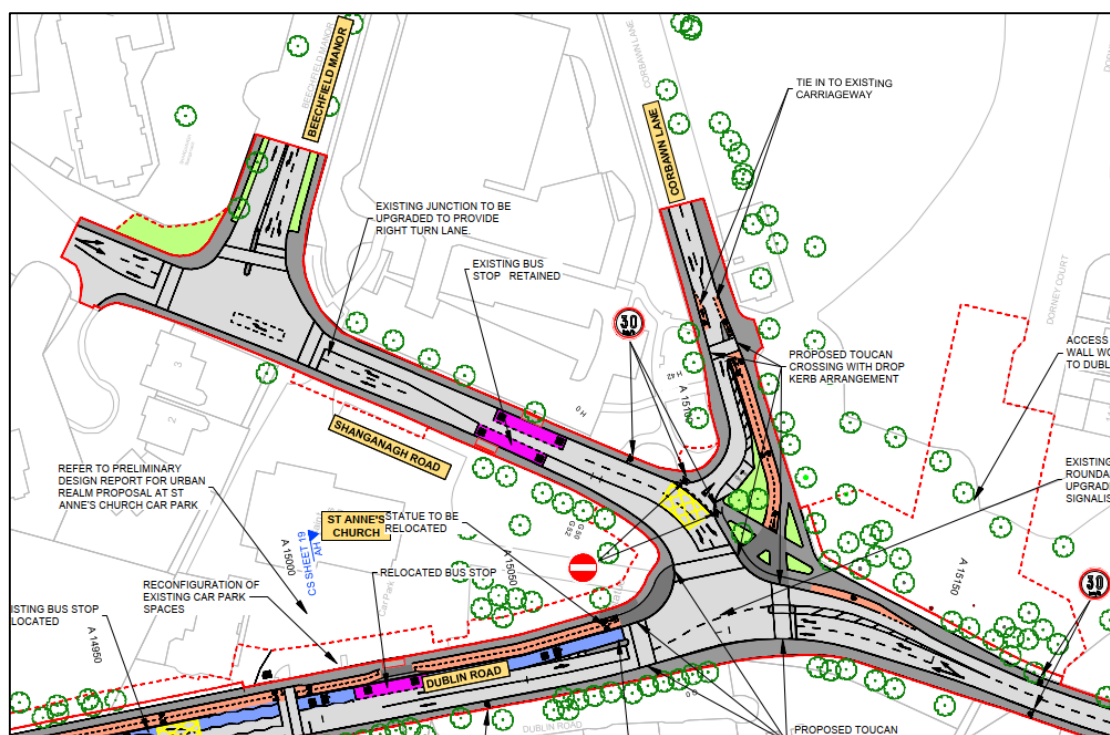


Figure 2.43: Extract from General Arrangement Drawings at Corbawn Lane / Shanganagh Road junction (Sheet 43)

The Proposed Scheme design at this junction allows for an exit from Corbawn Lane to Shanganagh Road to improve overall junction operation efficiency. Figure 2.43 above shows that the exit from Corbawn Lane onto Shanganagh Road is protected by a yellow box junction which will keep the junction clear of queues and ensure westbound traffic can exit at all times. Eastbound traffic is required to make a short diversion via the enhanced Beechfield Manor junction, a total distance of 287m compared with the current 210m, an increase of 77m.

Dublin Road/ Shanganagh Road/ Corbawn Lane junction is being upgraded as part of the Proposed Scheme and a new dedicated right turn lane from Shanganagh Road to Beechfield Manor is proposed and the junction will benefit from additional traffic lanes and pedestrian crossings. This will reduce the risk of queuing back to the upstream to the Dublin Road/ Corbawn Lane junction. A short-left turn flare lane is also proposed at the Beechfield Manor approach to Shanganagh Road to further improve overall junction efficiency.

TIA Sub Appendix 2 - Junction Design Report Volume 4 Appendices Part 1 of 4 of EIAR shows the practical reserve capacity (PRC) at Dublin Road / Shanganagh Road / Corbawn Lane junction. The PRC is -4.3% during the AM Peak Hours and -2.7% during the PM Peak Hours. Although this is slightly over capacity, this suggests that the junction will operate efficiently within capacity and traffic build up will be minimal following the introduction of the Proposed Scheme.

The LinSig results show that the modelling at Dublin Road / Shanganagh Road / Corbawn Lane junction will operate efficiently during all scenarios and therefore there would be no expected delays to occur on the junction. This means that at Dublin Road / Shanganagh Road / Corbawn Lane junction would operate efficiently.

The results of the Pedestrian Qualitative Assessment on Section 3 of the Proposed Scheme (between Loughlinstown Roundabout to Bray North) in Table 6.33 of Chapter 6 (Traffic & Transport) of the EIAR, demonstrate that the LoS during the Do Minimum scenario consists of D ratings. During the Do Something scenario, the LoS consists predominantly of the higher of B ratings. Given the quality of the existing pedestrian infrastructure along the Proposed Scheme, the improvements will have a *Positive, Moderate and Long-term* effect to the quality of the pedestrian infrastructure along Section 3 of the Proposed Scheme between Loughlinstown Roundabout to Bray North, which aligns with the overarching aim to provide enhanced walking infrastructure on the corridor.

Also, as noted in Table 6.33 the pedestrian improvement at the St Anne Roundabout (Dublin Road/ Shanganagh Road/ Corbawn Lane junction) demonstrates improved LoS from 'C' to 'B' with *Positive*

Moderate impact. Junction of Shanganagh Road with Beechfield Manor shows improved LoS from 'D' to 'B' with *Very Significant* Impact and junction of Dublin Road with Stonebridge shows improved LoS from 'B' to 'A' with *Positive Moderate* impact.

A Level of Service (LoS) assessment was undertaken using an adapted version of the NTA's National Cycle Manual Quality of Service (QoS) Evaluation criteria. The results of the Cycling Qualitative Assessment on Section 3 of the Proposed Scheme (between Loughlinstown Roundabout to Bray North) in Table 6.34 of Chapter 6 (Traffic & Transport) of the EIAR, demonstrate that the LoS during the Do Minimum scenario consists of C ratings. During the Do Something scenario, the LoS consists predominantly of the higher C ratings. Given the quality of the existing cycling infrastructure along the Proposed Scheme, the improvements will have No Significant impacts to the quality of the cycling infrastructure along Section 3 of the Proposed Scheme between Loughlinstown Roundabout to Bray North.

Also, refer to Section 2.3.3.8 on Impact to Safety (for Pedestrians & Cyclists) in this report.

The results of the Bus Qualitative Assessment on Section 3 of the Proposed Scheme (between Loughlinstown Roundabout to Bray North) in Table 6.36 of Chapter 6 (Traffic & Transport) of the EIAR, demonstrate that the Proposed Scheme will have a *Positive, Moderate and Long-term* effect to the quality of the bus infrastructure along Section 3 of the Proposed Scheme between Loughlinstown Roundabout to Bray North, which aligns with the overarching aim to provide enhanced bus infrastructure on the corridor.

Section 6.4.5.3 of the Preferred Route Options Report part of Supplementary Information describes the assessment of other alternatives considered at Dublin Road/ Shanganagh Road/ Corbawn Lane junction to inform the Proposed Scheme.

'Further assessment was carried out to examine other viable alternative options at the Dublin Road/ Shanganagh Road/ Corbawn Lane junction to mitigate the impact of the traffic restrictions to Corbawn Lane, while achieving the BusConnects objectives. These are discussed below:

- *EPR Option: the ERP Option upgrades existing roundabout to full signalised junction and closure of Corbawn Lane;*
- *Option 1: A fully signalised junction with general traffic entry and exit to and from Corbawn Lane with the Dublin Road / Shanganagh Road junction;*
- *Option 2: A fully signalised junction with some restrictions to general traffic entry and exit to and from Corbawn Lane with the Dublin Road / Shanganagh Road junction, with a northbound Dublin Road slip lane for buses and general traffic;*
- *Option 3: A fully signalised junction with general traffic entry to Corbawn Lane from Shanganagh Road (no general*
- *traffic exit from Corbawn Lane to Shanganagh Road), with a northbound Dublin Road slip lane for buses and general traffic;*
- *Option 4 (PRO): A fully signalised junction with general traffic exit only from Corbawn Lane to Shanganagh Road (no general traffic entry from Shanganagh Road to Corbawn Lane). A dedicated right-turn lane is also proposed from Shanganagh Road onto Beechfield Manor; and*
- *Option 5: Roundabout as existing...*

...Option 4 (PRO) performs better than other options EPR Option, Option 1, 2, 3 and 5 due to good junction capacity, resilience, bus priority, footprint with least impact and improved cycle and pedestrian provision...

...A summary of the assessment and relative ranking of junction options against the five main assessment criteria is presented in Table 6.14...

MCA Criteria	EPR Option	Option 1	Option 2	Option 3	Option 4	Option 5
Economy						
Integration						
Accessibility and Social Inclusion						
Safety						
Environment						

Table 6.14: Dublin Road/ Shanganagh Road/ Corbawn Lane Junction MCA Summary

.....Following the consideration of the above alternative options, the Option 4 is considered to offer more benefits in comparison to the other options. The Option 4 is therefore the PRO for this junction for the following reasons:

- It provides journey time reliability for buses;
- It provides for good overall junction capacity and resilience for flows fluctuations;
- It provides a junction footprint with minimum impact to land;
- It provides for improved infrastructure for pedestrians and cyclists; and
- It performs well with respect to integration and road safety.'

The consideration of alternatives concluded the proposed signalisation at Dublin Road / Shanganagh Road / Corbawn Lane junction from the General Arrangement Drawings which are provided as an Appendix to Chapter 4 (Proposed Scheme Description) in Part 1 of 3 of Volume 3, of the EIAR can be seen in Figure 2.45.

NTA are satisfied that signalisation of the Dublin Road / Shanganagh Road / Corbawn Lane junction reduces congestion, reduces the likelihood of accidents, and results in minimal traffic build up.

Issue no 2:

- One objection has raised concern regarding that the Proposed Scheme at Dublin Road/ Shanganagh Road/ Corbawn Lane junction does not treat junctions 37, 38, and 39 as a system but instead as isolated junctions.

The Proposed Scheme design at junction 37 (Dublin Road/ Stonebridge Road) and at junction 38 (Shanganagh Road/ Beechfield Manor), and 39 (Dublin Road/ Shanganagh Road/ Corbawn Lane junction) from the 02-General Arrangement Drawings Chapter 4 (Proposed Scheme Description) Part 1 of 3 of Volume 3 of the EIAR on Sheet 42 and 43 can be seen in Figure 2.44 and Figure 2.45.

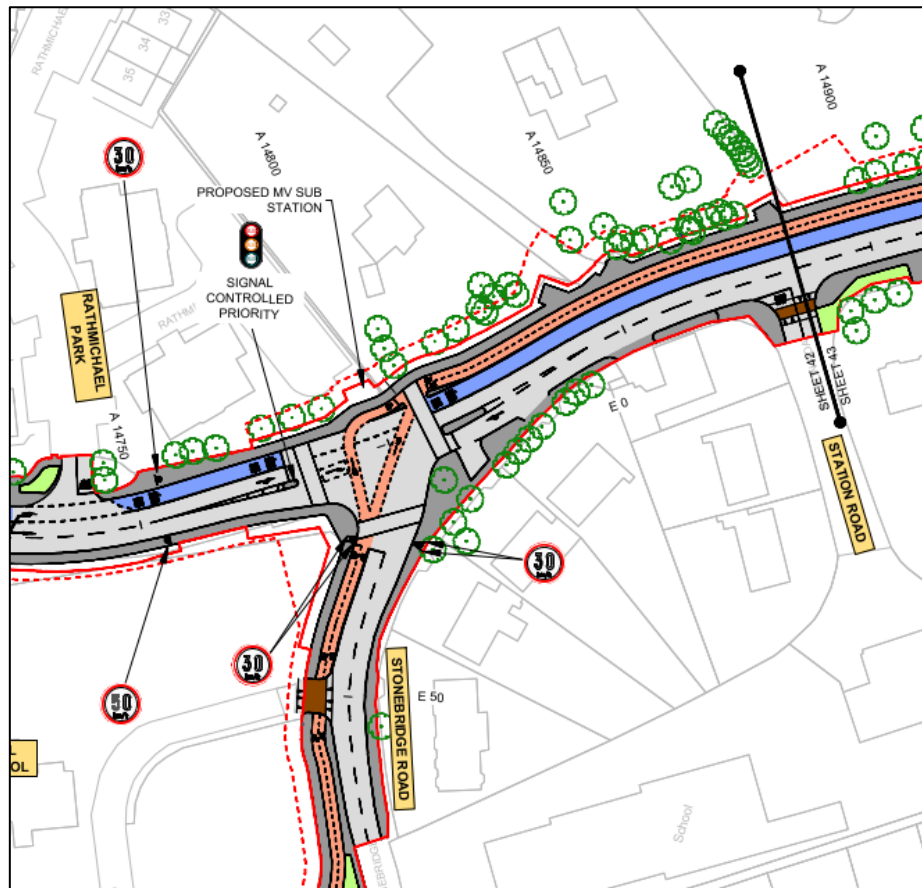


Figure 2.44: Extract from General Arrangement Drawings at junction 37 (Sheet 42)

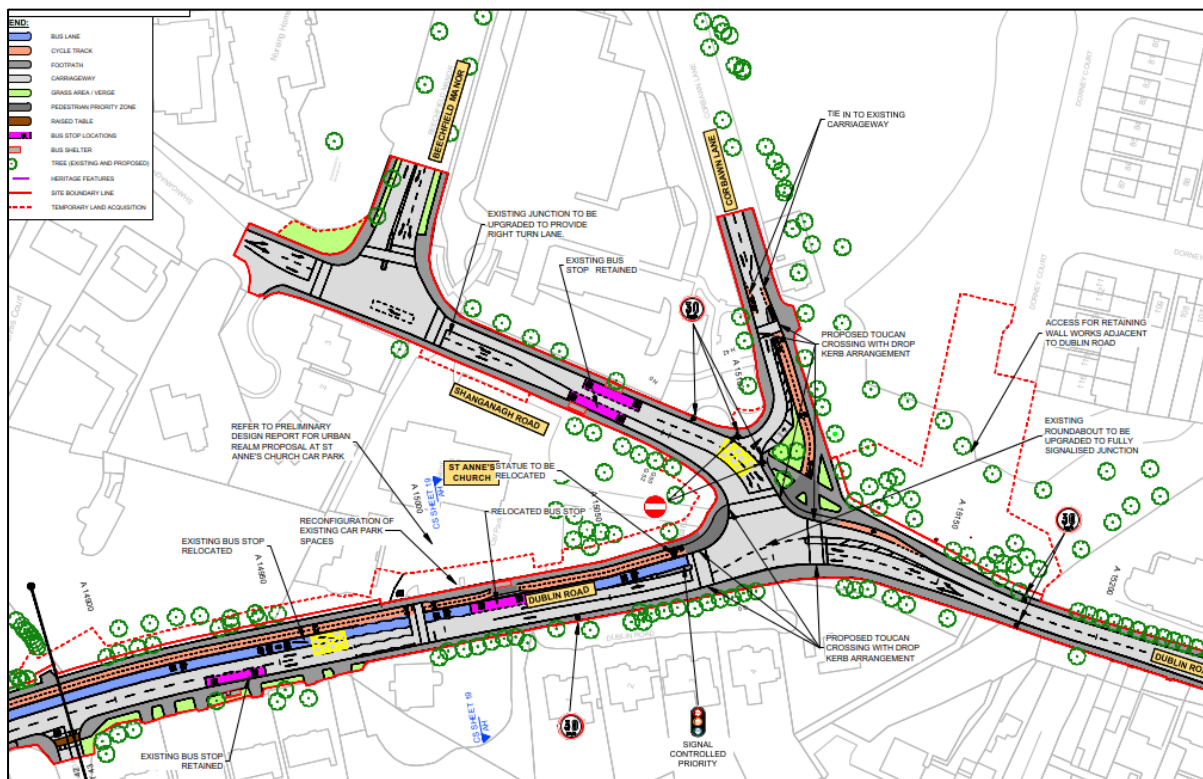


Figure 2.45: Extract from General Arrangement Drawings at junctions 38, and 39 (Sheet 43)

St Anne's Roundabout (Dublin Road/ Shanganagh Road/ Corbawn Lane junction) is proposed to be upgraded to a signalised junction with new pedestrian crossing facilities and Signal Control Priority (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.

The Dublin Road/ Stonebridge Road junction is modified to include for improved pedestrian, cycle, and bus infrastructure.

SCP is provided in the southbound direction from Dublin Road/ Corbawn Lane. Shanganagh Road junction for busses heading towards Shankill village. SCP is provided in the northbound direction, which commences at Dublin Road junction with Olcovar until north of the Dublin Road/ Stonebridge Road junction.

It is intended to provide a two-way cycle track from Stonebridge Road on the Dublin Road as far as the Dublin Road/ Shanganagh Road/ Corbawn junction, and on Stonebridge Road as far as Stonebridge Lane to provide a cycle link to the two schools on Stonebridge Road.

A speed limit of 30km/h would be in place on Dublin Road between north of Stonebridge Road and the Signal Controlled Bus Priority south of Shankill Village at the junction with Olcovar. The reduced speed limit will maintain the viability of the primary cycling route through Shankill village and the Dublin Road/ Shanganagh Road/ Corbawn Lane junction.

Section 6.4.5.3 of the Preferred Route Options Report, part of Supplementary Information, gives detail description of the Dublin Road/ Shanganagh Road/ Corbawn Lane junction.

TIA Sub Appendix 2 - Junction Design Report Volume 4 Appendices Part 1 of 4 of EIAR describes the Proposed Scheme at Dublin Road/ Shanganagh Road/ Corbawn Lane junction 37, 38 and 39 (Page 124 to 130)

TIA Sub Appendix 2 - Junction Design Report Volume 4 Appendices Part 1 of 4 of EIAR shows that the practical reserve capacity (PRC) at Dublin Road / Stonebridge Road junction. The PRC is 16% during the AM Peak Hours and 18.8% during the PM Peak Hours. This suggests that the junction will operate efficiently within capacity and traffic build up will be minimum following the introduction of the Proposed Scheme.

TIA Sub Appendix 2 - Junction Design Report Volume 4 Appendices Part 1 of 4 of EIAR shows that the practical reserve capacity (PRC) at Dublin Road / Shanganagh Road / Corbawn Lane junction. The PRC is -4.3% during the AM Peak Hours and -2.7% during the PM Peak Hours. Although this is slightly over capacity, this suggests that the junction will operate efficiently within capacity and traffic build up will be minimum following the introduction of the Proposed Scheme.

TIA Sub Appendix 2 - Junction Design Report Volume 4 Appendices Part 1 of 4 of EIAR shows that the practical reserve capacity (PRC) at Shanganagh Road / Beechfield Manor junction. The PRC is 91.1% during the AM Peak Hours and 65.2% during the PM Peak Hours. This suggests that the junction will operate efficiently within capacity and traffic build up will be minimum following the introduction of the Proposed Scheme.

The LinSig results show that the modelling of junctions 37, 38, and 39 indicates that the junctions will operate efficiently during all scenarios and therefore there would be no expected delays to occur on the junction. This means that the junction would operate independently without interaction with one another thus do not need to be treated as a system in terms of capacity modelling.

Furthermore, the Proposed Scheme has been designed with a signal strategy coordinated by junction to maximise the opportunity for bus priority at junctions to ensure maximum gains for bus journey time and reliability. This is line with the overall aims and objectives of the Proposed Scheme.

Issue no 3:

- A number of objections raised concerns over the closure of Corbawn Lane eastwards will cause inconvenience to all residents of Dorney Court, Eaton Wood, Eaton Brae, Clanmawr, Seafield and Corbawn Woods;
- Further concerns were raised that the closure of Corbawn Lane will also increase traffic exponentially at junction 39 onto Beechfield Manor making pedestrian access to the Lidl Shopping Centre virtually impossible particularly for elderly population; and

- A number of objections raised concerns over the reintroduction of a right-hand turn filter lane from Shanganagh Road onto Beechfield Manor will cause traffic congestion on Shanganagh Road and Dublin Road.

Section 6.4.6.2.8 in Chapter 6 (Traffic & Transport) in Volume 2 of the EIAR, a general traffic impact assessment summary was undertaken to assess the impact that the Proposed Scheme has in terms of general traffic redistribution on the direct and indirect study areas. This assessment has been carried out key junctions and roads. The Proposed Scheme assessment shows that there is limited change to traffic redistribution in the area.

The Proposed Scheme design at this junction allows for an exit from Corbawn Lane to Shanganagh Road to improve overall junction operation efficiency. Figure 2.45 above shows that the exit from Corbawn Lane onto Shanganagh Road is protected by a yellow box junction which will keep the junction clear of queues and ensure westbound traffic can exit at all times. Eastbound traffic is required to make a short diversion via the enhanced Beechfield Manor junction, a total distance of 287m compared with the current 210m, an increase of 77m.

Junction 39 is being upgraded as part of the Proposed Scheme and a new dedicated right turn lane from Shanganagh Road to Beechfield Manor is proposed and the junction will benefit from additional traffic lanes and pedestrian crossings. This will reduce the risk of queuing back to the upstream to the Dublin Road/ Corbawn Lane junction. A short-left turn flare lane is also proposed at the Beechfield Manor approach to Shanganagh Road to further improve overall junction efficiency.

TIA Sub Appendix 2 - Junction Design Report Volume 4 Appendices Part 1 of 4 of EIAR shows a positive PRC at Shanganagh Road / Beechfield Manor junction. The PRC is 91.1% during the AM Peak Hour and 65.2% during the PM Peak Hour. This suggests that the junction will operate efficiently within capacity and traffic build up will be minimum following the introduction of the Proposed Scheme.

TIA Sub Appendix 2 - Junction Design Report Volume 4 Appendices Part 1 of 4 of EIAR also shows that the practical reserve capacity (PRC) at Dublin Road / Shanganagh Road / Corbawn Lane junction. The PRC is -4.3% during the AM Peak Hours is and -2.7% during the PM Peak Hours. Although this is slightly over capacity, this suggests that the junction will operate efficiently within capacity and traffic build up will be minimum following the introduction of the Proposed Scheme.

Issue no 4:

- A number of objections raised concerns over limiting access to Lidl Shopping Centre will cause traffic congestion and delays.

The Proposed Scheme shows no proposed change to vehicle access at Lidl shopping centre entrance. The most direct route to the Lidl site access remains the same via Beechfield Manor.

Additional pedestrian crossing facilities at the junction of Beechfield Manor and Shanganagh Road will improve access to the Lidl site for those walking from the west. Additional cycle facilities along the Proposed Scheme will improve access to the Lidl site via Corbawn Lane.

Issue no 5:

- A number of objections raised concerns on impacting emergency services onto Corbawn Lane due the closure of Corbawn Lane; and
- One objection has raised concern over the changes of Corbawn Lane will limit access to Garda Station.

The Proposed Scheme does not suggest the closure of Corbawn Lane to traffic, only a short section at its western extremity becomes one-way exit only. Emergency vehicles would be permitted to contravene this restriction, if deemed necessary, should this not be the case they would make the short diversion via Beechfield Manor adding a minimal amount to any response time.

The route to the Garda Station from Dublin Road has been improved for both pedestrians and cyclists through the inclusion of a proposed toucan crossing with drop kerb arrangement and a two-way cycle track on Corbawn lane. North of Corbawn Lane, vehicular and cycle access remains unchanged, while vehicles have a short diversion from approximately 340m to 410m south of Corbawn Lane adjacent to Dublin Road / Shanganagh Road / Corbawn Lane junction.

Issue no 6:

- Further concerns regarding the impact to accessing the DART, some respondents commented that DART users will need to drive rather than use other options due to the changes.

Section 6.4.3.1 in Chapter 6 (Traffic & Transport) in Volume 2 of the EIAR, shows that the core reference case (Do Minimum) modelling scenarios (Opening year - 2028 and Design year - 2043) are based on the progressive roll-out of the Greater Dublin Area (GDA) Transport Strategy 2022-2042 (GDA Strategy), with a partial implementation by 2028, in line with National Development Plan (NDP) investment priorities and the full implementation by 2043.

Access to the DART system via sustainable modes will be enhanced by the Proposed Scheme through improvements to pedestrian and cycle routes. By providing enhancements to local walking and cycling routes, such as the two-way cycle track and quieter nature, in terms of traffic, of Corbawn Lane and the additional pedestrian crossings at Beechfield Manor the propensity of users to drive will reduce.

In 2028, other notable Do Minimum transport schemes include the roll out of the DART Programme. The modelling tools that were developed as part of the assessment, do not work in isolation, but instead work as a combined modelling system driven by the NTA's East Regional Model (ERM) as the primary source for multi-model demand and trip growth. Demand information is then passed to the cordoned Local Area Model (LAM), corridor micro-simulation models and junction models which have been refined and calibrated to represent local conditions to a greater level of detail than that contained in the ERM.

Furthermore, the transport modelling results demonstrate that the total bus journey times on all modelled bus services will improve by between 8% and 19% during the AM and PM Peak hours of the 2028 Opening Year and 2043 Design Year. Based on the AM and PM peak hours alone, this equates to approximately 10 hours of savings in 2028 and in 2043, when compared to the Do Minimum combined across all buses.

A key benefit of the provision of a resilient BusConnects Service network, one which can provide reliable and consistent journey times, is that it has potential to cater for further significant transfer from private car travel to more sustainable and environmentally friendly travel via public transport. Overall, it is anticipated that the improvements to the network performance along the Proposed Scheme will be Positive, Significant and Long-term.

TIA Sub Appendix A6.2 - Transport Modelling Report) Volume 4 Appendices Part 2 of 4 of the EIAR contains further information on the modelling assumptions contained within the Do Minimum scenario including the full list of transport schemes included.

This demonstrates that the Proposed Scheme will complement the DART system and all other interventions within the GDA strategy enhancing the opportunity to travel by sustainable modes for all parts of a journey.

Issue no 7: Impact on pedestrian and cyclists' safety at the proposed junction

- A number of objections raised concerns over the safety risk to cyclists exiting Corbawn Lane.
- A number of objections have raised concern on the impact of the reduction in the footways and difficulty to navigate footpaths which will further impact the safety of pedestrians.
- One objection has raised concern regarding no improvements to pedestrian crossings outside Tesco on Dublin Road.

Refer to Section 2.3.3.8 on Impact to Safety (for Pedestrians & Cyclists) and also note below.

Pedestrian Improvement at Dublin Road/ Shanganagh Road/ Corbawn Lane junction

Traffic signals provide more active control for users including active travel, public transport, and traffic by separating pedestrians from traffic to cross the road safely and therefore improves pedestrian safety. Section 6.4.6.1.5.1 in Chapter 6 (Traffic & Transport) of the EIAR states the key infrastructure changes to pedestrian links along Section 3 of the Proposed Scheme include approximately 120m of Shanganagh Road has been widened to achieve improved footway widths.

Section 6.4.6.1.5.1 in Chapter 6 (Traffic & Transport) in Volume 2 of the EIAR describes the key pedestrian infrastructure changes along Section 3.

The key infrastructure changes to pedestrian links along Section 3 of the Proposed Scheme at Dublin Road/ Shanganagh Road/ Corbawn Lane are summarised as follows:

- Increased footpath width, crossing width, and pedestrian directness;
- Increased provision of priority crossings across side streets with raised tables;
- Provision of pedestrian crossings on all arms at Shanganagh Road / Beechfield Manor junction, R119 Dublin Road / Lower Road / Cluain Na Gréine Court junction, R119 Dublin Road / Olcovar junction, R119 Dublin Road / Shanganagh Castle development lands entrance junction;
- Provision of new mid-link pedestrian crossings along R837 Dublin Road (north of the R837 Dublin Road / Seaview Park junction), R119 Dublin Road (southeast of the R119 Dublin Road / Allies River Road junction) and R837 Dublin Road (southeast of Shanganagh Cemetery access). This will enable improved connectivity between bus stop and facilities; and
- Approximately 120m of Shanganagh Road has been widened to achieve improved footway widths.

The assessment of the qualitative impacts on the walking infrastructure for Section 3 at Dublin Road / Lower Road junction of the Proposed Scheme are summarised in Table 2.13, along with the accompanying sensitivity for each junction and the resultant significance of effect. A detailed breakdown of the assessment at each impacted junction, including a list of the junctions which experience no change, can be found in TIA Sub Appendix A6.4 - Pedestrian Infrastructure Assessment Volume 4 Appendices Part 2 of 4 of EIAR.

Table 2.13: Section 3 - Significance of Effects for Pedestrian Impact During Operational Phase
(Extract from Table 6.33)

Junctions	Chainage	Do Minimum LoS	Do Something LoS	Magnitude of Impact	Sensitivity	Significance of impact
R119 Dublin Road / Seaview Park 3-arm Priority Junction	A14375	E	B	Medium	Negligible	Not Significant
R837 Dublin Road mid-link crossing South of the R837 Dublin Road / Seaview Park Junction	A14450	No existing facility	A	High	Negligible	Positive Slight
R119 Dublin Road / Kentfield 3-arm Priority Junction	A14490	E	B	Medium	Medium	Positive Significant
R119 Dublin Road / Rathmichael Woods 3-arm Priority Junction	A14640 - A14650	C	B	Low	Medium	Positive Moderate
R837 Dublin Road / Stonebridge Road 3-arm Signalised Junction	A14770 - A14810	B	A	Low	High	Positive Moderate
R119 Dublin Road / Station Road 3-arm Priority Junction	A14870 - A14880	E	B	Medium	Negligible	Not Significant
Shanganagh Road / Beechfield Manor 3-arm Signalised Junction	A15000	D	B	Medium	High	Very Significant
Shankill Roundabout	A15070 - A15120	C	B	Low	Medium	Positive Moderate
R119 Dublin Road / Lower Road / Cluain Na Gréine Court 4-arm Staggered Priority Junction	A15300 - A15330	D	A	Medium	Low	Positive Moderate
R119 Dublin Road / Aubrey Park 3-arm Priority Junction	A15300 - A15330	C	B	Low	Low	Positive Slight
R119 Dublin Road / Shankill Village 3-arm Priority Junctions at Accesses	A15350 - A15450	C	B	Low	Low	Positive Slight
R119 Dublin Road mid-link crossing South of the R119 Dublin Road / Aubrey Park Junction	A15460	B	A	Low	Low	Positive Slight

As noted in Table 2.13 above the pedestrian improvement at the St Anne Roundabout (Dublin Road/ Shanganagh Road/ Corbawn Lane junction) demonstrates improved LoS from 'C' to 'B' with *Positive Moderate impact*. Junction of Shanganagh Road with Beechfield Manor shows improved LoS from 'D' to 'B' with *Very Significant Impact* and junction of Dublin Road with Stonebridge shows improved LoS from 'B' to 'A' with *Positive Moderate impact*.

Overall, it is anticipated that there will be a Positive, Moderate and Long-term effect to the quality of the pedestrian infrastructure along Section 3 of the Proposed Scheme, during the operational phase, which aligns with the overarching aim to provide enhanced walking infrastructure on the corridor. A detailed breakdown of the assessment at each impacted junction, including a list of the junctions which experience no change, can be found in TIA Sub Appendix A6.4 - Pedestrian Infrastructure Assessment Volume 4 Appendices Part 2 of 4 of EIAR.

Cycling Improvement at Dublin Road/ Shanganagh Road/ Corbawn Lane junction

It is intended to provide a two-way cycle track from Stonebridge Road on the Dublin Road as far as the Dublin Road/ Shanganagh Road/ Corbawn junction, and on Stonebridge Road as far as Stonebridge Lane to provide a cycle link to the two schools on Stonebridge Road.

At the Dublin Road/ Shanganagh Road/ Corbawn Lane junction, the Proposed Scheme improves cyclist safety through the inclusion of a two-way cycle track on Corbawn Lane. This provides connectivity to the two-way cycle track along western side of Dublin Road and beyond.

Table 2.14 below outlines the cycling qualitative assessment along Section 3, with the overall 'DoMinimum' LoS, 'DoSomething' LoS, and the description of impact. TIA Sub Appendix A6.4 – Cycling Infrastructure Assessment Volume 4 Appendices Part 2 of 4 of EIAR. provides further detail on the methodology behind each LoS rating given to the 'DoMinimum' and 'DoSomething' scenarios.

Table 2.14: Section 3 Cycling Impact During Operational Phase (Table 6.34)

Location	Chainage	Do Minimum LoS	Do Something LoS	Magnitude of Impact	Sensitivity	Significance of impact
R837 Dublin Road: Loughlinstown Roundabout to R119 Shanganagh Road	A14050 - A15100	C	D	Low	Medium	Negative Moderate
R119 Dublin Road: R119 Shanganagh Road to Quinn's Road	A15100 - A15600	D	D	Negligible	Medium	Not Significant
R119 Dublin Road: Quinn's Road to Allies River Road	A15600 - A16250	C	D	Low	Medium	Negative Moderate
R119 Dublin Road: Allies River Road to Wilford Roundabout	A16250 - A17400	C	A	Medium	Low	Positive Moderate
Section Summary		C	C	Negligible	Medium	Not Significant

Table 2.14 above demonstrates that, although there are improvements at the Corbawn Lane junction itself when considered in the context of the length between R119 Shanganagh Road to Quinn's Road, it is anticipated that there will be Not Significant impacts to the quality of the cycling infrastructure during the Operational Phase. A detailed breakdown of the assessment along each section can be found in the TIA Sub Appendix A6.4 - Cycling Infrastructure Assessment Volume 4 Appendices Part 2 of 4 of EIAR.

The low negative impacts along R119 Dublin Road are due to the removal of existing substandard advisory cycle lanes due to existing width constraints along these areas. The removal of the existing infrastructure along this section enables improved pedestrian facilities (width) and the provision of combined bus and cycle lanes where possible thus removing cyclists from general traffic.

A speed limit of 30km/h would be in place on Dublin Road between north of Stonebridge Road and the Signal Controlled Bus Priority south of Shankill Village at the junction with Olcovar. The reduced speed limit will maintain the viability of the primary cycling route through Shankill village and the Dublin Road/ Shanganagh Road/ Corbawn Lane junction.

Issue no 8: Traffic Redistribution

- One objection has raised concern regarding that the closure of Corbawn Lane will encourage cars to leave N11 at Commons Road and join Shanganagh Road to get to Corbawn Lane will lead to long delays on Shanganagh Road.

Section 6.4.6.2.8.7 in Chapter 6 (Traffic & Transport) in Volume 2 of the EIAR describes that the general traffic impact assessment on the indirect study area has been undertaken by extracting operational capacities from the LAM at the key junctions along road links that have been identified in the threshold impact assessment including Commons Road. The threshold impact assessment has identified that Commons Road experiences an increase in traffic flows.

The results are presented in terms of the significance of the change in Volume / Capacity (V / C) ratio for each junction based on its sensitivity and magnitude of impact. To undertake a robust assessment, the operational capacity outputs have been presented with reference to the worst performing arm of a junction that experiences the maximum V / C ratio.

The overall results of this assessment can be summarised as follows:

- The majority of assessed junctions have V / C ratios of below 85%, i.e. they are operating well within capacity for all assessed years in both the DoMinimum and DoSomething scenarios. This indicates that these junctions will be able to accommodate any additional general traffic volumes redistributed as a result of the Proposed Scheme. The effect of the Proposed Scheme on the majority of junctions is deemed imperceptible to not significant and long-term; and
- No junctions are predicted to experience a significance of effect that is significant or higher.

It should be noted that while there are low impacts to the operational capacity in the indirect study area, this level of congestion is acceptable according to national guidance. Section 3.4.2 of DMURS (2019) recognises that a certain level of traffic congestion is an inevitable feature within urban networks and that junctions may have to operate at saturation levels for short periods of time during the peak hours of the day. Chapter 1 of the Smarter Travel Policy Document also acknowledges that it is not feasible or sustainable to accommodate continued demand for car use. Therefore, it can be concluded that the traffic congestion that is outlined in the impact assessment is acceptable with regard to the urban location of the area.

Furthermore, when considering the junctions along Shanganagh Road that will be directly impacted by the Proposed Scheme, TIA Sub Appendix 2 - Junction Design Report Volume 4 Appendices Part 1 of 4 of EIAR shows that the practical reserve capacity (PRC) at Dublin Road / Shanganagh Road / Corbawn Lane Junction. The PRC is -4.3% during the AM Peak Hours and -2.7% during the PM Peak Hours. This suggests that the junction will operate efficiently within capacity and traffic build up will be minimum following the introduction of the Proposed Scheme.

TIA Sub Appendix 2 - Junction Design Report Volume 4 Appendices Part 1 of 4 of EIAR shows a positive practical reserve capacity (PRC) at Shanganagh Road / Beechfield Manor junction. The PRC is 91.1% during the AM Peak Hours and 65.2% during the PM Peak Hours. This suggests that the junction will operate efficiently within capacity and traffic build up will be minimum following the introduction of the Proposed Scheme.

Accordingly, it is determined that there will be an overall Negative, Low and Long-Term effect impact from the redistributed general traffic as a result of the Proposed Scheme. Given that the redistributed traffic will not lead to a significant deterioration of the operational capacity on the surrounding road network, no further mitigation measures have been considered to alleviate the impact outside of the direct study area. It should therefore be considered that the traffic congestion that is outlined in the impact assessment is acceptable with regard to the urban location of the area in the context of the increased movement of people overall and on sustainable modes in particular.

Issue no 9: Population Growth

- One objection has raised concern that there will be a population increase in the area of around 33% in the next two years and that current designs will not service the large amount of traffic that moves through the area, commenting that the filter lane will not serve enough traffic without the use of Corbawn Lane.

The modelling tools that have been developed as part of the assessment, do not work in isolation, but instead work as a combined modelling system driven by the NTA's East Regional Model (ERM) as the primary source for multi-model demand and trip growth. Demand information is then passed to the cordoned Local Area Model (LAM), corridor micro-simulation models and junction models which have been refined and calibrated to represent local conditions to a greater level of detail than that contained

in the ERM. Therefore, the modelling outputs consider population increase in the base year scenario and also the DoMinimum and DoSomething scenarios.

Further detail on the transport model development process, the traffic data inputs used, the calibration, validation and forecast model development for the suite of transport models can be found in the Transport Modelling Report, TIA Sub Appendix A6.2 (Transport Modelling Report) and TIA Sub Appendix A6.3 (Junction Design Report) in Volume 4 Appendices Part 2 of 4 of EIAR.

2.3.3.4.4 Signal Controlled Priority through Shankill including Signalisation of Dublin Road / Quinn's Road / Cherrington Drive Junction

This section covers the proposed upgrades to the existing Dublin Road / Quinn's Road / Cherrington Drive roundabout, including the signal control priority measures to provide bus priority and ensure bus journey time through Shankill bottleneck.

Signal Controlled Priority (SCP) uses traffic signals to enable buses to get priority ahead of other traffic on single lane road sections, but it is only effective for short distances.

Proposed Scheme SCP through Shankill (North of Stonebridge Road to Crinken Lane) is shown in the General Arrangement Drawings on Sheet 42, Sheet 43 (see Figure 2.46), Sheet 44 (see Figure 2.47), Sheet 45 (see Figure 2.48) and Sheet 46 and Dublin Road / Quinn Road / Cherrington Road junction is specifically shown on Sheet 44 (see Figure 2.47) of Appendix to Chapter 4 (Proposed Scheme Description) in Part 1 of 3 of Volume 3, of the EIAR and can be seen in Figure 2.47 and noted below:

- The Proposed SCP in the southbound direction commences at the Dublin Road/ Shanganagh Road/ Corbawn Lane junction up to Dublin Road junction with Shanganagh Castle Housing (near Crinken Lane) chainage A15075 to A16130;
- The Proposed SCP in the northbound direction commences at Dublin Road junction with Olcovar unto north of Dublin Road junction with Stonebridge Road (near Woodbank Housing) Chainage A14630 to A15900;
- Dublin Road / Quinn's Road/ Cherrington Drive roundabout is upgraded to signalised junction. The signalisation of the Dublin Road/ Quinn's Road/ Cherrington Road roundabout to signalised junction co-ordinates with the Signal Control Priority through the Shankill.

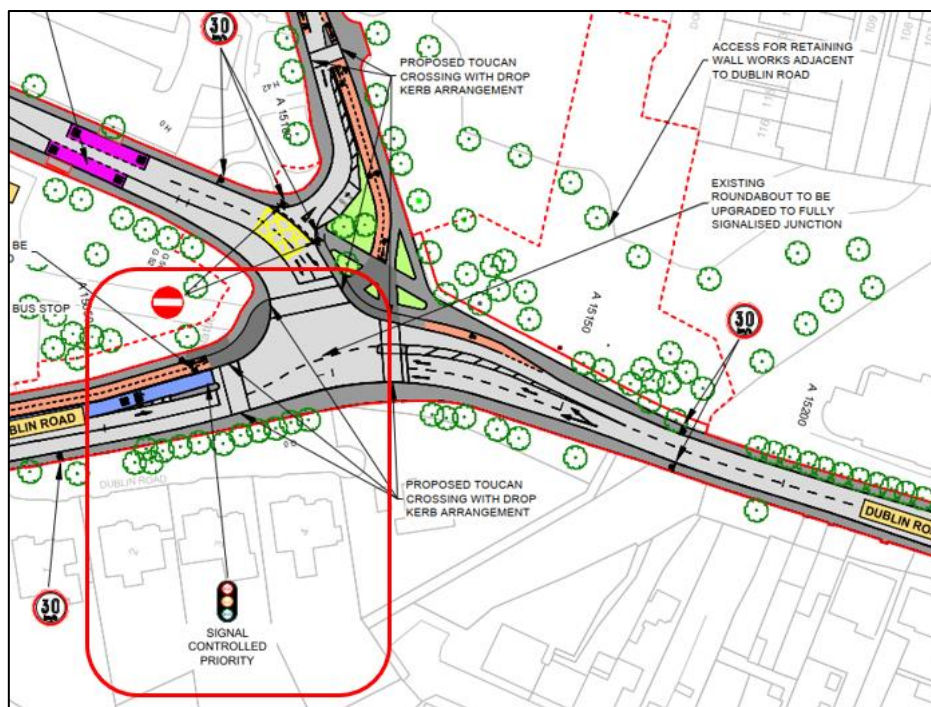


Figure 2.46: Extract from General Arrangement Drawing at Dublin Road/ Shanganagh Road/ Corbawn Lane junction SCP Southbound (Sheet 43)

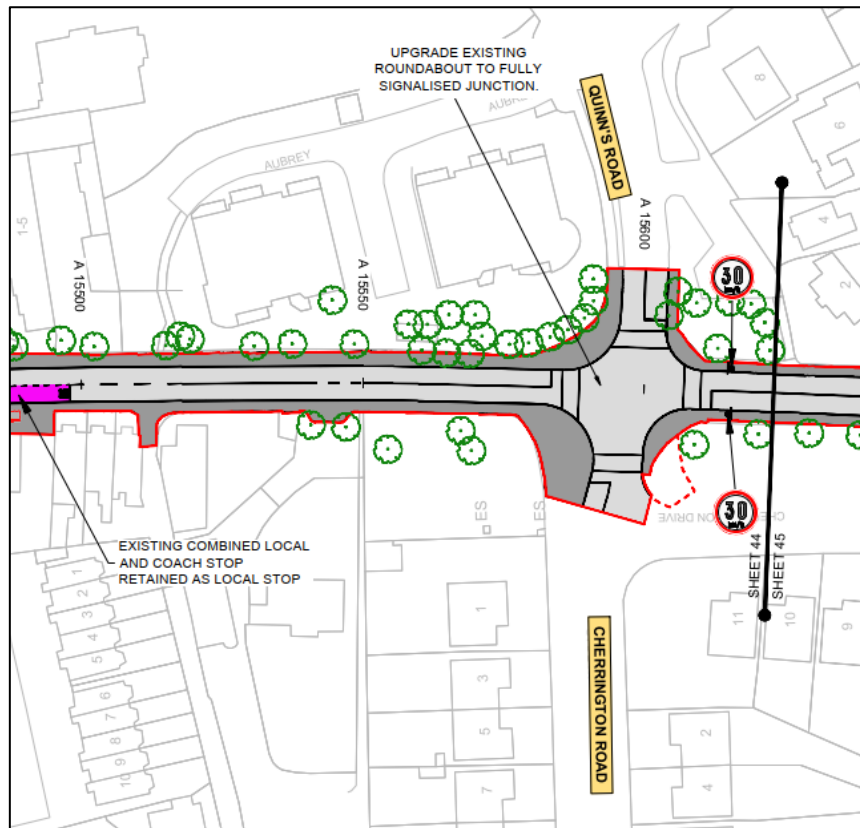


Figure 2.47: Extract from General Arrangement Drawing at Dublin Road/ Quinns Roundabout (Sheet 44)



Figure 2.48: Extract from General Arrangement Drawing at Dublin Road/ Olcovar junction SCP Northbound (Sheet 45)

Section 4.3 in Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR, notes the following on the proposed SCP in Shankill:

'Following further engagement with local community in Shankill, the design was amended through the village:

- *Bus lanes and segregated cycle lanes were removed and bus priority is provided through Signal Control Priority (SCP). This proposal will maintain existing footways and current village environment;*

- *Two-way cycle track has been added to link Corbawn Lane to the two schools along Stonebridge Road; and*
- *Move the northbound SCP from the Quinn's Road / Cherrington Drive junction to a new location between Cherrington Drive and Castle Farm, with further development in this area for the provision of a right turning lane at Olcovar'.*

In the context of the above, if the roundabouts were retained it would not allow for bus priority and safer crossing for pedestrians and cyclists at these locations. Therefore, the continuous linear operational functioning of the corridor and key project objectives related to safety, sustainable transportation and efficiency of service would be disrupted at these locations which is why the roundabouts must be removed.

TIA Sub Appendix 2 - Junction Design Report Volume 4 Appendices Part 1 of 4 of EIAR shows that the practical reserve capacity (PRC) at Dublin Road / Quinns Road / Cherrington Road junction. The PRC is 86.1% during the AM Peak Hours and 71.8% during the PM Peak Hours. This suggests that the junction will operate efficiently within capacity and traffic build up will be minimum following the introduction of the Proposed Scheme.

Page 136, 137 and 138 of the Junction Assessment presented in TIA Sub Appendix 2 - Junction Design Report Volume 4 Appendices Part 1 of 4 of the EIAR notes the following:

'Bus priority in both directions will be provided via bus detection demands and extensions on the immediate approaches to the junction. Additional priority is achieved via virtual bus lanes through Shankill village. The junctions at Corbawn Lane to the north and Olcovar to the south have bus pre-signal facilities granting buses the opportunity to get ahead of general traffic.'

Section 6.4.6 in Chapter 6 (Traffic & Transport) in Volume 2 of the EIAR outlines the potential impacts at the Operational phase. Table 6.33 in Section 6.4.6.1.5.1 notes that the pedestrian impact at Shankill roundabouts, as Positive and Moderate. Table 6.34 in Section 6.4.6.1.5.2 notes the cycling impact on R119 Dublin Road, from R119 Shanganagh Road to Quinn's Road (which includes Quinns/ Cherrington Drive roundabout) as Not Significant. Table 6.36 in Section 6.4.6.1.5.3 notes that the bus qualitative impact from Loughlinstown Roundabout to Bray North (Wilford Roundabout) section of the scheme (which includes Shankill roundabout) as Positive and Moderate.

2.3.3.4.5 SCP and Signalisation at Wilford Roundabout

This section covers the proposed upgrades to the existing Wilford roundabout, The Proposed Scheme design at Dublin Road from Wilford Roundabout to Woodbrook College (near Woodbrook Estate) from the General Arrangement Drawings on sheet 49 which are provided as an Appendix to Chapter 4 (Proposed Scheme Description) in Part 1 of 3 of Volume 3, of the EIAR can be seen in Figure 2.49.

Dedicated bus lane with segregated cycle track and footpath is provided in the southbound direction. Signal-controlled bus priority will be used northbound from Wilford Junction for a short distance as far as Woodbrook College to minimise impact to properties and trees.

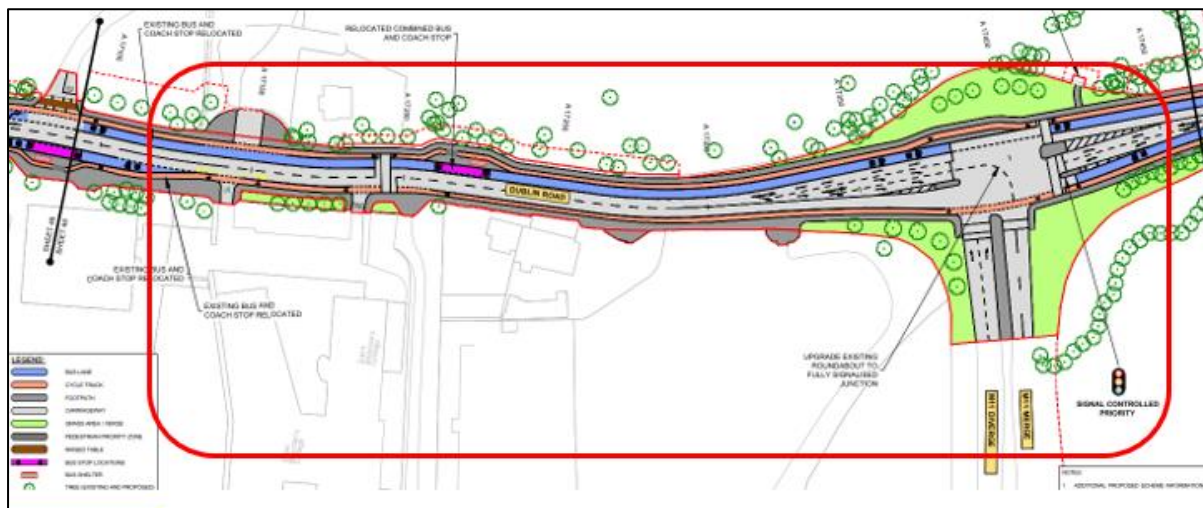


Figure 2.49: Extract from General Arrangement Drawing Dublin Road Wilford Roundabout (Sheet 49)

The Wilford roundabout is being upgraded as part of the Proposed Scheme which will provide connectivity from Bray to Dublin City Centre for buses, cyclists, and pedestrians. The roundabout is to be signalised and modified to include improved bus infrastructure. The upgrade of Wilford three-arm roundabout to a signalised junction results in reduced corner radii and reduced lane widths to encourage slow vehicular speeds and help maximise control at intersections.

Page 139, 140 and 141 of the Junction Assessment presented in the TIA Sub Appendix 2 - Junction Design Report Volume 4 Appendices Part 1 of 4 of the EIAR notes the following:

‘Summary:

Roundabout has been converted to signal controlled junction to improve bus progression and provide safe crossing facilities for pedestrians and cyclists. Signal control will also facilitate linkage to a potential future access to new residential development to the south of the junction. Junction Type 1 can be physically accommodated in southbound and northbound directions. Cycle lanes have been improved and have been taken through the junction. Pedestrian crossings have been improved.

Bus Priority Infrastructure:

Full bus priority provided. Northbound and Southbound buses and cycle movements run together.’

The proposed junction design and signalling has been modelled with existing traffic counts and forecasting to ensure existing and predicted future movements at the junction (including movements in and out of the M11 slip lane) have been taken into account. Staging and signal times have been proposed on the basis considering multiple factors including safety and demand.

TIA Sub Appendix 2 - Junction Design Report Volume 4 Appendices Part 1 of 4 of the EIAR shows a positive practical reserve capacity (PRC) at Dublin Road / M11 Wilford junction. The PRC is 12% during the AM Peak Hours and 27% during the PM Peak Hours. This suggests that the junction will operate efficiently within capacity and traffic build up will be minimum following the introduction of the Proposed Scheme.

Section 6.4.6 in Chapter 6 (Traffic & Transport) in Volume 2 of the EIAR outlines the potential impacts at the Operational phase. Table 6.38 in Section 6.4.6.1.6.1 notes that the pedestrian impact at the Dublin Road / M11 junction from Wilford Roundabout to Chapel Lane as Positive and Profound.

Table 6.39 in Section 6.4.6.1.6.2 notes the cycling impact on Dublin Road, from Wilford Roundabout to Chapel Lane as Positive and Significant.

In terms of bus impact, Table 6.36 in Section 6.4.6.1.5.3 notes that the bus qualitative impact in the Loughlinstown Roundabout to Bray North (Wilford Roundabout) section of the Proposed Scheme as Positive and Moderate, while Table 6.41 in Section 6.4.6.1.6.3 notes the bus qualitative impact in the Bray North (Wilford Roundabout) to Bray South (Fran O’Toole Bridge) section of the Proposed Scheme as Positive and Profound.

2.3.3.4.6 Summary of Assessment

NTA are satisfied that the upgrade of three roundabouts along with SCP within the Loughlinstown to Bray North section of the Proposed Scheme achieves the scheme objectives of enhancing the capacity and potential of the public transport system with signalised priority and enhances the potential for cycling and walking with safe, segregated facilities.

Taking into account the provision of bus lanes, signal control priority and bus stop provision and facilities outlined within this section, Table 2.15 below (Table 6.36) outlines the bus qualitative assessment along Section 3 of the Proposed Scheme.

Table 2.15: Section 3 – Bus Qualitative Impact During Operational Phase (Table 6.36)

Table 6.36: Section 3 – Bus Qualitative Impact During Operational Phase					
Section	Chainage	Description of Impact	Magnitude of Impact	Sensitivity	Significance of Effect
Loughlinstown Roundabout to Bray North (Wilford Roundabout)	A14100 - A17420	<ul style="list-style-type: none"> Proximate stops rationalised, to optimise spacing and journey times; Bus stops are located in more convenient locations for communities and access to signalised crossings; Moderate improvements to bus stop facilities; and Bus lanes provided along the some of the corridor. 	Low	Medium	Positive Moderate

As indicated in Table 2.15 above (Table 6.36) the Proposed Scheme improves the quality of existing bus infrastructure along Section 3 of the Proposed Scheme, which will provide long-term benefits for bus users and aligns with the overarching aim to provide enhanced bus infrastructure on the corridor. The impact for this section of the Proposed Scheme is Low Positive. The sensitivity of environment rating is predominately categorised as 'medium'. This results in a Positive, Moderate and Long-term effect along Section 3.

The results of the Pedestrian Qualitative Assessment on Section 3 of the Proposed Scheme (between Loughlinstown Roundabout to Bray North) in Table 6.33 of Chapter 6 (Traffic & Transport) of the EIAR, demonstrate that the LoS during the Do Minimum scenario consists of D ratings. During the Do Something scenario, the LoS consists predominantly of the higher of B ratings. Given the quality of the existing pedestrian infrastructure along the Proposed Scheme, the improvements will have a *Positive, Moderate and Long-term* effect to the quality of the pedestrian infrastructure along Section 3 of the Proposed Scheme between Loughlinstown Roundabout to Bray North, which aligns with the overarching aim to provide enhanced walking infrastructure on the corridor.

A Level of Service (LoS) assessment was undertaken using an adapted version of the NTA's National Cycle Manual Quality of Service (QoS) Evaluation criteria. The results of the Cycling Qualitative Assessment on Section 3 of the Proposed Scheme (between Loughlinstown Roundabout to Bray North) in Table 6.34 of Chapter 6 (Traffic & Transport) of the EIAR, demonstrate that the LoS during the Do Minimum scenario consists of C ratings. During the Do Something scenario, the LoS consists predominantly of the higher C ratings. Given the quality of the existing cycling infrastructure along the Proposed Scheme, the improvements will have No Significant impacts to the quality of the cycling infrastructure along Section 3 of the Proposed Scheme between Loughlinstown Roundabout to Bray North.

2.3.3.5 Impact to Traffic Flows, Speed Limit, and Traffic Calming

Summary of issue raised

A number of objections raised concern that the area through Shankill becoming a rat run due to the congestion on the N11 and an increased traffic.

Some objections raised concern that separate bus and traffic lanes will increase traffic and speeds.

An objection suggests that bus stop laybys would support better flow of traffic.

One objection suggested that a ticket validation system could benefit the BusConnects Corridor, as well as traffic monitoring systems and ensure the traffic lights facilitate the flow of both traffic and pedestrians.

Several objections raised concerns that the Scheme would cause congestion at access to schools in the area.

Some objections have requested for a 20/25km/h speed limit to remove the need to implement cycle lanes.

A number of objections requested traffic calming measures in order to improve the local area.

Response to issue raised

Refer to response in Section 2.3.3.4 on Upgrade Roundabouts to Signalised Junction and Signal Control Priority and also note below.

Traffic Flows through Shankill

In relation to the issue raised that Shankill becoming a rat run due to congestion, the Proposed Scheme aims to provide an attractive alternative to the private car and promote a modal shift to public transport, walking and cycling. It is however recognised that there will be an overall reduction in operational capacity for general traffic along the direct study area given the proposed changes to the road layout and the rebalancing of priority to walking, cycling and bus. This reduction in operational capacity for general traffic along the Proposed Scheme will likely create some level of trip redistribution onto the surrounding road network.

Refer to response in Section 2.3.3.3 on Impact to Bus Services & Journey Time Benefits under 'Changes to Passenger Numbers / Modal Shift sub-heading.

Section 6.4.6.2.8.3 in Chapter 6 (Traffic & Transport) in Volume 2 of the EIAR describes the general traffic flow difference in the AM Peak Hour. Figure 2.50 below (Diagram 6.26) illustrates the difference in traffic flows on the road links in the AM Peak Hour for the 2028 Opening Year. TIA Sub Appendix A6.4.4 (General Traffic Assessment) in Appendix A6.4 in Volume 4 of this EIAR provides further details of the LAM outputs.

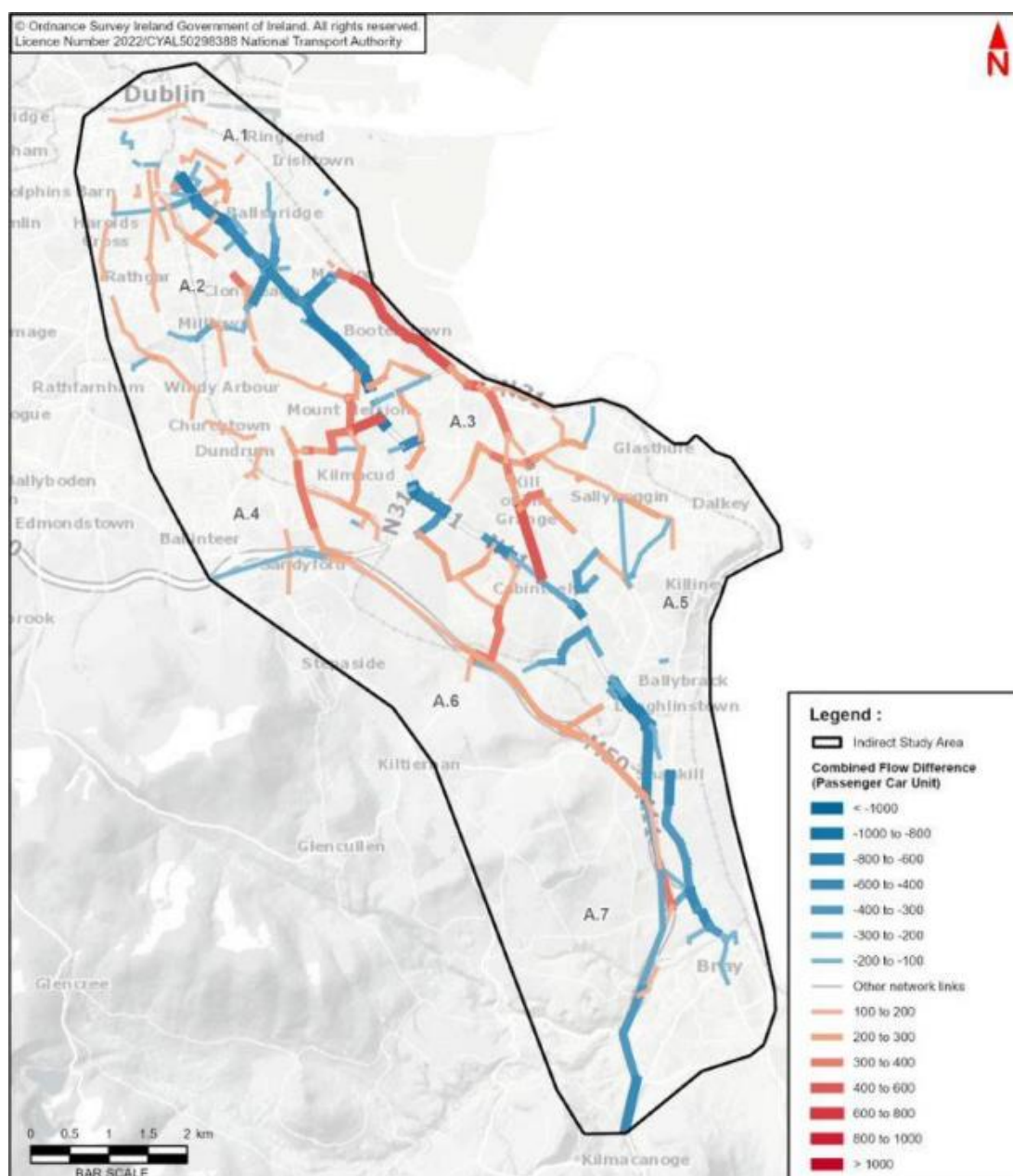


Figure 2.50: Flow Difference on Road Links (DoMinimum vs. DoSomething), AM Peak Hour, 2028 Opening Year (Diagram 6.26)

Figure 2.50 above shows that there is a reduction between -800 to -600 combined flows in Shankill during the AM Peak Hour. Similar reductions can also be seen in the PM Peak Hour (Diagram 6.27).

TIA Sub Appendix A6.1 – Transport Impact Assessment Volume 4 Appendices Part 1 of 4 of EIAR, Section 6.6.3.3.6.2 provides the general traffic flow reductions along road links. Table 6.44 shows that Stonebridge Road experiences a reduction of -436 combined flows during the AM Peak Hour and Table 6.48 shows that Shanganagh Road experiences a reduction of -219 during the PM Peak Hour.

Section 6.4.6.3 of Chapter 6 (Traffic & Transport) in Volume 2 of the EIAR states that there will be an overall reduction in operational capacity for general traffic along the direct study area. Operational capacities were extracted from the LAM at the associated junctions of the key road links to identify the impact that the Proposed Scheme will have on the Volume / Capacity ratios. The results are presented in terms of the significance of the impact to the V / C ratio for each junction based on its sensitivity and magnitude of impact. The results of the assessment demonstrate that the surrounding road network has the capacity to accommodate the redistributed general traffic as a result of the Proposed Scheme.

Overall, this reduction in general traffic flow has been determined as an overall potential Positive, Slight to Profound Long-Term impact on the direct study area whilst the impact of the redistributed general traffic along the surrounding road network will be Negative, Moderate and Long-term. The Proposed

Scheme demonstrates that there is negligible impact at junctions as traffic queuing is managed efficiently and there would be no negative impact on traffic congestion.

Modal Shift & Traffic Redistribution

Refer to Section 2.3.3.3 on Impact to Bus Services & Journey Time Benefits under the 'Changes to Passenger Numbers / Modal Shift' sub-section.

Bus Laybys

In relation to the suggestion that bus laybys would support better traffic flows, it is noted that they would allow buses to pull in and allow traffic flow, however this imposes difficulty when the bus attempts to re-enter traffic flow. Delays experienced by buses waiting to re-enter traffic would increase bus journey times and reduce bus journey time reliability and as such be detrimental to the objectives of the Proposed Scheme namely:

- Enhance the capacity and potential of the public transport system by improving bus speeds, reliability and punctuality through the provision of bus lanes and other measures to provide priority to bus movement over general traffic movements;
- Support the delivery of an efficient, low carbon and climate resilient public transport service, which supports the achievement of Ireland's emission reduction targets; and
- Improve accessibility to jobs, education and other social and economic opportunities through the provision of improved sustainable connectivity and integration with other public transport services.

Bus lay-bys can also reduce the footway width at the very place where greater width is needed. Lay-bys should only be used where there is a bus lane or busway, enabling buses to overtake one another, or for bus layover.

Ticketing System

Regarding the suggestion for ticketing system, the second biggest source of bus delays, after traffic congestion, is the payment process at bus stops. Payment of fares by cash is still commonplace, slowing down the boarding time. Even when using the Leap Card, the complexity of payment stages means a high percentage of passengers must interact with the driver, with resultant delays. At busy bus stops these delays can be for several minutes. Multiply by the number of busy stops on a route, and those delays accumulate to add significantly to the overall journey time.

Under BusConnects this process will be simplified and streamlined. The overall proposals will make the fare system simpler, and movement between different bus services seamless and easy, without financial penalty. This will require a move to either a "tag-on" and "tag-off" facility, similar to Luas and DART, or a single "flat fare" approach in order to reduce the need to interact with the driver for fare payments.

As part of this process, cashless operation will be introduced on all buses, to remove the delays caused by cash payments. Currently over 70% of fare payments are made by Leap card. As these increases, the transition to a cashless payment regime will become easier. BusConnects will incorporate the latest developments in account-based ticketing technology, potentially allowing use of credit / debit cards or mobile devices as a convenient means of payment. This will also allow integration with other transport payments such as parking facilities and bicycle hire.

Speed Limit

In relation to the suggestion for a 20/25km/h speed limit to remove the need to implement cycle lane, the Proposed Scheme is introducing a 30km/h speed limit to be put in place for the Shankill village to enhance safety in this shared section of road. The existing speed limit on Dublin Road in Shankill section (Loughlinstown Roundabout to Wilford Roundabout) is 50km/h.

A speed limit of 30km/h would be in place on Dublin Road between north of Stonebridge Road and the Signal Controlled Bus Priority south of Shankill Village at the junction with Olcovar. The reduced speed limit will maintain the viability of the primary cycling route through Shankill village and the Dublin Road/ Shanganagh Road/ Corbawn Lane junction.

It is further noted that the Stage 1 Road Safety Audits undertaken for the Proposed Scheme, included as Appendix M of the Preliminary Design Report provided as part of the Supplementary Information, did not identify any speeding and related safety issues at this location.

In considering proposals for the introduction of reduced speed limit along sections of the CBCs i.e. 20-30kph, the primary reference document has been the DTTAS Guidelines for Setting and Managing Speed Limits in Ireland. This document provides guidance to Local Authorities, and other practitioners, in making byelaws in relation to the setting and management of speed limits in Ireland. Specific guidance is provided in relation to the legislative processes involved in setting speed limits, which will not be discussed in this note, as well as detailed guidance on the various scenarios in which special speed limits should be considered.

The default speed limit within a built-up area is 50kph.

The DTTAS guidance states that:

'The immediate response to road safety issues at particular locations should not be the introduction of a Special Speed Limit that is lower than the default speed limit. Engineering measures should be investigated and/or implemented and only supplemented by a Special Speed Limit if necessary.'

Consideration has been given to the above guideline to assess the existing and proposed speed limits in the Dublin Road section.

Traffic Calming Measures

The existing speed limit on Dublin Road in Shankill section (Loughlinstown Roundabout to Wilford Roundabout) is 50km/h. The Proposed Scheme is introducing a 30km/h speed limit to be put in place for the Shankill village to enhance safety in this shared section of road.

A speed limit of 30km/h would be in place on Dublin Road between north of Stonebridge Road and the Signal Controlled Bus Priority south of Shankill Village at the junction with Olcovar. The reduced speed limit will maintain the viability of the primary cycling route through Shankill village and the Dublin Road/ Shanganagh Road/ Corbawn Lane junction.

It is further noted that the Stage 1 Road Safety Audits undertaken for the Proposed Scheme, included as Appendix M of the Preliminary Design Report provided as part of the Supplementary Information, did not highlight any safety issues with speed limits on Dublin Road in Section 3 of the Proposed Scheme.

In relation to the request for traffic calming measures in order to improve the local area, the Proposed Scheme will implement a number of traffic calming measures that will reduce speeds including improved junction layouts with reduced corner radii, narrow carriageway lane widths, raised table crossings on side roads, proposed speed limit reductions (e.g. Shankill village).

The intention in the proposed design is to provide raised tables at all junctions that are not signal controlled. A few very minor side streets are not shown on the General Arrangement Drawings, but it is intended that they would be treated in the same way as all other side roads. These platforms are not required at private entrances which will have footpath crossings as indicated in the Preliminary Design Guidance Booklet for BusConnects.

As stated in Section 4.8 of the Preliminary Design Report, included in the Supplementary Information,

'In line with the Proposed Scheme objectives of improving facilities for walking and cycling, corner radii along the route have been reduced where appropriate in order to lower the speed at which vehicles can turn corners, and to increase inter-visibility between users.'

Junctions are where the actual and perceived risk to both cyclists and pedestrians are highest and usually represent the most uncomfortable parts of any journey. In order to provide a design whereby vehicles navigate through turns at a reduced speed, thereby reducing the risk of serious collisions, kerb and footway buildouts have been included on the majority of the designed junctions along the route, thus adhering to design guidance given within the DMURS document, where it is stated:

Build-outs should be used on approaches to junctions and pedestrian crossings in order to tighten corner radii, reinforce visibility splays and reduce crossing distances."

The corner radius is often determined by swept path analysis. While swept path analysis should be

considered, the analysis may overestimate the amount of space needed and / or the speed at which the corner is taken. The design balanced the size of the corner radii with user needs, pedestrian safety and cyclist safety and the promotion of lower operating speeds. In general, on junctions between Arterial and/or Link streets a maximum corner radius of 6m was applied. Which will generally allow larger vehicles, such as buses and rigid body trucks, to turn corners without crossing the centre line of the intersecting road.'

NTA are satisfied that reasonable measures have been considered to reduce traffic flows in Shankill from the implementation of the Proposed Scheme.

2.3.3.6 Deficiency in Traffic and Transport Assessment

Summary of issue raised

A number of objections queried the extent of research completed into the local traffic flows and movements within Shankill.

One objection also raised the concern around the age of the data being used in the assessment.

Response to issue raised

Detail / Age of Data

The TIA has two distinct parts, qualitative methods which consider the physical changes to transport networks and quantitative methods which are based upon traffic modelling.

Quantitative Assessment Data Collection

In relation to the issue on the extent of research into the local traffic flows, the TIA Sub Appendix A6.1 – Transport Impact Assessment Report Volume 4 Appendices Part 1 of 4 of EIAR, Section 4.1.2 provides an overview of the data collection exercise undertaken to facilitate the calibration and validation of the Local Area Model (LAM), Proposed Scheme micro-simulation and junction models.

Existing data sources were reviewed to identify available traffic counts and locate gaps in observed information across the model area. This review was used to define a specification for additional counts which were commissioned for the area. The combination of new commissioned counts, and existing available information, provided a comprehensive dataset for calibration and validation.

Existing Data Review (Gap Analysis)

A review of existing traffic survey data available for the model area was undertaken from the following sources:

- NTA Traffic Count Database: A mixture of Automatic Traffic Counts (ATC) and Junction Turning Counts (JTC) from previous studies covering a range of years; and
- TII Automatic Traffic Counters (ATCs): Permanent TII ATCs located on national strategic roads across the network with data publicly available online.

The NTA, Dublin City Council and the other local authorities undertake periodic counts within their administrative areas in connection with their own local schemes. These surveys are conducted throughout the year and a limited set of data was available within the area of the Proposed Scheme.

Information on bus passenger volumes was already available and included in the modelling process as part of the ERM base model calibration and validation, which includes the annual canal and M50 cordon counts as well as ticketing data.

Commissioned Traffic Survey Data

In relation to the issue on the age of the data that was used, due to the scale of the CBC Infrastructure Works, the Proposed Scheme required a full set of consistent updated traffic counts for a neutral period e.g. November / February when schools, colleges were in session. Traffic surveys were undertaken in November 2019 and February 2020 (Pre-Covid) with the surveyed counts used as inputs to the model calibration and validation process of the strategic model and micro-simulation model. The two types of counts used in the study are Junction Traffic Counts (JTCs) and Automatic Traffic Counts (ATCs). As the traffic data was collected in November / December 2019 and February 2020, prior to the

Government Covid announcement on 12th March 2020, it is considered that the traffic assessment contained in the EIAR, and the traffic data upon which it is based, represents a reasonable basis for the assessment.

The JTCs are 24-hour counts broken down into 15-minute segments over a full day. All main junctions along the Proposed Scheme have been included and provide information on the volume, and types of vehicles, making turning movements at each location. This data is utilised within the models to ensure that the flow of vehicles through the main junctions on the network is being represented accurately.

The ATCs were taken for an entire week. In some cases, the ATC counts were repeated for a second week to account for data-collection issues. The vehicle categories surveyed are motorcycles, cars, LGVs, OGV 1, OGV 2 and PSVs.

The ATC data provides information on:

- The daily and weekly profile of traffic within the study area of the Proposed Scheme; and
- Busiest time periods and locations of highest traffic demand on the network.

TIA Sub Appendix A6.1 – Transport Impact Assessment Report Volume 4 Appendices Part 1 of 4 of EIAR, Section 4.3 describes how the multi-tiered transport modelling approach has been adopted.

Transport Modelling Methodology

The NTA's East Regional Model (ERM) was the primary modelling tool and provided the overarching information on forecast travel demand for each mode of transport. The ERM was supported by other modelling tools which provide more granular level traffic information and allow for detailed and refined modelling at a local network and junction level. For this purpose, a cordoned corridor-wide, road (motorised vehicle only) based Local Area Model (LAM) in combination with a multi-modal corridor micro-simulation model and local junction models have been used which work in tandem with the NTA's East Regional Model (ERM).

Through the multi-tiered transport modelling approach, the following modes of transport have been considered:

- Public Transport including inter-urban rail, suburban rail, DART, light rail (Luas), bus, and MetroLink;
- Traffic including private car, taxis and goods vehicles;
- Walking; and
- Cycling.

Further detail on the modelling can be found in TIA Sub Appendix 1 - Transport Modelling Report Volume 4 Appendices Part 1 of 4 of the EIAR which details the model development, data inputs, calibration and validation and forecast model development for the suite of models used to support the assessment.

A list of the modelling tools that were used to inform the TIA and used within the assessment of the Proposed Scheme include:

- NTA Regional Modelling System (RMS) and East Regional Model (ERM): allows for the appraisal of a wide range of potential future transport and land use alternatives;
- Local Area Model (LAM): support the detailed assessment of the Proposed Scheme and to provide an appropriate level of detail required to inform the various disciplines and levels of decision making within the Proposed Scheme Infrastructure Works e.g. capturing the impact of redistribution of traffic on streets and roads not included within the strategic detail of the ERM;
- Proposed Scheme Micro-Simulation Model: The 'end-to-end' corridor micro-simulation model has been developed to assist in the operational validation of the scheme designs and to provide visualisation of scheme operability along with its impacts and benefits; and
- Junction Design Models: support the assessment of the Proposed Scheme comprises of the individual junction design models that have been developed for junctions along the Proposed Scheme.

Calibration and Validation

As outlined in the TIA Sub Appendix A6.2 - Transport Modelling Report Volume 4 Appendices Part 1 of 4 of EIAR, Section 6.6 describes the Proposed Scheme calibration and validation summary.

The summary of the performance of the LAM in the vicinity of the Proposed Scheme route is detailed below:

- The LAM calibrates and validates well against link counts along the route of the proposed scheme for all time periods;
- The LAM calibrates and validates well against turning counts for all time periods; and
- The modelled journey times from the LAM in the vicinity of the Proposed Scheme is representative of observed journey times, with the cumulative journey time profiles matching well for all time periods.

NTA are satisfied that reasonable data methodologies have been considered in the EIAR to inform Proposed Scheme.

2.3.3.7 Impact to Cycle Infrastructure

Summary of issue raised

A number of submissions raised concerns regarding the lack of continuous cycle lanes, commenting that the current cycle lanes were also being removed. Some submissions noted that the removal of cycle lanes resulted in a failure to meet a stated fundamental objective of the Proposed Scheme. Furthermore, a submission commented that cycle facilities are being removed along the Shankill section of the route, not enhanced.

The submission notes lack of cycling in Dublin Road between Loughlinstown Roundabout to Stonebridge Road and turns existing cycle path into a cul-de-sac.

A submission commented that the Proposed Scheme goes against the NTA's own advice from the NCDM (2023) where it states sharing road space is only safe for low speeds and volumes. Another submission commented that cyclists will be forced to share a road space and therefore a significant safety risk will be posed, going against DLRCC Development Plan which promotes segregated cycle facilities.

A submission raised concern that there is no cycle link to DLRCC coastal routes. A submission suggested that the Scheme should increase cycle lanes to public transport such as Luas and DART and not through Shankill.

One submission raised the concern that where cycle lanes are only available intermittently with road crossings required, this may cause safety issues.

Response to issue raised

Proposed Scheme Cycling Improvement

Refer to response in Section 2.3.3.1.2 in this report for further information on the Consideration of Alternatives and Options Assessment related to Options Assessment in Shankill and also note below.

Section 6.4.6.1.7.2 in Chapter 6 (Traffic & Transport) in Volume 2 of the EIAR states that the Proposed Scheme will provide 33.4km of inbound and outbound segregated cycle facilities which is an increase from 8.0km and 9.4km respectively in both directions in the Do Minimum scenario. In turn, there will be a decrease in non-segregated cycle facilities in the Do Something scenario compared to the Do Minimum as these facilities will be upgraded to segregated facilities in most cases.

Overall, total cycle facilities (segregated and non-segregated) will be increased to 91% of the whole route as part of the Proposed Scheme. The proportion of the corridor with segregated facilities (including quiet street treatment) will increase from 47% in the Do Minimum to 91% in the Do Something scenario.

One of the core aims of the Proposed Scheme is to:

'Enhance the potential for cycling by providing safe infrastructure for cycling, segregated from general traffic wherever practicable.'

However, with the noted difficulty of achieving both bus and cycling facilities through this section in Shankill, cycle infrastructure has been provided 'wherever practicable' to achieve the objective of the Proposed Scheme, and consequently the need to achieve the bus priority as the primary objective.

Table 4.1 from Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR, provides the key statistics for the pedestrian and cycle infrastructure improvements over the Proposed Scheme, as presented in Table 2.16 below.

Table 2.16: Extract from Chapter 4 EIAR (Table 4.1)

Table 4.1: Summary of Changes as a Result of the Proposed Scheme		
Total Length of Proposed Scheme	18.5km	
Bus Priority	Existing (km)	Proposed Scheme (km)
Bus Lanes		
Inbound	12.6	16.1
Outbound	12.8	17.1
Bus Priority through Traffic Management		
Inbound	0	2.3
Outbound	0	1.4
Total Bus Priority (both directions)	25.4	36.9 (+45%)
Bus Measures		
Proportion of Route with Bus Priority Measures	69%	99.6%
Cycle Facilities – Segregated		
Inbound	8.0	16.5
Outbound	9.4	16.9
Cyclist Facilities – Non-segregated		
Inbound	7.5	0.4
Outbound	7.4	0.0
Cyclist Facilities – Overall		
Total Cyclist Facilities (both directions)	32.3	33.8 (+5%)
Proportion Segregated (including Quiet Street Treatment)	47%	91%
Other Features		
Number of Pedestrian Signal Crossings	119	176
Number of Residential Properties with Land Acquisition	Not applicable	56

Cycling Infrastructure in Shankill

In relation to concerns raised over the level of improvements to cycle facilities in Section 3, the Proposed Scheme does not provide for segregated cycling facility between Loughlinstown Roundabout and Stonebridge Road, however, it provides a more direct route to the cyclists in this Section to approach Shankill and journey towards Bray. Whilst no segregated cycle lanes will be provided along here, cyclists will share the combined bus and cycle lanes, and therefore be segregated from general traffic. In addition, existing advisory lanes that exist in places are considered too narrow to be retained alongside the new cross section proposals. The removal of the existing infrastructure along this section enables improved pedestrian facilities (width) and the provision of combined bus and cycle lanes where possible thus segregating cyclists from general traffic.

At Loughlinstown Roundabout, the two-way cycle track in the southbound direction will transition into the bus lane at the toucan crossing (see Figure 2.51), which provides a safe transition point. Similarly, northbound cyclists in the bus lane will transition into the two-way cycle track at the toucan crossing.

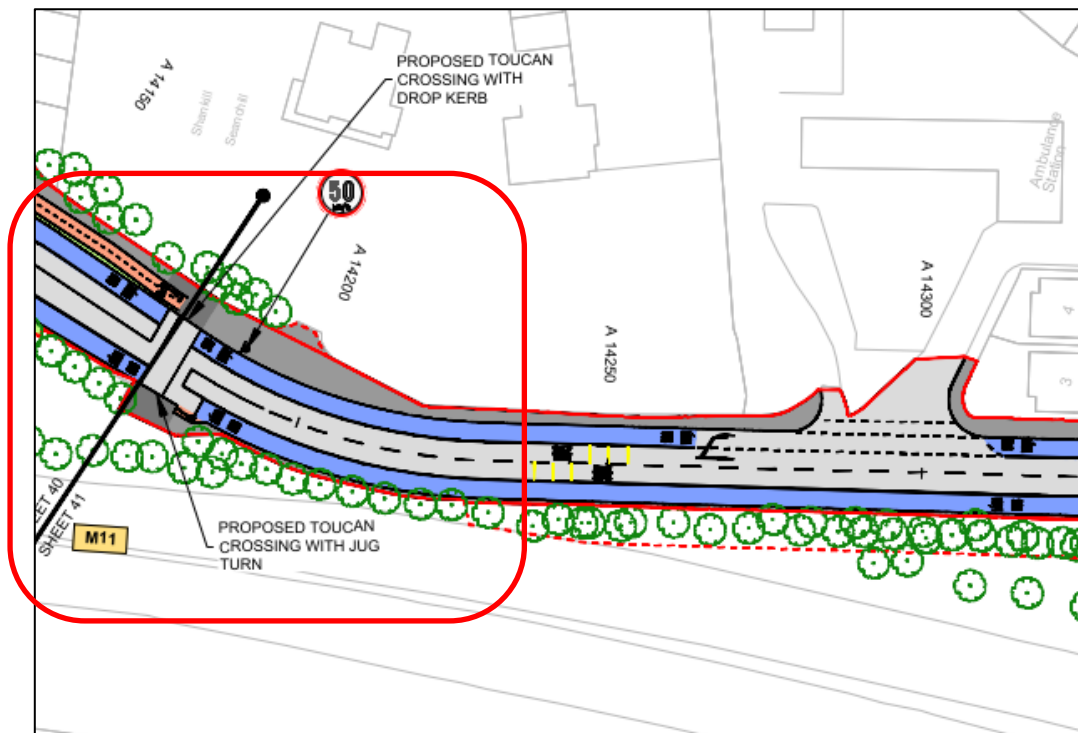


Figure 2.51: Extract from General Arrangement Drawing at Loughlinstown Roundabout (Sheet 41)

A two-way cycle track has been provided 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.

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.

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 and connection for cyclists with Corbawn Lane.

The Proposed Scheme in this section does not provide for segregated cycling facility from the junction of Dublin Road/ Shanganagh Road/ Corbawn Lane to Crinken Lane, however, it provides a more direct route to the cyclists through Shankill village and journey towards Bray. In addition, existing advisory lanes that exist in places are considered too narrow to be retained alongside the new cross section proposals. Whilst no segregated cycle lanes will be provided along here, cyclists will share general traffic lane with buses, in a shared street environment. A 30km/h speed limit would be in place for the village to enhance safety in this shared section of road. Refer to response in Section 2.3.3.3 on Impact to Bus Services & Journey Time Benefits under the 'Changes to Passenger Numbers / Modal Shift' sub-section.

From Crinken Lane onwards till Wilford junction segregated cycle tracks are provided in both directions. 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. The northbound cyclists cross the Dublin Road at the Shanganagh Cemetery where a new toucan crossing is proposed. The two-way cycle track continues through the park and cemetery. The northbound cycle track then crosses back to the west side of the road before Allies River Road where a new toucan crossing is provided.

Section 6.4.6.1.5.2 in Chapter 6 (Traffic & Transport) describes the cycling infrastructure improvements along Section 3 (Loughlinstown Roundabout to Bray North (Wilford Roundabout)) of the Proposed Scheme.

The following section sets out the qualitative impacts on the cycling infrastructure along Section 3 of the Proposed Scheme. The results are summarised in Table 6.34 along with the accompanying sensitivity for each section and the resultant significance of impact.

The key cycling improvements along Section 3 of the Proposed Scheme can be summarised as follows:

- *Proposed 2.5m wide two-way cycle track adjacent to the R837 Dublin Road southbound carriageway between the R837 Dublin Road / Stonebridge Road Junction and Shankill Roundabout for approximately 300m;*
- *Proposed two-way cycle track along Stonebridge Rd, running along the northern verge to serve Rathmichael National School and continuing through existing trees at Rathbeg to a new toucan crossing by Stonebridge Lane to terminate at St Anne's National School. The cycle track also continues from the Stonebridge Road / Dublin Road junction along the eastern side of the Dublin Road as far as Corbawn Lane;*
- *Proposed 2m wide one-way cycle track adjacent to the northbound carriageway between the R119 Dublin Road / Crinken Lane Junction and south of the R119 Dublin Road / Allies River Road Junction, to replace the existing advisory cycle lane;*
- *Proposed 2m wide one-way cycle track adjacent to the southbound carriageway between the R119 Dublin Road / Aughmore Lane and south of the R119 Dublin Road / Allies River Road Junction, to replace the existing advisory cycle lane;*
- *Proposed two-way cycle track adjacent to the southbound carriageway between south of the R119 Dublin Road / Allies River Road Junction and the R119 Dublin Road / Shanganagh Cemetery Junction for approximately 200m;*
- *Proposed cycle track adjacent to the northbound carriageway and southbound carriageway between R119 Dublin Road / Shanganagh Cemetery Junction and Wilford roundabout to replace the existing cycle lanes / combined bus and cycle lanes;*
- *Upgrading roundabouts along Section 3 (Shankill roundabout, R119 Dublin Road / Quinn's Road / Cherrington Road roundabout and Wilford roundabout) to signalised junctions. Proposed cycle tracks / lanes at the Shankill roundabout and Wilford roundabout; and*
- *Positioning the proposed cycle tracks to bypass behind the bus stops along Section 3.*

However, due to the width restrictions along Section 3 of the Proposed Scheme, removal of some existing substandard advisory cycle lanes is required at the following locations:

- *Existing substandard advisory cycle lanes along R837 Dublin Road between Loughlinstown Roundabout and the R837 Dublin Road / Stonebridge Road Junction to be removed to accommodate combined bus and cycle lanes in both directions for the majority of the carriageway. Whilst no segregated cycle lanes will be provided along here, cyclists will share the combined bus and cycle lanes and therefore be segregated from general traffic; and*
- *Existing cycle lanes along R119 Dublin Road between R119 Dublin Road / Quinn's Road / Cherrington Road roundabout and the R119 Dublin Road / Crinken Lane Junction to be removed to accommodate a northbound bus lane between R119 Dublin Road / Olcovar Road Junction the R119 Dublin Road / Crinken Lane Junction. Whilst no segregated cycle lanes will be provided along here, northbound cyclists will share the combined bus and cycle lane, where present, and therefore be segregated from general traffic.*

Table 6.34 outlines the cycling qualitative assessment along Section 3, with the overall 'DoMinimum' LoS, 'DoSomething' LoS, and the description of impact. Appendix A6.4.2 (Cycling Infrastructure Assessment) in Appendix A6.4 in Volume 4 of this EIAR provides further detail on the methodology behind each LoS rating given to the 'DoMinimum' and 'DoSomething' scenarios.

Table 6.34: Section 3 Cycling Impact During Operational Phase

Location	Chainage	Do Minimum LoS	Do Something LoS	Magnitude of Impact	Sensitivity	Significance of Impact
R837 Dublin Road: Loughlinstown Roundabout to R119 Shanganagh Road	A14050 - A15100	C	D	Low	Medium	Negative Moderate
R119 Dublin Road: R119 Shanganagh Road to Quinn's Road	A15100 - A15600	D	D	Negligible	Medium	Not Significant
R119 Dublin Road: Quinn's Road to Allies River Road	A15600 - A16250	C	D	Low	Medium	Negative Moderate
R119 Dublin Road: Allies River Road to Wilford Roundabout	A16250 - A17400	C	A	Medium	Low	Positive Moderate
Section Summary		C	C	Negligible	Medium	Not Significant

Table 6.34 demonstrates that along Section 3, the Proposed Scheme will largely result in negligible or low negative impacts along three of the four sections and a medium positive impact along one section. The significance of these impacts range from moderate negative to moderate positive.

Overall, it is anticipated that there will be Not Significant impacts to the quality of the cycling infrastructure along Section 3 of the Proposed Scheme during the Operational Phase.

The low negative impacts along A837 / R119 Dublin Road are due to the removal of existing substandard advisory cycle lanes due to existing width constraints along these areas. The removal of the existing infrastructure along this section enables improved pedestrian facilities (width) and the provision of combined bus and cycle lanes where possible thus removing cyclists from general traffic.'

Also, in relation to the locations where segregated cycling facilities have not been provided, Section 4.5.3.5 of Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR states:

'At the following locations in this section of the Proposed Scheme, segregated cycling facilities have not been provided as a result of specific site constraints:

- *Dublin Road – Loughlinstown Roundabout to Stonebridge Road (approximately 700m):*
 - *Impacts including land take to residential properties were not considered appropriate. The proposed bus lanes along this section will be shared with cyclists.*
- *Dublin Road – St Anne's junction to Crinken Lane (approximately 930m):*
 - *Local resident group engagement and the potential impacts on the Shankill village area were considered when determining cycle and bus infrastructure in this area. In addition, existing advisory lanes that exist in places are considered too narrow to be retained alongside the new cross section proposals. Cyclists will use the general traffic lanes alongside general traffic and buses, with a speed limit reduction proposed over this section.'*

Refer to response in Section 2.3.3.1.1 on Need for the Proposed Scheme in Shankill (Policy Context) in this report.

Section 2.2.1 of Chapter 2 (Need for the Proposed Scheme) in Volume 2 of the EIAR goes on to note in relation to pedestrian network as part of the GDA Transport Strategy 2016-2035 and cycle network as part of the GDA Cycle Network Plan 2013 and 2022 Greater Dublin Area Cycle Network.

'It is noted that in preparing the GDA Transport Strategy (2022 - 2042) the NTA also carried out a review of the GDACNP. This review culminated in the preparation of the 2022 Greater Dublin Area Cycle Network which was published alongside the GDA Transport Strategy (2022 - 2042). With respect to the Proposed Scheme, the 2022 Greater Dublin Area Cycle Network is broadly aligned with the GDACNP 2013.

- *The R837 Dublin Road between the Loughlinstown Roundabout and the St. Anne's Church Roundabout is identified as a Secondary Route in the 2022 Greater Dublin Area Cycle Network. This was identified as a Primary Route in the GDACNP 2013;*
- *Stonebridge Road between the M11 and the R837 Dublin Road is identified as a Secondary Route in the 2022 Greater Dublin Area Cycle Network. This was identified as an Inter-Urban Route in the GDACNP 2013;*
- *Shanganagh Road is identified as a Primary Route in the 2022 Greater Dublin Area Cycle Network. This was identified as a Secondary Route in the GDACNP 2013;*
- *Corbawn Lane is identified as a Feeder Route in the 2022 Greater Dublin Area Cycle Network. This was identified as a Primary/Secondary Route in the GDACNP 2013;*
- *The section through Bray (R761 Dublin Road/Castle Street) is identified as a Primary Route in the 2022 Greater Dublin Area Cycle Network. This route was identified as a Primary/Secondary Route in the GDACNP 2013;*

It is noted that each of the changes listed above support and reinforce the need for the delivery of cycling infrastructure along the route of the Proposed Scheme.

The GDA Transport Strategy 2022-2042 states that key elements of the Cycling Network Plan for the GDA will be delivered as part of the Core Bus Corridor schemes.'

The Proposed Scheme, which is supported by the GDACNP 2013 and the 2022 Greater Dublin Area Cycle Network for the area, addresses the deficiency in the segregated cycling infrastructure currently available in Section 3 Loughlinstown Roundabout to Bray North.

A Level of Service (LoS) assessment was undertaken using an adapted version of the NTA's National Cycle Manual Quality of Service (QoS) Evaluation criteria. The results of the Cycling Qualitative Assessment on Section 3 of the Proposed Scheme (between Loughlinstown Roundabout to Bray North) in Table 6.34 of Chapter 6 (Traffic & Transport) of the EIAR, demonstrate that the LoS during the Do Minimum scenario consists of C ratings. During the Do Something scenario, the LoS consists predominantly of the higher C ratings. Given the quality of the existing cycling infrastructure along the Proposed Scheme, the improvements will have No Significant impacts to the quality of the cycling infrastructure along Section 3 of the Proposed Scheme between Loughlinstown Roundabout to Bray North.

Overall, it is anticipated that there will be No Significant impacts to the quality of the cycling infrastructure along Section 3 of the Proposed Scheme during the Operational Phase, which aligns with the overarching aim to provide enhanced walking infrastructure on the corridor. A detailed breakdown of the assessment along each section can be found in Appendix A6.4.2 (Cycling Infrastructure Assessment) in Appendix A6.4 in Volume 4 of this EIAR.

Compliance with Cycle Design Manual (CDM) on Shared Space

In relation to the section of road through the Section 3 of the Proposed Scheme where no segregated cycle track has been provided, Section 4.5.3.5 of Chapter 4 (Proposed Description) in Volume 2 of the EIAR, states:

'At the following locations in this section of the Proposed Scheme, segregated cycling facilities have not been provided as a result of specific site constraints:

- *Dublin Road – Loughlinstown Roundabout to Stonebridge Road (approximately 700m):*
 - *Impacts including land take to residential properties were not considered appropriate. The proposed bus lanes along this section will be shared with cyclists.*
- *Dublin Road – St Anne's junction to Crinken Lane (approximately 930m):*
 - *Local resident group engagement and the potential impacts on the Shankill village area were considered when determining cycle and bus infrastructure in this area. In addition, existing advisory lanes that exist in places are considered too narrow to be retained alongside the new cross section proposals. Cyclists will use the general traffic lanes*

alongside general traffic and buses, with a speed limit reduction proposed over this section.'

Section 3.4.1.3.2 of Chapter 3 (Consideration of Reasonable Alternatives) in Volume 2 of EIAR notes that,

'Due to the number of submissions received during public consultation on the cycle provision along this section, the design for this section was further investigated. The section was split into two sub-sections, with alternative options assessed against the Emerging Preferred Route for each as outlined:

- *Subsection 1 between Loughlinstown Roundabout and Stonebridge Road:*
- *Subsection 2 between Stonebridge Road and Crinken Lane'*

Refer to response in Section 2.3.3.1.2 on Consideration of Alternatives and Options Assessment and also the sub-heading 'Cycling Options', in this report for details on the cycling route options assessment though Shankill i.e. St Anne to Crinken Lane and also note below.

Loughlinstown Roundabout to Stonebridge Road

Various options were assessed for cycle solutions through Shankill, these are covered in the Preferred Route Options Report in the Supplementary Information of the EIAR. Section 6.4.3 describes the options assessment of the cycle provision between Crinken Lane and Loughlinstown Roundabout. Section 6.4.3.5 of the Preliminary Route Options Report covers the conclusion of Sub-Section 1, from Loughlinstown Roundabout to Stonebridge Road, and states:

'From this assessment, the option taken forward was new Option 3.2C2 – Dublin Road Cycling Route for the Cycling subsection 1. Although this option does not provide segregated cycle infrastructure along this section, it is considered the most appropriate solution to bring forward over this section taking into account the impact of cycle infrastructure on adjacent properties and planted areas, the associated requirement for specific structural earthwork solutions along the M11, and input from the local community.'

From the Loughlinstown roundabout to the Dublin Road / Stonebridge Road junction, the existing advisory cycle lanes have been removed and replaced with a shared cycle lane / bus lane, while keeping cyclist separated from the general traffic lane. This allows for bus priority over general traffic, but the shared lane reduces the overall land acquisition. Advisory cycle lanes are marked by a broken white line which allows motorists to enter or cross the lane.

Advisory cycle lanes were an option available to designers under the National Cycle Manual, however, are not included in the recently published Cycle Design Manual 2023 which notes the following in Section 4.2.8:

"The use of narrow advisory cycle lanes with dashed edge lines are no longer recommended."

While the scheme design was carried out in advance of the publication of the Cycle Design Manual 2023, this statement reflects a recent move in the industry away from the provision of narrow, advisory cycle lanes, which the Proposed Scheme design has taken account of.

Section 4.2.9.5 of the Cycle Design Manual 2023 state:

'Cyclists are usually permitted to use with-flow and contraflow bus lanes. Whilst not specifically a cycle facility, bus lanes can offer some degree of protection for cyclists as they significantly reduce the amount of interaction with motor traffic.'

Stonebridge Road to Crinken Lane

Section 6.4.3.11 of the Preferred Route Options Report in the Supplementary Information of the EIAR covers the conclusion of subsection 2, from Stonebridge Road to Crinken Lane, and states:

'From this assessment, the option taken forward was new Option 3.2C7 – Corbawn Lane to Stonebridge Road for the cycling subsection 2. Although this does not provide segregated cycle infrastructure along the entire length of this section, the impact of providing segregated cycling infrastructure on adjacent properties and planted areas was considerable. Following local community engagement, Option 3.2C7 was developed to provide safer cycling between residential areas and the two schools on Stonebridge Road. It also provides cycling infrastructure along a section of GDA CNP Inter Urban Route D4 and

provides a cycle link from the western side of the M11 along Stonebridge Road across the main traffic route and towards Shankill DART station. The GDA CNP primary route through Shankill is still viable, and a speed limit of 30kph will be introduced from Stonebridge Road to the Signal Controlled Bus Priority proposed south of Shankill village.'

Section 6.4.3.11 goes on to state:

'A combination of Options 3.2C2 and 3.2C7 for the cycling subsection 1 and 2 is the PRO for the cycle route between Loughlinstown Roundabout and Crinken Lane for the following reasons:

- It provides for safe cycle provision along the GDA CNP Primary Route in this area;*
- It minimises the impact on the environment; and*
- It responds to the input from the local community.'*

St. Annes's Roundabout to Crinken Lane

The design through this section of the Proposed Scheme is to maintain the existing road cross-section and current public realm through the Shankill village. Section 6.4.4.6 of the Preferred Route Option Report describes this option as:

'Two general traffic lanes would be maintained through Shankill village with Signal Controlled Bus Priority systems in place on the approach either side of the village. In the southbound direction, Signal Controlled Bus Priority would be provided at Dublin Road/ Shanganagh Road/ Corbawn Lane Junction. The northbound bus lane would continue from Crinken Lane to a Signal Controlled Bus Priority on approach to Shankill village, while the southbound bus lane would recommence at Shanganagh Castle. In-line bus stops would artificially hold traffic back from passing buses at stops, reinforcing bus priority. A 30kph speed restriction is proposed for the village section to enhance safety over this shared section which is urban in nature.'

Although no dedicated bus lanes or segregated cycle routes are provided through the village centre, this option addresses strong community engagement around this issue. Traffic calming measures such as the proposed signal-controlled junctions, the proposed 30kph speed limit and the in-line bus stops have been utilised to make the shared space safer for cyclists and enhances the village urban environment for the movement of people along and across the street.

Section 4.5.3.8.2 of Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR, details the proposed landscaping and urban realm features through Shankill Village, which will lead to further traffic calming. The design proposals include:

'Through Shankill Village, four pedestrian crossings on Dublin Road will be enhanced by introducing concrete set paving. This will be applied at a pedestrian crossing at the Quinn's Road junction and one just south of Corbawn Lane which will define the start / end to the village core.'

Section 6.4.4.7 of the Preferred Route Option Report states that compared to other options, this solution *'...will provide wider footways, traffic speed restrictions, and maintain the current village environment. The GDA CNP primary route through Shankill is still viable, and a speed limit of 30kph will be introduced from Stonebridge Road to the Signal Controlled Bus Priority proposed south of Shankill village.'*

It goes on to state that this is the Preferred Route Options for the St. Annes's Roundabout to Crinken Lane section for the following reasons:

- 'It minimises the impact to the visual identity of Shankill village and addresses community feedback; and*
- It maintains existing footway widths through the village, with a reduced speed limit providing improved road safety.'*

It is also noted that:

'The NTA are committed to considering wider Shankill cycling solutions as a scheme separately in the future in collaboration with DLRCC.'

NTA is satisfied that reasonable alternatives have been considered for cycling in Shankill and the Proposed Scheme meets the objectives and provides for improved cycling infrastructure from the existing, while maintaining bus priority.

It is further noted that the Stage 1 Road Safety Audits undertaken for the Proposed Scheme, included as Appendix M of the Preliminary Design Report provided as part of the Supplementary Information, did not highlight any safety issues with the Proposed Scheme cycling design at this location.

Providing Cycle Lanes to Public Transport Links / DLRCC Coastal Routes

This section is in relation to the queries raised about the provision of cycle lanes to other transport links. Providing cycle lanes to other key transport links such as Luas and DART, and DLRCC Coastal Routes, are outside the scope of BusConnects, although the Proposed Scheme will provide enhancements on the quality of the cycle infrastructure which will promote cycling access to the Luas and DART.

Chapter 2 (Need for the Proposed Scheme) in Volume 2 of the EIAR outlines the need for the Bray to City Centre Core Bus Corridor Scheme. The objectives outlined relating to enhancing capacity of the public transport system and enhancing safe infrastructure for cycling are underpinned by the central concept and design philosophy of People Movement. People Movement is the concept of the optimisation of roadway space and/or the prioritisation of the movement of people over the movement of vehicles along the route and through the junctions along the Proposed Scheme. The aim is to reduce journey times for modes of transport with higher person carrying capacity modes (bus, walking and cycling), which in turn provides significant efficiencies and benefits to users of the transport network and the environment.

Safety of Cyclists cross-over from bi-directional cycle tracks to continue to one-directional cycle tracks

In relation to the submission that raised concerns surrounding the safety of cycling infrastructure that required cyclists to cross the general traffic lanes to access the continuation of the cycle track going from online to offline or vice-versa, the below outlines the safety of the proposed cycling infrastructure at location of Shanganagh Park/ Shanganagh Cemetery on Dublin Road.

The Proposed Scheme design at Shanganagh Park and Shanganagh Cemetery is presented in the General Arrangement Drawings which is provided as an Appendix in the 02-General Arrangement Drawings Sheet 47 in Chapter 4 (Proposed Scheme Description) in Volume 3, Part 1 of 3 of the EIAR and shown in Figure 2.52 below.

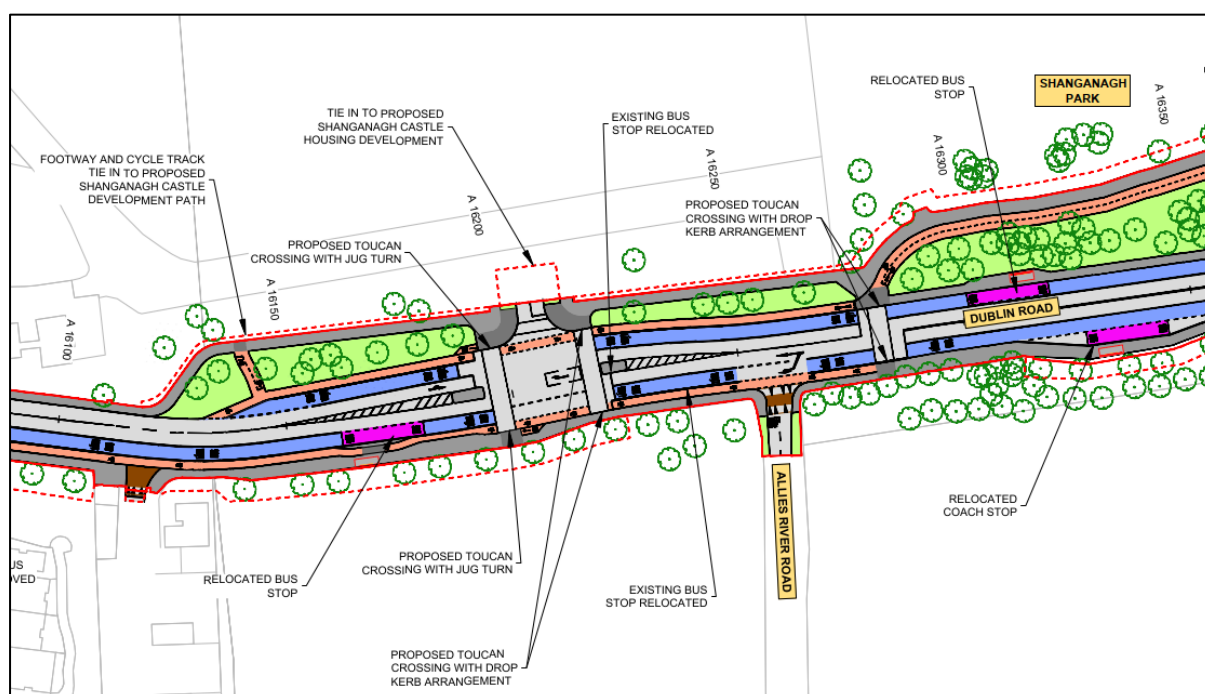


Figure 2.52: Extract from General Arrangement Drawing at Shanganagh Castle (Sheet 46)

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. The northbound cyclists cross the Dublin Road at the Shanganagh Cemetery where a new toucan crossing

is proposed. The two-way cycle track continues through the park and cemetery. The northbound cycle track then crosses back to the west side of the road before Allies River Road where a new toucan crossing is provided. The toucan crossings allow for safe cross over for the cyclists in the other direction.

At the Dublin Road junction with Shanganagh Park/ Shanganagh Cemetery (see Figure 2.53), the two-way cycle track crosses the Shanganagh Park Road and raised table with 'Pedestrian Priority Zone' either side is provided to facilitate uncontrolled crossing point for cyclists and traffic calming for safety.

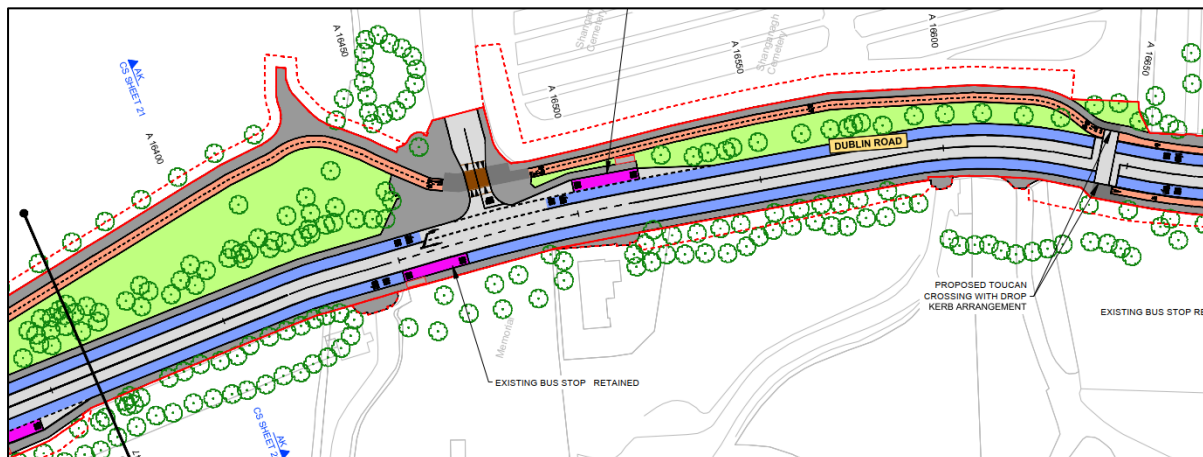


Figure 2.53: Extract from General Arrangement Drawing at Shanganagh Park/ Cemetery (Sheet 47)

Section 6.4.6.1.5.2 of Chapter 6 (Traffic & Transport) in Volume 2 of the EIAR states that along Section 3 (Loughlinstown Roundabout to Bray North), demonstrates that along Section 3, the Proposed Scheme will largely result in negligible or low negative impacts along three of the four sections and a medium positive impact along one section. The significance of these impacts' ranges from moderate negative to moderate positive. Overall, it is anticipated that there will be Not Significant impacts to the quality of the cycling infrastructure along Section 3 of the Proposed Scheme during the Operational Phase.

In particular the cycling along the Section 3 (between Dublin Road Allies River Road to Wilford Roundabout) shows a positive moderate impact, as noted in Table 6.3.4 of Chapter 6 (Traffic & Transport) in Volume 2 of the EIAR, with improved LoS A from exiting LoS C demonstrating Positive Moderate impact. This improvement of the proposed 2-way cycle track, replaces the existing advisory cycle lane.

The findings of the cycling assessment fully align with the objective of the CBC Infrastructure Works, applicable to the Traffic and Transport assessment of the Proposed Scheme, to *'Enhance the potential for cycling by providing safe infrastructure for cycling, segregated from general traffic wherever practicable'*.

The NTA is satisfied that the Proposed Scheme makes significant improvements in the cycling Infrastructure through Shankill, improving safety for cyclists and enhancing the potential for cycling along the Proposed Scheme.

2.3.3.8 Impact to Safety (for Pedestrians & Cyclists)

Summary of issue raised

Several objections raised concerns on the proposed narrowing of footpaths and inclusion of four lanes within the carriageway will increase traffic speeds and cause safety issues for pedestrians and vulnerable road users when crossing at uncontrolled crossings.

Objections raised concern on the impact on pedestrian safety due to narrowing of footpaths, replacement of roundabouts to junctions, and buses adjacent to narrow footpaths.

Objections raised concern that the Scheme objectives are not being met due to the removal of cycle lanes, and pedestrian safety.

One objection commented on the negative impact on disabled as well as wheelchair users due to the removal of parking spaces and changes to the footway.

Another objection queried why a Stage F Road Safety Audit (RSA) was never carried out on the initial route options assessed, which will highlight any safety features within each option. One objection raised concerns the traffic management within Shankill will cause massive inconvenience and danger to residents.

One objection commented that traffic management within Shankill will cause massive inconvenience and danger to residents.

Another objection commented on the risk of cyclists having to share a road space and goes against DLRCC Development Plan and NTAs CDM (2023).

One objection commented that median islands and additional signalised crossing will be essential to allow vulnerable users to use the area.

Response to issues raised

Refer also to response in Section 2.3.3.7 on Impact to Cycle Infrastructure for improvements in cycle infrastructure that will increase safety for cyclists travelling through the Proposed Scheme.

The Proposed Scheme will make significant improvements to pedestrian infrastructure through the provision of increased signal crossings, introduction of traffic calming measures, improved accessibility, increased pedestrian directness and increased footpath widths and reduced crossing widths. Section 2.4 of the Chapter 2 Need of the Scheme states *'The number of pedestrian signal crossings will increase by approximately 60% as a result of the Proposed Scheme. The scheme design has been developed with cognisance to the relevant accessibility guidance. It is anticipated that the overall quality of pedestrian infrastructure will improve as a result of the Proposed Scheme. This aligns with the overarching aim to provide enhanced walking infrastructure on the corridor.'*

Table 4.1 from Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR, provides the key statistics for the pedestrian and cycle infrastructure improvements, refer to Section 2.3.3.7 on Impact to Cycle Infrastructure in this report.

Pedestrian Infrastructure in Shankill (footpath width and crossings)

Section 6.4.6.1.5.1 in Chapter 6 (Traffic & Transport) in Volume 2 of the EIAR describes the key infrastructure changes to pedestrian links along Section 3 of the Proposed Scheme which are summarised below:

- Increased footpath width, crossing width, and pedestrian directness;
- Increased provision of priority crossings across side streets with raised tables;
- Provision of pedestrian crossings on all arms at Shanganagh Road / Beechfield Manor junction, R119 Dublin Road / Lower Road / Cluain Na Gréine Court junction, R119 Dublin Road / Olcovar junction, R119 Dublin Road / Shanganagh Castle development lands entrance junction;
- Provision of new mid-link pedestrian crossings along R837 Dublin Road (north of the R837 Dublin Road / Seaview Park junction), R119 Dublin Road (southeast of the R119 Dublin Road / Allies River Road junction) and R837 Dublin Road (southeast of Shanganagh Cemetery access). This will enable improved connectivity between bus stop and facilities; and
- Approximately 120m of Shanganagh Road has been widened to achieve improved footway widths.

The assessment of the qualitative impacts on the walking infrastructure for Section 3 of the Proposed Scheme are summarised in Table 2.17 below (Table 6.33), along with the accompanying sensitivity for each junction and the resultant significance of effect. A detailed breakdown of the assessment at each impacted junction, including a list of the junctions which experience no change, can be found in TIA Sub Appendix A6.4.1 (Pedestrian Infrastructure Assessment) in Appendix A6.4 in Volume 4 of this EIAR.

Table 2.17: Section 3 – Significance of Effects for Pedestrian Impact During Operational Phase (Table 6.33)

Table 6.33: Section 3 - Significance of Effects for Pedestrian Impact During Operational Phase						
Junctions	Chainage	Do Minimum LoS	Do Something LoS	Magnitude of Impact	Sensitivity	Significance of impact
R119 Dublin Road / Seaview Park 3-arm Priority Junction	A14375	E	B	Medium	Negligible	Not Significant
R837 Dublin Road mid-link crossing South of the R837 Dublin Road / Seaview Park Junction	A14450	No existing facility	A	High	Negligible	Positive Slight
R119 Dublin Road / Kentfield 3-arm Priority Junction	A14490	E	B	Medium	Medium	Positive Significant
R119 Dublin Road / Rathmichael Woods 3-arm Priority Junction	A14640 - A14650	C	B	Low	Medium	Positive Moderate
R837 Dublin Road / Stonebridge Road 3-arm Signalised Junction	A14770 - A14810	B	A	Low	High	Positive Moderate
R119 Dublin Road / Station Road 3-arm Priority Junction	A14870 - A14880	E	B	Medium	Negligible	Not Significant
Shanganagh Road / Beechfield Manor 3-arm Signalised Junction	A15000	D	B	Medium	High	Very Significant
Shankill Roundabout	A15070 - A15120	C	B	Low	Medium	Positive Moderate
R119 Dublin Road / Lower Road / Cluain Na Gréine Court 4-arm Staggered Priority Junction	A15300 - A15330	D	A	Medium	Low	Positive Moderate
R119 Dublin Road / Aubrey Park 3-arm Priority Junction	A15300 - A15330	C	B	Low	Low	Positive Slight
R119 Dublin Road / Shankill Village 3-arm Priority Junctions at Accesses	A15350 - A15450	C	B	Low	Low	Positive Slight
R119 Dublin Road mid-link crossing South of the R119 Dublin Road / Aubrey Park Junction	A15460	B	A	Low	Low	Positive Slight

Junctions	Chainage	Do Minimum LoS	Do Something LoS	Magnitude of Impact	Sensitivity	Significance of Impact
R119 Dublin Road / Stonebridge Close 3-arm Priority Junction	A15460 - A15470	C	B	Low	Low	Positive Slight
R119 Dublin Road / Quinn's Road / Cherrington Road Roundabout	A15580 - A15620	C	A	Medium	Negligible	Not Significant
R119 Dublin Road / Castle Farm 3-arm Priority Junction	A15800 - A15820	D	B	Medium	Negligible	Not Significant
R119 Dublin Road / Olcovar 3-arm Priority Junction	A15860 - A15880	D	A	Medium	Negligible	Not Significant
R119 Dublin Road / Crinken Lane 3-arm Priority Junction	A16000 - A16050	C	B	Low	Negligible	Not Significant
R119 Dublin Road / Aughmore Lane 3-arm Priority Junction	A16100 - A16130	D	C	Low	Negligible	Not Significant
R119 Dublin Road / Shanganagh Castle development lands entrance (proposed by others)	A16180 - A16220	F	A	High	Low	Positive Moderate
R119 Dublin Road / Allies River Road 3-arm Priority Junction	A16250 - A16290	D	B	Medium	Low	Positive Moderate
R119 Dublin Road mid-link crossing Southeast of the R119 Dublin Road / Allies River Road Junction	A16280	No existing facility	A	High	Low	Positive Moderate
R837 Dublin Road mid-link crossing Southeast of Shanganagh Cemetery access	A16640 - A16650	No existing facility	A	High	Low	Positive Moderate
R119 Dublin Road / Shanganagh Cemetery Junction 3-arm Priority Junction	A16450 - A16500	F	B	High	Low	Positive Moderate
R119 Dublin Road / Mullen's Laurel Park 3-arm Priority Junction (north)	A17080 - A17100	E	B	Medium	Low	Positive Moderate
R119 Dublin Road / Mullen's Laurel Park 3-arm Priority Junction (south)	A17140 - A17150	E	B	Medium	Low	Positive Moderate
Wilford Roundabout	A17360 - A17420	F	C	Medium	Medium	Positive Significant
Section Summary		D	B	Medium	Low	Positive Moderate

The results of the Pedestrian Qualitative Assessment on Section 3 of the Proposed Scheme (between Loughlinstown Roundabout to Bray North) in Table 6.33 of Chapter 6 (Traffic & Transport) of the EIAR, demonstrate that the LoS during the Do Minimum scenario consists of D ratings. During the Do Something scenario, the LoS consists predominantly of the higher of B ratings. Given the quality of the existing pedestrian infrastructure along the Proposed Scheme, the improvements will have a *Positive, Moderate and Long-term* effect to the quality of the pedestrian infrastructure along Section 3 of the Proposed Scheme between Loughlinstown Roundabout to Bray North, which aligns with the overarching aim to provide enhanced walking infrastructure on the corridor.

Overall, it is anticipated that there will be a Positive, Moderate and Long-term effect to the quality of the pedestrian infrastructure along Section 3 of the Proposed Scheme, during the operational phase, which aligns with the overarching aim to provide enhanced walking infrastructure on the corridor. A detailed breakdown of the assessment at each impacted junction, including a list of the junctions which experience no change, can be found in Appendix A6.4.1 (Pedestrian Infrastructure Assessment) in Appendix A6.4 in Volume 4 of this EIAR.

It is further noted that Appendix I1 of the Preliminary Design Report within the Supplementary Information includes an Accessibility Audit Report which assessed the existing situation along the route of the Proposed Scheme to identify existing issues and problems for people with mobility impairment. A number of issues including issues with parking provision, drainage, footpath levels, crossing points and tactile paving surfaces, among others were highlighted during this audit. The Proposed Scheme will address these issues and will provide significantly improved facilities for vulnerable road users.

Pedestrian and Cycling Safety at Protected Junctions

Refer to response in Section 2.3.3.5 on Impact to Traffic Flows, Speed Limit, and Traffic Calming on 'Cycling at Protected Junction' and also note below.

Refer to Section 2.3.3.4 on Upgrade Roundabouts to Signalised Junction and Signal Control Priority on the proposed typical protected signalised junction layout.

Where practicable, DMURS recommends that designers provide pedestrian crossings that allow pedestrians to cross the street in a single, direct movement. To facilitate road users who cannot cross in a reasonable time, the desirable maximum crossing length without providing a refuge island is 19m. This is applicable at stand-alone pedestrian crossings as well as at junctions.

Straight pedestrian crossings have been provided through refuge islands only where the island is 4m wide or more. Refuge islands are minimum width of 3m where staggered crossings are provided.

Where space allows, crossing lengths have been minimised by accommodating a suitable landing area for pedestrians between the road carriageway and cycle track, with the cycle track crossing controlled by mini-zebra markings. This reduced pedestrian crossing distance will have the added benefit of improving overall junction performance due to reduced intergreen times.

Along the Proposed Scheme, pedestrian crossings varying from 2.4m in width have been incorporated throughout the design. Larger pedestrian crossings widths have been allocated in areas that are expected to accommodate a high number of non-motorised users.

At signalised junctions and standalone pedestrian crossings, the footway is to be ramped down to carriageway level to facilitate pedestrians who require an unobstructed crossing. At minor junctions, raised table are provided at the mouth of each pedestrian crossing and is to be designed in accordance with standards. Audio units are to be provided on each traffic signal push button.

Formal crossing points are to be provided on the upstream side of bus stop islands, consisting of an on-demand signalised pedestrian crossing with appropriate tactile paving, push buttons and LED warning studs. A secondary informal crossing should be provided on the desire line on the downstream side of the island.

The Proposed Scheme will provide major improvements at almost all of the large number of junctions along the scheme, where pedestrian crossing distances will be shortened through removal of left turn slip lanes and tightening of corners. Multi-stage pedestrian crossings will be simplified to single stage crossings at as many junctions as possible.

It is further noted that the Road Safety Audits undertaken for the Proposed Scheme, included as Appendix M of the Preliminary Design Report provided in the Supplementary Information, did not highlight any safety issues with the proposed arrangement and safety of cyclists.

A Stage F Road Safety Audit was also carried out at the Feasibility and Route Selection phase and recommendations were taken on board to inform the Proposed Scheme. The Feasibility and Options Report is included in Appendix M of the Preferred Route Option Report as part of the Supplementary Information to the EIAR.

Impact on Parking

Section 6.4.6.1.5.4 in Chapter 6 (Traffic & Transport) in Volume 2 of the EIAR describes the impact on some existing parking and loading locations along Section 3.

The contents of Table 2.18 below (Table 6.37) shows a summary of the parking, disabled parking and loading spaces during both the Do Minimum and Do Something scenarios and the resulting changes along Section 3.

Table 2.18: Section 3 – Overall Changes in Parking / Loading Spaces (Table 6.33)

Table 6.37: Section 3 – Overall Changes in Parking / Loading Spaces				
Street	Parking Type	Number of Parking Spaces		
		Do Minimum	Do Something	Change
Shankill Roundabout / St Anne's Church	Disabled Permit Parking	3	3	0
	Informal Parking	83	83	0
	Side Street Parking	179	179	0
Shankill Village	Disabled Permit Parking	1	1	0
	Informal Parking (Designated Free Parking) (Off Street)	16	16	0
Stonebridge Road	Loading / Unloading (Designated)	6	6	0
Total		288	288	0

As shown in Table 2.18 above, the proposed amendments to parking / loading will result in no overall loss to car parking spaces at Shankill Village. The impact of the changes along Section 3 is assessed as Negligible and Long-term.

Safety During the Construction Phase

During the Construction Phase of the Proposed Scheme, Section 5.8.1 of Chapter 5 (Construction), in Volume 2 of the EIAR, states:

'The measures set out in Section 8.2.8 of the Traffic Signs Manual (DTTAS 2019) will be implemented, wherever practicable, to ensure the safety of all road users, in particular pedestrians (including able-bodied pedestrians, wheel-chair users, mobility impaired pedestrians, pushchair users) and cyclists. Therefore, where footpaths or cycle facilities are affected by construction, a safe route will be provided past the works area, and where practicable, provisions for matching existing facilities for pedestrians and cyclists will be made. Where this is not practicable, pedestrians will be directed to use the footpath on the opposite side of the road, crossing at controlled crossing points.'

Existing and Proposed Pedestrian Crossings

In Section 6.3.4.1 in Chapter 6 (Traffic & Transport) in Volume 2 of the EIAR describes the existing pedestrian crossings along Section 3.

There are several controlled pedestrian crossings along Section 3 of the Proposed Scheme which benefit from tactile paving and dropped kerbs which can be found at the following locations:

- A signalised direct crossing North of R837 Dublin Road is provided, adjacent to the M11;
- The three-arm R837 Dublin Road / Stonebridge Road junction provides three signalised crossings. There are two direct crossings across R138 Dublin Road and there is one indirect crossing across Stonebridge Road which staggered by a pedestrian refuge island;
- A signalised direct crossing South of R837 Dublin Road is provided, adjacent to the M11; and
- A signalised direct crossing North of R119 Dublin Road is provided, adjacent to Aubrey Park Lane.

Uncontrolled crossings across priority junctions at side roads benefit from dropped kerbs. The locations of the pedestrian crossings are illustrated in Figure 6.3c in Volume 3 of this EIAR.

Further details of the baseline pedestrian facilities (i.e. routing, directness, accessibility, crossing and footpath widths) at each junction along Section 3 of the Proposed Scheme is included in Appendix A6.4.1 (Pedestrian Impact Assessment) in Appendix A6.4 in Volume 4 of this EIAR.

In Section 6.4.6.1.5.1 in Chapter 6 (Traffic & Transport) in Volume 2 of the EIAR describes the proposed pedestrian crossing along Section 3 which is a provision of new mid-link pedestrian crossings along R837 Dublin Road (north of the R837 Dublin Road / Seaview Park junction), R119 Dublin Road (southeast of the R119 Dublin Road / Allies River Road junction) and R837 Dublin Road (southeast of Shanganagh Cemetery access). This will enable improved connectivity between bus stop and facilities.

Overall, it is anticipated that there will be a Positive, Moderate and Long-term effect to the quality of the pedestrian infrastructure along Section 3 of the Proposed Scheme which aligns with the overarching aim to provide enhanced walking infrastructure on the corridor.

In relation to the impact of construction works and traffic management on safety, refer to the response in Section 2.3.3.20 on Impact During Construction in this report.

2.3.3.9 *Review of Design Alternatives*

Summary of issue raised

A number of objections made suggestions of alternative solutions, including:

Minor Works:

- Suggestion that minor local road improvement measures/road widening, such as at the junction of Old Dublin Road and Stonebridge Road, and other local pinch points, would have similar scheme benefits with less impact;
- Suggestion that a reduction in bus stops or use of hub bus stops would have similar scheme benefits with less impact;

Traffic Management / Enforcement:

- Suggestion that general traffic management solutions could be used to improve journey times;
- Suggestion that a co-ordinated traffic light policy would improve traffic flows;
- Suggestion that camera enforcement on bus lanes would help reliability of bus routes;
- Suggestion that there should be an increase in Dart frequency and speed of trains;

Alternative Design:

- Suggestion that design alternatives used on other coastal DLRCC Schemes, where they are proposing one way traffic and dedicated cycle lanes, would be a better solution;
- Suggestion that using the example of Sydney Road Traffic Laws to help improve continuous flow of traffic, such as no right turn movements, and no parking in the opposite direction to traffic, would help traffic flows; and
- The provision of a local shuttle/feeder bus service running a circle route utilising the N11/M11 to connect passengers to core services and thereby limiting the number of buses passing through Shankill has also been suggested.

Response to issue raised

Minor Works

In relation to the suggestion that similar benefits could be gained from minor road widening at junctions such as the Old Dublin Road / Stonebridge Road junction and other pinch points, it is noted that this would not cover the Proposed Scheme objectives and Need for the Scheme, as outlined in Section 2.3.3.1 on Need of the Proposed Scheme in this report. It is also noted that the impact to Shankill village was minimised where possible with reduced cross sections and use of signal prioritisation of buses as detailed in Section 2.3.3.4 on Upgrade Roundabouts to Signalised Junction and Signal Control Priority in this report.

In relation to the suggestion of reducing the number of bus stops within the Proposed Scheme, this would go against the Proposed Scheme objectives of '*enhancing... the potential of the public transport network*', and '*improving connectivity*'. If the number of bus stops were reduced, this would make the bus service less accessible.

Traffic Management / Enforcement

In relation to alternative solutions such as traffic management and traffic light policies, refer to response in Section 2.3.3.4 on Upgrade Roundabouts to Signalised Junction and Signal Control Priority for details on the signalisation of junctions on the Proposed Scheme to benefit the overall traffic flows.

Camera enforcement, however, is under the remit of An Garda Síochána and is outside the scope and objectives of the Proposed Scheme.

Alterations to the frequency and speed of DART trains is also outside the scope and objectives of the Proposed Scheme.

Alternative Design

In relation to proposing one-way traffic routes, the coastal DLRCC Schemes are to facilitate a short routes in the area for those travelling in that local area between Sandycove Avenue and Newton Avenue, the aim of BusConnects is to provide enhanced walking, cycling and bus infrastructure on this key access corridor in the Dublin region, which will enable and deliver efficient, safe, and integrated sustainable transport movement along the corridor, an overall length of approximately 18.5km. One-way traffic routes would hinder bus journey time reliability and punctuality.

In relation to the suggestion that design solutions used in Australia could be proposed. The review and improvement of design standards is a continuous objective of the NTA and the various responsible government bodies. However, at present this suggestion would not align with the current guidelines and standards and is not part of the scope of the Proposed Scheme planning application.

In relation to the suggestion of a local shuttle/feeder bus service running a circle utilising the N11/M11 to connect passengers to core services and thereby limiting the number of buses passing through Shankill, please refer to response in Section 2.3.3.1.3 on Alternate N11/M11 Bus Priority Interim Scheme. One of the objectives of the Proposed Scheme is to enhance the capacity and potential of the public transport system by improving bus speeds, reliability, and punctuality through the provision of bus lanes and other measures to provide priority to bus movements over general traffic movements to support all corridors. The need for the Proposed Scheme is supported by the objective of the GDA Transport Strategy to provide continuous bus priority, as far as is practicable, along the core bus route, that supports a more efficient and reliable bus service with lower journey times. The Proposed Scheme does not propose to remove any existing bus services and is focused on infrastructure redesign. The Dublin Network Redesign is a separate project currently being rolled out by the NTA.

2.3.3.10 Adequacy of Environmental Assessment

Summary of issue raised

A number of objections raised concerns regarding the level of environmental assessment carried out through Shankill. Concerns included:

- The EIAR is not comprehensive;
- Surveys and documentation of environmental impacts are not sufficient or transparent, and demonstrate a lack of local knowledge;
- Desktop surveys were not sufficient on their own to identify the presence of certain species;
- The Arboricultural Impact Assessment understated the level of tree loss, and downplayed the number of trees to be removed by grouping them; and
- Concerns regarding the lack of proper assessment in accordance with the Environmental Assessment Directive or Habitats Directive.

Response to issue raised

A full and comprehensive Environmental Impact Assessment Report has been prepared to fully assess and present the impacts of the Proposed Scheme. Chapter 1 (Introduction) in Volume 2 of the EIAR describes the EIA Process (Section 1.5) outlining all requirements for the completion of an EIAR in accordance with the EIA Directive (Directive 2014/52/EU of the European Parliament and of the Council of 16 April 2014 amending Directive 2011/92/EU on the assessment of the effects of certain public and

private projects on the environment) and Section 50 of the Roads Act 1993, as amended by S.I. No. 279/2019 - European Union (Roads Act 1993) (Environmental Impact Assessment) (Amendment) Regulations 2019.

The EIAR was prepared in accordance with a number of EIA Guidance documents (as listed in Section 1.5.2), including:

- Guidelines on the Information to be Contained in Environmental Impact Assessment Reports (Environmental Protection Agency 2022);
- Environmental Impact Assessment of Projects – Guidance on the Preparation of the Environmental Impact Assessment Report (European Commission 2017);
- The Department of Housing, Planning and Local Government (DHPLG) Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment (DHPLG 2018); and
- National Roads Authority (NRA) Environmental Impact Assessment of National Road Schemes – A Practical Guide (NRA 2008).

Additionally, specific guidance was used for individual topic assessments where appropriate and necessary, as outlined in each individual chapter.

Table 1.3 (refer to Table 2.19 below) in Chapter 1 provides the EIAR Structure, listing all volumes and chapters in the EIAR (as included below).

Table 2.19: Extract from EIAR Chapter 1 (Table 1.3)

Table 1.3: EIAR Structure	
EIAR Chapter	Description
Volume 1: Non-Technical Summary	
NTS	Summary of the EIAR in non-technical language.
Volume 2: Main Report	
Chapter 1	Introduction
Chapter 2	Need for the Proposed Scheme
Chapter 3	Consideration of Reasonable Alternatives
Chapter 4	Proposed Scheme Description
Chapter 5	Construction
Chapter 6	Traffic & Transport
Chapter 7	Air Quality
Chapter 8	Climate
Chapter 9	Noise & Vibration
Chapter 10	Population
Chapter 11	Human Health
Chapter 12	Biodiversity
Chapter 13	Water
Chapter 14	Land, Soils, Geology & Hydrogeology
Chapter 15	Archaeological & Cultural Heritage
Chapter 16	Architectural Heritage
Chapter 17	Landscape (Townscape) & Visual
Chapter 18	Waste & Resources
Chapter 19	Material Assets
Chapter 20	Risk of Major Accidents and / or Disasters
Chapter 21	Cumulative Impacts & Environmental Interactions
Chapter 22	Summary of Mitigation & Monitoring Measures
Chapter 23	Summary of Significant Residual Impacts
Volume 3: Figures	
Figures	Graphics and plans supporting the EIAR chapters, illustrating the Proposed Scheme and environmental information.
Volume 4: Appendices	
Appendices	Technical reference information supporting the EIAR chapters, such as technical reports compiling calculations and detailed background data.

Section 1.5.10 in Chapter 1 (Introduction) provides the details of all of the competent experts involved in carrying out the assessments and authoring the individual chapters.

An overview of the EIAR and its main findings are included in the Non-Technical Summary in Volume 1 of the EIAR. Mitigation and monitoring measures have been proposed where potential significant impacts have been identified for each environmental topic, with these measures compiled in Chapter 22 (Summary of Mitigation & Monitoring Measures) in Volume 2 of the EIAR, with the Construction Phase measures also replicated within Appendix A5.1 (Construction Environmental Management Plan) in Volume 4, Part 1 of 4 of the EIAR. A summary list of all predicted significant residual impacts is provided in Chapter 23 (Summary of Significant Residual Impacts) in Volume 2 of the EIAR.

The assessments undertaken within the EIAR are based on information gathered through both desk studies and a series of comprehensive surveys. Surveys undertaken to inform the impact assessments include:

- Walkovers carried out by all specialists to inform all EIAR chapters;
- Traffic counts;
- Air monitoring;
- Noise monitoring;
- Population walkover to identify all commercial businesses on the route;
- A range of ecology surveys;
- Tree surveys; and
- Photographs for the creation of photomontages.

There were additional surveys undertaken to inform the design of the Proposed Scheme including topographic surveys, drone surveys, accessibility surveys, and a ground investigation survey.

Several of the objections summarised above make specific references to the adequacy of the ecology and tree surveys. There were comprehensive ecology and tree surveys undertaken across multiple dates by experts in those fields as described in the following.

Chapter 12 (Biodiversity) in Volume 2 of the EIAR describes the assessment of impacts on biodiversity as a result of the construction and operation of the Proposed Scheme. Section 12.2.3.2 of Chapter 12 describes the full suite of ecological surveys undertaken to inform the impact assessment. Table 12.2 in Chapter 12 (refer to Table 2.20 below) lists all surveys undertaken over a five year period between 2018 and 2023.

Table 2.20: Extract from EIAR Chapter 12 (Biodiversity) (Table 12.2)

Table 12.2: Ecological Surveys and Survey Dates Between 2018 and 2023		
Survey	Survey Date(s)	Surveyor Reference
Habitat survey	June to August 2018 August 2020 May 2022 August 2022 Limited survey around Woodbrook Side Lodge - March 2023	Scott Cawley Ltd.
Mammal surveys (excluding bats)	June to August 2018 August 2020 April 2022 Limited survey around Woodbrook Side Lodge - March 2023	Scott Cawley Ltd.
Bat surveys	<u>Walked transect activity surveys</u> June to August 2018 September and October 2019 May 2020 July 2020 July to August 2021 <u>Identification of potential roost features (PRFs)</u> June to August 2018 August 2020 March 2022 March 2023 <u>Building Inspection</u> January 2023 (external) March 2023 (internal and external)	Scott Cawley Ltd.
Wintering bird survey	November 2020 to March 2021 October 2021 to April 2022	Scott Cawley Ltd.
Amphibian habitat suitability assessment	June to August 2018 August 2020 March 2022	Scott Cawley Ltd.
Reptile habitat suitability assessment	June to August 2018 August 2020 March 2022	Scott Cawley Ltd.

Chapter 12 goes on to further describe each survey with reference to any applicable guidance. A series of figures were also produced to map the findings of the surveys as relevant. The surveys are described in Chapter 12 in the following sections:

- Habitat surveys described in Section 12.2.3.3;
- Mammals (excluding bats) described in Section 12.2.3.4;
- Bats described in Section 12.2.3.5, including walked transect surveys, building inspections, and tree surveys;
- Wintering bird surveys described in Section 12.2.3.6;
- Reptile surveys described in Section 12.2.3.7; and
- Amphibian surveys described in Section 12.2.3.8.

Chapter 12 also includes a number of figures which map out the survey results in Volume 3 of the EIAR, including:

- Figure 12.1.1 (Ecological Study Areas: Bat Activity Transect Routes);
- Figure 12.1.2 (Ecological Study Areas: Wintering Bird Transect Routes);
- Figure 12.5 (Habitat Survey Results – Fossitt 2000 Habitat Classification);
- Figure 12.6 (Non-Native Invasive Plant Species Survey Results);
- Figure 12.7.1 (Bat Survey Results: Bat Activity Survey Results);

- Figure 12.7.2 (Bat Survey Results: Potential Roost Feature Survey Results);
- Figure 12.7.3 (Mammal, Aquatic and Riparian Survey Results); and
- Figure 12.8 (Wintering Bird Survey Results).

In addition to the above-described ecology surveys, a comprehensive tree survey was undertaken by a suitably qualified arboricultural specialist. The Arboricultural Impact Assessment is included as Appendix A17.1 in Volume 4 Part 4 of 4 of the EIAR, and comprises an Arboricultural Impact Assessment and Method Statement, a Tree Constraints Plan, a Tree Schedule, and Tree Impact Plans. As outlined in the report, surveys were undertaken *'between Friday 17th July and Thursday 30th August 2020. Further surveys of additional sites were undertaken on Monday 30th November and Tuesday 1st December 2020, Monday 29th November and Tuesday 30th November 2021, and 20th and 21st March 2023.'* The tree surveys were undertaken in accordance with BS5837:2012 Trees in Relation to Design, Demolition and Construction – Recommendations. As outlined in the Executive Summary of the Report:

'The proposal will require the removal of 359 individual trees, 41 tree groups or parts of tree groups and ten hedges or parts of hedges, that comprise 30 of high quality, 135 of moderate quality and 245 of low quality. The age class of these trees, groups of trees and hedges includes 15 young, 144 semimature, 113 early mature, 134 mature and four over mature.'

A total of 41 trees are recommended to be removed and replaced irrespective of the proposal, due to physiological or structural decline, meaning they cannot realistically be retained in the context of current land use for longer than 10 years, or for reasons of safety because they pose an unacceptable risk to persons or property. It is recommended that where possible these trees are replaced with new trees of better quality, as good arboricultural practice.'

In addition to the EIAR, an Appropriate Assessment was also undertaken by suitably qualified ecologists, and a Natura Impact Statement (NIS) was completed for the Proposed Scheme and submitted to ABP. As stated in Section 1 (Introduction) of the NIS:

'This NIS has been prepared in accordance with the provisions of Part XAB of the Planning and Development Act, 2000 (as amended) ("the 2000 Act") and in accordance with the requirements of Council Directive 92/43/EEC of 21 May 1992 on the conservation of natural habitats and of wild fauna and flora (the Habitats Directive).'

It considers the implications of the Proposed Scheme, on its own and in combination with other plans or projects, for European sites¹ in view of the conservation objectives of those sites. It includes a scientific examination of evidence and data to identify and assess the implications of the Proposed Scheme for any European sites in view of the conservation objectives of those sites. The NIS considers whether the Proposed Scheme, by itself and in combination with other plans or projects, would adversely affect the integrity of any European sites. In reaching a conclusion in this regard consideration is given to any mitigation measures necessary to avoid or reduce any potential negative impacts.

This NIS has been prepared following an assessment in view of best scientific knowledge of the potential for, the Proposed Scheme to have significant effects, either individually or in combination with other plans or projects on European sites, set out in an Appropriate Assessment (AA) Screening Report.

A Screening for AA was undertaken and a determination was prepared by the NTA (both published on the NTA website). The AA Screening concluded that "there is the possibility for significant effects on the following European sites, in the absence of mitigation, either arising from the project alone, or in combination with other plans and projects, as a result of hydrological impacts, hydrogeological impacts, invasive species and disturbance and displacement impacts: South Dublin Bay SAC, Bray Head SAC, Rockabill to Dalkey Island SAC, North Dublin Bay SAC, Wicklow Mountains SAC, Howth Head SAC, Lambay Island SAC, South Dublin Bay and River Tolka Estuary SPA, Dalkey Island SPA, North Bull Island SPA, Baldoye Bay SPA, The Murrough SPA, Howth Head Coast SPA, Ireland's Eye SPA, Malahide Estuary SPA, Rogerstown Estuary SPA, Lambay Island SPA, Skerries Islands SPA and Rockabill SPA.'

Section 10 (NIS Conclusion) states the following:

'It has been objectively concluded by Scott Cawley Ltd., following an examination, analysis and evaluation of the relevant information, including in particular the nature of the predicted impacts from the Proposed Scheme and the effective implementation of the mitigation measures proposed that the

Proposed Scheme will not adversely affect (either directly or indirectly) the integrity of any European site, either alone or in combination with other plans or projects, and there is no reasonable scientific doubt in relation to this conclusion.'

The NTA are satisfied that the surveys that were undertaken in order to inform the EIAR were appropriately scoped and undertaken by suitably qualified experts, to the level required in order to inform a full and robust assessment of impacts. The NTA are satisfied that the EIAR and NIS submitted with the application are comprehensive.

2.3.3.11 Impact to Environment (Trees, Biodiversity, Climate, Air Quality, Noise, and Landscape)

Summary of issue raised

A number of objections raised concerns regarding the environmental impact through Shankill as a result of both the construction and operation of the Proposed Scheme. A number raised concerns about the Proposed Scheme going against local and wider policy and planning efforts including the DLRCC Tree Strategy and the DLRCC Biodiversity Action Plan.

There were a number of objections which raised concern that the NTA are under reporting the number of trees to be removed in the proposal and note that at least 400 trees through Shankill, from the Loughlinstown Roundabout to Woodbrook, would need to be cut down to accommodate the proposals. Objections questioned the grouping of trees without identifying and assessing the number and condition of each individual tree, suggesting that this was done to downplay the number of trees actually being removed.

A number of objections raised concerns regarding the impact of the removal of hundreds of mature trees through Shankill. They noted that these trees have both a visual benefit and an environmental function for filtering noise and traffic pollution. One objection also raised concern that the removal of trees would impact the remaining trees by impacting on root systems, reducing their ability to sustain other trees in times of stress. Objections also noted that trees are significant for carbon sequestration, wildlife, climate mitigation, and health and wellbeing. One objection also went on to note the Tree Strategy comments that new trees are very difficult to establish due to the hostile environment, street services, and vandalism.

Numerous objections queried the lack of clarity on the preservation of trees, specifically within temporary land acquisition areas, commenting that there is concern is these trees are to be felled and if they would be replaced in existing condition.

Some objections raised concerns regarding the impact on trees, hedgerows, habitats on top of the increasing urbanisation of Shankill. The objections raise various concerns in relating to this including, the impact to the increase in noise, air pollution, loss in biodiversity, loss of habitat for species and loss of green space, as well as private gardens. Many objections continued to discuss the impact to species due to a loss in habitat and crossing points, some queried the impact to species which live in the area, including a number of rare bird and bat species. A number of objections noted it is currently an offense to kill or injure a bat and there is no information of how this will be avoided should their habitat be destroyed.

Another objection raised concern regarding the impact to specific species, as well as some that protected, including bats, black-headed gulls, herring gulls, and the common lizard. The objection went on to comment that the mixed woodland near Seaview will be majorly impacted, which is a concern to a significant number of species within the area that call this area home.

Response to issue raised

As outlined in the previous response, a robust and comprehensive EIAR and NIS have been submitted to ABP which describes the assessment of the impacts anticipated as a result of both the Construction and Operational Phases of the Proposed Scheme. Assessments were carried out with consideration of local, regional, national and international policies. The assessments and surveys were undertaken, and the landscaping design completed with consideration of the DLR Trees: A tree strategy for Dún Laoghaire-Rathdown, and the Dún Laoghaire-Rathdown Biodiversity Action Plan as described in their relevant assessment chapters and reports. The below sub-sections describe the specific assessments for the environmental issues raised in the above summarised objections.

Trees

As outlined previously, a comprehensive tree survey was undertaken in order to inform the landscape design and the impact assessment for the Proposed Scheme. Appendix A17.1 (Arboricultural Impact Assessment) in Volume 4 Part 4 of the EIAR describes the comprehensive tree survey undertaken in order to assess the impacts of the Proposed Scheme and provides a detailed overview of the proposed tree losses in order to facilitate the construction of the Proposed Scheme. Table 2 of Appendix A17.1 summarising the total removals is provided below. As shown below, the majority of trees / hedges to be removed have been assessed as Category C trees which are of low arboricultural quality. Of these proposed removals, Appendix A17.1 also states that *'A total of 41 trees are recommended for removal and replacement irrespective of the proposed development, due to severe physiological or structural decline that means they cannot realistically be retained in the context of current land use for longer than 10 years, or due to a high likelihood of failure that poses an unacceptable risk to persons to property'*.

Table 2. Summary of tree removals by quality.

	Category A	Category B	Category C	Total
Trees	29	121	209	359
Groups	1	14	26	41
Hedges	0	0	10	10
Total	30	135	245	410

Appendix A17.1 includes the report, a Tree Constraints Plan showing all trees and tree groups by category along the Proposed Scheme (which shows the section through Shankill on Sheets 4 to 15), a Tree Schedule listing and describing all trees and tree groups mapped in the Tree Constraints Plan, and the Tree Removal Plan (which again shows the section through Shankill on Sheets 4 to 15). The information from the Tree Removal Plan is also shown in the Landscape General Arrangement drawings (drawing set 05 accompanying Chapter 4) in Volume 3 of the EIAR, with the section through Shankill between Loughlinstown and Wilford Roundabouts being shown on Sheets 40 to 49. All of the proposed new and replacement planting (as outlined in the following section on Biodiversity with respect to habitat mitigation) is also shown and detailed in the Landscape General Arrangement drawings. Where trees are lost through Shankill, it is proposed to replace as close to the areas of loss as space would allow.

Section 5 of the arboricultural impact assessment report describes mitigation and improvement measures including the following:

'New planting should include a varied age and mix of tree species that are chosen with consideration to local site and environmental conditions, native environment, future use of the site, provision of ecosystem services and contribution that can be made to local communities. The aim should be to plant the 'right tree in the right place' to create a tree population that is both functional and resilient.

Where it is proposed to create new green space, or where opportunities exist for new planting, consideration should also be given to the provision of succession planting to ensure continuous canopy cover in the local landscape, especially where there is an ageing tree population with little or no sign of recent tree planting.

The identification of category U trees (those that have a useful life expectancy of less than 10 years, or that are unsuitable for retention because they pose a risk of failure and injury to persons or damage to property) also provides an opportunity to offer replacement planting to enhance and improve the quality of trees along the CBC.'

The Landscape General Arrangement drawings in Volume 3 of the EIAR (drawing set 05 accompanying EIAR Chapter 4) show the proposed landscape plans, including areas of tree removal and locations and details of proposed new tree and vegetation planting. Section 12.5.1.2.1 of Chapter 12 (Biodiversity) in Volume 2 of the EIAR provides the quantities of proposed new and replacement planting for the Proposed Scheme as shown in the Landscape General Arrangement drawings. These proposed quantities to be planted are:

- 551 trees;
- 1,662m of hedgerow;
- 3,942m² of species-rich grassland;
- 1,721m² of ornamental planting;
- 4,153m² of native tree planting; and
- 25,050m² of amenity grassland.

As described in Section 2.3.3.1.2 on Consideration of Alternatives and Options Assessment, a robust alternatives assessment has been undertaken, including refinement of the design through Shankill in an attempt to reduce impacts as far as possible on trees and the environment, while still meeting the objectives of the Proposed Scheme. A description of the alternatives assessment is included in Chapter 3 (Consideration of Reasonable Alternatives) in Volume 2 of the EIAR, with further details provided in the Preferred Route Option Report included in the Supplementary Information.

Biodiversity

Comprehensive assessments have been carried out on the impact on biodiversity through Section 3 of the Proposed Scheme (Loughlinstown Roundabout to Bray North (Wilford Roundabout)). Chapter 12 (Biodiversity) in Volume 2 of the EIAR describes the assessment on the potential biodiversity impacts as a result of both the construction and operation of the Proposed Scheme. The assessment was carried out based on a desk study and ecological surveys (as outlined in the previous Section 2.3.3.10 on Adequacy of Environmental Assessment) carried out between 2018 and 2023 (as described in Section 12.2.3.2 in Chapter 12). Chapter 12 is supplemented by Figures 12.1 to 12.8 in Volume 3 of the EIAR, which map the survey results and habitats along the Proposed Scheme.

The assessment evaluates the potential for impact on ecological receptors including designated sites, habitats, plant species, mammals, birds, reptiles, amphibians, fish, and invertebrates. The assessment considered the impacts of:

- Habitat loss and fragmentation including loss of roosting, foraging, breeding and resting sites and habitats;
- Habitat severance and barrier effects;
- Habitat and food source degradation as a result of:
 - Surface water / groundwater quality impacts;
 - Impacts on the hydrological regime;
 - Introducing / spreading non-native invasive species; and
 - Air quality impacts.
- Disturbance and displacement including as a result of lighting, noise and increased human activity; and
- Mortality risks.

Section 12.4.3 of Chapter 12 describes the potential Construction Phase impacts on biodiversity with Table 12.19 summarising all those potential impacts, and Section 12.4.4 of Chapter 12 describes the potential Operational Phase impacts with a summary provided in Table 12.20. The assessment identifies a number of potentially significant impacts at the local geographic scale, which are largely as a result of habitat degradation and loss, and disturbance to fauna species.

The Woodbank and other Shankill objections raise a number of specific issues with respect to biodiversity through Shankill, mentioning the importance of the area to a range of species including bats and other mammals, birds, reptiles (common lizard) and insects, and the potential for impact on these species as a result of habitat loss and tree removal. Chapter 12 describes the impact assessments undertaken for all species, as summarised in the following paragraphs, with a description of mitigation measures proposed following.

Bats

The potential Construction Phase impact on bats is described in Section 12.4.3.4.1 of Chapter 12, and describes the potential impacts associated with roost loss, habitat loss as a result of fragmentation of foraging / commuting habitat and commuting routes, and installation of temporary working lighting which may cause disturbance to flight patterns. The assessment does not identify any potential significant impacts on bats through Shankill during the Operational Phase given the location in an already highly

disturbed landscape (the existing habitat already lines a busy road with existing vehicle and pedestrian traffic and existing artificial lighting).

With respect to the potential for roost loss during construction, Section 12.4.3.4.1.1 of Chapter 12 states the following:

'There are no confirmed bat roosts located within the footprint of the Proposed Scheme. Several trees which have been identified as being suitable to support roosting bats will be lost as a result of the Proposed Scheme. Refer to Section 12.3.8.1.7 and Figure 12.7.2 for descriptions and their locations. The Proposed Scheme will not result in the loss of any known breeding / resting sites for any bat species, however, it will result in the removal of 19 potential roost sites in the form of the above mentioned PRF trees. Therefore, in the absence of mitigation, there is potential for the felling of these trees to result in direct harm and pose a mortality risk to bats, should bats be present in the trees at the time of felling. This could result in a significant negative effect on the conservation status of bats at the local geographic level.'

With respect to habitat loss as a result of fragmentation of foraging / commuting habitat and commuting routes during construction Section 12.4.3.4.1.2 states the following:

'Removal of suitable habitat for foraging and / or commuting bats (e.g. scattered trees and parkland, dry meadows and grassy verges, scrub, mixed broadleaved woodland and treelines / hedgerows) within the footprint of the Proposed Scheme is calculated as approximately 4.17ha on a permanent basis and 4.06ha on a temporary basis. Habitat removal will occur within a highly disturbed urban environment with low numbers of species records. The affected habitats are not for the most part considered to provide significant contributions to CSZs of roosts located outside of the footprint of the Proposed Scheme. The effect of habitat fragmentation and the barrier effect associated with the construction of the Proposed Scheme is therefore considered to be significant at the Local Geographic level only.'

Finally, with respect to the need for temporary construction lighting Section 12.4.3.4.1.3 of Chapter 12 states:

'The bulk of the existing corridor is largely illuminated by regularly spaced lighting columns for much of its length and therefore the requirement for lighting to accommodate construction works during night-time will be limited, in areas where existing light levels are low and of short duration. The effect of the additional lighting is therefore considered to be significant at a local level only and temporary.'

Refer to the Mitigation Measures section below for a description of proposed mitigation measures to reduce the potential for impact on bats.

Other Mammals

The biodiversity assessment also includes the assessment of impacts on other mammals relevant to Shankill including badger, otter, and other mammals (hedgehog, Irish hare, Irish stoat, pine marten, pygmy shrew, red squirrel, fox and rabbit). The potential Construction Phase impacts on mammals are described in Section 12.4.3.4 of Chapter 12, with the potential locally significant impacts being similar across the different mammal types, namely disturbance / displacement, loss of habitat and habitat degradation. Table 12.19 in Chapter 12 summarises all of the potential (pre-mitigation) impacts during the Construction Phase, with Table 2.21 below providing an extract of that table showing the mammal assessments.

Table 2.21: Extract from EIAR Chapter 12 (Biodiversity) (Table 12.19)

Table 12.19: Summary of Potential Construction Phase Impacts (Pre-mitigation)			
Ecological Receptor	Ecological Valuation	Potential Impacts	Potential Significance
Badger	Local Importance (Higher Value)	Disturbance / displacement (lighting)	Likely significant effect at the local geographic scale
Otter	County Importance	Habitat degradation (hydrology)	Likely significant effect at the local geographic scale
Marine mammals (Annex I species of nearby SACs: harbour porpoise, harbour seal and grey seal)	International Importance	Habitat degradation (hydrology)	Likely significant effect at the local to national geographic scale
Marine mammals (all other marine mammals)	County Importance	Habitat degradation (hydrology)	Likely significant effect at the local to national geographic scale
Other mammal species protected under the Wildlife Acts	Local Importance (Higher Value)	Habitat loss	Likely significant effect at the local geographic scale

Potential Operational Phase impacts are described in Section 12.4.4.4 of Chapter 12, with the potential impacts being similar, being mainly associated with habitat degradation and disturbance / displacement. Table 12.20 in Chapter 12 summarises all of the potential (pre-mitigation) impacts during the Operational Phase, with Table 2.22 below providing an extract of that table showing the mammal assessments.

Table 2.22: Extract from EIAR Chapter 12 (Biodiversity) (Table 12.20)

Table 12.20: Summary of Potential Operational Phase Impacts (Pre-mitigation)			
Ecological Receptor	Ecological Valuation	Potential Impacts	Potential Significance
Badger	Local Importance (Higher Value)	Disturbance / displacement (lighting)	Likely significant effect at the local geographic scale
Otter	County Importance	Habitat degradation (hydrology)	Likely significant effect at the local geographic scale
Marine mammals (Annex I species of nearby SACs: harbour porpoise, harbour seal and grey seal)	International Importance	Habitat degradation (hydrology)	Likely significant effect at the local to national geographic scale
Marine mammals (all other marine mammals)	County Importance	Habitat degradation (hydrology)	Likely significant effect at the local to national geographic scale
Other mammal species protected under the Wildlife Acts	Local Importance (Higher Value)	None	N/A

Refer to the Mitigation Measures section below for a description of proposed mitigation measures to reduce the potential for impact on other mammals.

Birds

The potential Construction Phase impact on birds is described in Section 12.4.3.5 of Chapter 12, assessing both breeding birds (Section 12.4.3.5.1) and wintering birds (Section 12.4.3.5.2). With respect to the impacts of habitat loss on breeding birds Chapter 12 states the following:

'The habitat areas that will be lost as a result of the Proposed Scheme form a relatively small part of larger expanses of similar habitat types and mosaics in the wider locality. Parks and greenspaces form a vital resource for breeding birds within an urban setting. These areas of suitable breeding bird nesting and/or foraging habitat available in the wider locality of the Proposed Scheme (i.e., from approximately 0.3 to 2km from these existing sites located within the footprint of the Proposed Scheme) include:

- *Parks and greenspaces with hedgerow, treeline and/or scrub boundaries such as Loughlinstown Woods pNHA, St. Stephens Green, Iveagh Gardens, Leeson Park, Herbert Park, Elm Park golf course, UCD, Cabinteely Park, Kilbogget Park, Deerpark and Shanganagh Park;*
- *Woodland such as that present in Loughlinstown Woods pNHA; and*
- *Sections of the watercourses both upstream and downstream of the Proposed Scheme.*

None of the habitat areas to be lost are unique to the locality and, either individually or collectively, are not likely to support a significant proportion, or the only population, of any given breeding bird species locally. Although a temporary decline in overall breeding bird abundance could potentially occur at a very local level (i.e., the footprint of the Proposed Scheme), this is unlikely to affect the local range of the breeding bird species present nor is it likely to affect the ability of these breeding bird populations to maintain their local populations in the long-term.'

Similar to the assessment of breeding birds, on the subject of habitat loss and the impact on wintering bird feeding sites, Chapter 12 states the following:

'There are also large areas of suitable foraging and/or roosting habitat available for these wintering bird species both adjacent to, and in the wider locality of the Proposed Scheme (i.e., beyond the 300m study area, from approximately 300m from existing sites located within the footprint of the Proposed Scheme) including:

- Parks and greenspaces such as Loughlinstown Woods pNHA, St. Stephen's Green, Iveagh Gardens, Leeson Park, Herbert Park, Elm Park, UCD, Cabinteely Park, Kilbogget Park, Deerpark and Shanganagh Park; and*
- Wetland habitat associated with South Dublin Bay and River Tolka Estuary SPA, and North Dublin Bay SPA.*

It is very likely that these wintering bird species currently utilise these and other suitable lands in the wider area to a similar and/or greater intensity.

The small numbers of wintering birds which are disturbed during construction will likely be displaced to suitable sites in the surrounding environment, such as those listed above, and therefore impacts are not considered to be significant beyond the local level. There will be no land take at any site with suitability for wintering birds. Therefore, in consideration of these factors, an increase in short-term disturbance or displacement effects will not affect the conservation status of any wintering bird species and will not result in a significant negative effect, above the local level.'

During the Operational Phase, the main impacts on breeding birds will be as a result of disturbance / displacement, with Section 12.4.4.5.1.1 of Chapter 12 stating the following:

'Localised disturbance effects on breeding birds will most likely be of greater impact at areas where greater quantities of vegetation may be lost than the remainder of the scheme (e.g., UCD campus bus interchange plaza, and sections of the treeline (WL2) along both sides Dublin Road towards the Wilford Junction roundabout). The removal of screening vegetation is likely to result in reduced height vegetation or complete lack of screening from the Proposed Scheme. This could result in localised displacement, owing to the decreased screening effect of habitats outside the Proposed Scheme. It is therefore considered that there may be a temporary significant effect on breeding birds at a local scale, until such a time that newly planted vegetation, such as treelines, establish and the screening effect is restored.'

'Although the Proposed Scheme is predicted to have a long-term effect on local breeding bird populations, even at a local level, this is not predicted to affect the ability of local breeding bird species to persist within their current ranges or to maintain their populations long-term. Therefore, the Proposed Scheme is not likely to affect the conservation status of breeding bird species and will not result in a likely significant negative effect, at any geographic scale.'

Similarly for wintering birds, Section 12.4.4.5.2.1 of Chapter 12 states the following on the potential for disturbance / displacement:

'The only area directly adjacent to the Proposed Scheme which was considered to have potential to support wintering birds was the Shanganagh Park amenity grassland. Survey evidence revealed low usage of the site, by a small number of SCI or wintering bird species. The removal of vegetation to allow the widening of the footpath to accommodate a cycle path, does not contribute to significant loss of foraging territory for wintering birds, nor does it extend significantly further into the area used by wintering birds from its current extent. As any operational noise increases are not likely to alter the existing baseline noise effect on wintering birds in the locality, effects of noise disturbance can also be excluded.'

Therefore, any displacement of wintering birds from habitat areas during the Operational Phase of the Proposed Scheme is not likely to affect the conservation status of wintering bird species and will not result in a likely significant negative effect, at any geographic scale.'

Refer to the Mitigation Measures section below for a description of proposed mitigation measures to reduce the potential for impact on birds.

Reptiles

The potential Construction Phase impacts on the common lizard is described in Section 12.4.3.6 of Chapter 12 with respect to both disturbance and mortality risk, and habitat severance / barrier effect as follows:

'Site clearance works have the potential to result in disturbance to, and the direct mortality of, common lizard. Given the relatively low area of potentially suitable habitat for common lizard in the wider study area, the number of individuals that would potentially be at risk is low and would be unlikely to affect the local populations in the long-term. Therefore, disturbance or mortality risk are not likely to affect the species' conservation status or result in a significant negative effect, at any geographic scale.'

'The temporary to short-term physical disruption of the existing landscape during site clearance and construction could fragment habitat used by common lizard. As a temporary to short-term impact, this is unlikely to present a significant barrier to the movement of the species such that it would affect the local common lizard population in the long-term. Therefore, habitat severance during construction and any associated barrier effect are not likely to affect the species' conservation status and are not predicted to result in a significant negative effect to the common lizard, at any geographic scale.'

Similarly, during the Operational Phase, the assessment of the potential for impact on the common lizard as a result of habitat severance and mortality risk caused by the Proposed Scheme (Section 12.4.4.6) is not assessed to be significant on any geographic scale given that the existing road would already be acting as a barrier and mortality risk.

Insects

Invertebrates were considered in the biodiversity impact assessment as described in Chapter 12. Section 12.3.13 of Chapter 12 describes the baseline with respect to invertebrates including white-clawed crayfish, freshwater molluscs, marsh fritillary butterfly and other invertebrates (e.g. butterflies, damselflies, dragonflies and bees). As described in Section 12.3.13, freshwater molluscs are the only invertebrates considered in the impact assessment. As described in Section 12.3.13.4 of Chapter 12:

'Loss of natural and semi-natural habitats has been a key driver in decline of pollinators who require a balanced diet from a range of plant species throughout their active foraging season, which lasts from early spring until late autumn (Trinity College Campus 2017). Isolated and fragmented sites which are adjacent to the route of the Proposed Scheme include: Loughlinstown Woods pNHA, St. Stephen's Green, Iveagh Gardens, Leeson Park, Herbert Park, Elm Park, UCD, Kilbogget Park, Deerpark, Shanganagh Park and Cabinteely Park. These other invertebrate species favour species-rich semi-natural grasslands and meadows, upland heathland and sand dunes. Habitats within close proximity to the Proposed Scheme which correspond to species requirements include areas of ornamental planting along roadsides, parkland, canals, and gardens. Such habitats are fragmented and highly disturbed and are therefore deemed unsuitable for significant populations of Red listed invertebrates (Biesmeijer et al., 2006; Öckinger et al., 2009). As such, other invertebrates are not considered further in the assessment.'

Mitigation Measures

Section 12.5 of Chapter 12 describes the mitigation and monitoring measures required to reduce / remove the identified potential impacts. These mitigation measures are also replicated in Chapter 22 (Summary of Mitigation & Monitoring Measures) in Volume 2 of the EIAR and the Construction Phase mitigation is further replicated in Appendix A5.1 (Construction Environmental Management Plan) in Volume 4 Part 1 of the EIAR. Proposed mitigation measures for the reduction of impacts as a result of habitat loss and fragmentation during the Construction Phase include the following:

'Where practicable, areas of vegetation including habitats of Local Importance (Higher Value), (i.e., mixed broadleaved woodland (WD1), scattered trees and parkland (WD5), hedgerow (WL1), treeline (WL2) and immature woodland (WS2) habitat types), which lie within the footprint, or along the boundary

of the Proposed Scheme, will be retained. Proposed planting incorporated into the Proposed Scheme will be implemented by the appointed contractor, shown as design mitigation, is listed below and displayed on the Landscaping General Arrangement drawings (BCIDE-JAC-LA-0013_XX_00-DR-LL-9001) in Volume 3 of this EIA. These areas will be protected for the duration of construction works and fenced off at an appropriate distance.

To mitigate loss of habitat, proposed planting incorporated into the Proposed Scheme will be implemented by the appointed contractor listed below. This planting is listed below and displayed on the Landscaping General Arrangement drawings BCIDB-JAC-ENV-LA-0013_XX-DR-LL-0001 in Volume 3 of this EIA:

- 551 trees planted;
- 1,662m of proposed hedgerow;
- 3,942m² of proposed species-rich grassland;
- 1,721m² of proposed ornamental planting;
- 4,153m² of proposed native tree planting; and
- 25,050m² of proposed amenity grassland planting.'

With respect to the potential impact on bats during the Construction Phase, which is the subject of a number of Shankill objections, there are a number of required mitigation measures described (Section 12.5.1.4.1), including:

- Protection of bats during vegetation clearance;
- Pre-construction surveys to identify bat roosts;
- Installation of bat boxes;
- New tree and hedge planting; and
- Measures to reduce the impacts of light.

There are also specific mitigation measures included for badger (Section 12.5.1.4.2), otter (Section 12.5.1.4.3) and other mammals (Section 12.5.1.4.5), including the following measure:

'Where possible, habitats of importance providing refuge / shelter to other protected mammals such as scattered trees and parkland, treeline and hedgerow habitat types, which lie within the footprint, or along the boundary of the Proposed Scheme, that are not directly impacted will be retained. These areas will be protected for the duration of construction works and fenced off at an appropriate distance. Vegetation to be retained is shown on the Landscaping General Arrangement drawings (BCIDB-JAC-LA-0013_XX_00-DR-LL-0001) in Volume 3 of this EIA. Similar to the mitigation for breeding birds, tree removal, particularly where understorey vegetation is abundant will be undertaken outside of the bird nesting season, but as late in the wintering season (e.g., February) so as to give small resting mammals such as hedgehog that might be hibernating a chance at moving.'

Mitigation measures for birds are described in Section 12.5.1.5 with similar mitigation measures described with respect to new and replacement planting and protection of existing vegetation, including the following:

'Where practical, vegetation (e.g., hedgerows, trees, scrub, bankside vegetation and grassland) will not be removed, between the 01 March and the 31 August, to avoid direct impacts on nesting birds.

Where the construction programme does not allow this seasonal restriction to be observed, then these areas will be inspected by a suitably qualified ecologist as engaged by the appointed contractor, for the presence of breeding birds prior to clearance.

Areas found not to contain nests will be cleared within three days of the nest survey, otherwise repeat surveys will be required. Vegetation clearance will not commence where nests are present, works will resume when birds have fledged and nests are no longer in use, or an agreement is reached with the NPWS.'

Following the implementation of the mitigation measures contained in Chapter 12 (and replicated in Chapter 22 and Appendix A5.1), the biodiversity impact assessment concludes with respect to the Construction Phase *'the Proposed Scheme will not result in any significant residual effects above the local scale on the KERs identified (see Table 12.21) on its own, or cumulatively together with other proposed developments'*, with the potential local significant impacts being as a result of the localised impacts on habitats and disturbance / displacement during construction. Following the completion of construction, during the Operational Phase, Chapter 12 states that *'the Proposed Scheme will not result in any significant residual effects on the KERs identified (Table 12.22) on its own, or cumulatively together with other proposed developments'*.

Climate

As outlined above, a number of objections raised the issue of climate impact and carbon emissions, with a particular emphasis in some objections on climate impacts associated with tree loss. Chapter 8 (Climate) in Volume 2 of the EIAR assesses the climate impact of the Construction and Operational Phases of the Proposed Scheme. The methodology for undertaking the climate assessment is described in Section 8.3, with the assessment looking at both the impact of the project on the climate and the vulnerability of the project to climate change as per the guidance from Highways England's (2021) Design Manual for Roads and Bridges (DMRB) LA 114 Climate. The assessment included both the direct Operational Phase carbon emissions from the Proposed Scheme (Section 8.5.2.4), as well as the indirect Operational Phase carbon emissions (Section 8.5.2.5). The assessment concludes that:

'the Proposed Scheme has the potential to reduce CO₂eq emissions equivalent to the removal of approximately 6,030 and 9,140 car trips per weekday from the road network in 2028 and 2043 respectively.'

Specifically in relation to the carbon footprint of the Construction Phase, Section 8.5.1.1 of Chapter 8 (Climate) in Volume 2 of the EIAR states:

'The Proposed Scheme is estimated to result in total Construction Phase CO₂eq emissions of 15,652 tonnes embodied CO₂eq for materials over a 36-month period. The IEMA Guidance (IEMA 2022) states that 'Carbon budgets allow for continuing economic activity, including projects in the built environment, in a controlled manner'. Thus, projects which have a carbon footprint are not necessarily significant provided that the projects are compatible with net zero by 2050 and the full range of mitigation measures are employed to minimize the carbon footprint. Given that the construction of the Proposed Scheme itself will lead to operational GHG emission reductions overall then the Construction Phase should be viewed as compatible with net zero emission targets. Thus, the assessment of significance for the Construction Phase of the Proposed Scheme, taken on its own is deemed to have a minor adverse impact given that the Construction Phase emissions are equivalent to an annualised total of 0.014% of Ireland's non-ETS 2020 target and 0.087% of the 2030 Transport Emission Ceiling. The potential impact to climate due to embodied carbon emissions during the Construction Phase, prior to mitigation, will be Negative, Minor Adverse and Short-Term.'

Specifically with respect to tree and vegetation clearance, the impact of this has been assessed under the heading of 'Land Use Change', with the assessment described in Section 8.3.4.1.2 of Chapter 8 as *'The change in land use associated with the Proposed Scheme, including the felling and planting of trees and vegetation, has been calculated using the methodology outlined in Chapter 4 (Forest Land) of the Intergovernmental Panel on Climate Change (IPCC) Guidelines for National Greenhouse Gas Inventories (IPCC 2006). Land use change is also appropriately assessed using the same methodology'*. During the Construction Phase the impact from land use change is recorded in Section 8.5.1.4 as *'The Construction Phase of the Proposed Scheme is predicted to result in the temporary removal of grassland to facilitate the two construction compounds. However, overall, there will be a Negligible impact on carbon sequestration as a result of the Construction Phase of the Proposed Scheme leading to a Not Significant impact'*, with the Operational Phase impact being described in Section 8.5.2.3 as *'The Operational Phase of the Proposed Scheme will not result in any significant changes to land use. Thus, there will be a negligible impact on carbon sequestration as a result of the Operational Phase of the Proposed Scheme'*.

Air Quality

Chapter 7 (Air Quality) in Volume 2 of the EIAR assesses the impact on air quality of both the Construction and Operational Phases within the study area. The focus is on air quality sensitive receptors which will bound the Proposed Scheme and those along diverted traffic routes within the

study area. Figure 7.1 (Monitoring Locations) in Volume 3 of the EIAR show the locations of air monitoring points along the Proposed Scheme, with four locations shown through the Shankill section of the Proposed Scheme (Sheet 4). The four monitoring locations which informed the air quality assessment were as follows:

- Seaview Park (Reference CBC0013DT005);
- 51 Beechfield Manor (Reference CBC0013DT004);
- Shankill Credit Union (Reference CBC0013DT003); and
- Quinns Road / Shrewsbury Road (Reference CBC0013DT002).

Figures 7.3 to 7.8 in Volume 3 of the EIAR map the nearest receptors and provides a colour coding corresponding to the modelled change in annual mean concentration of NO₂ and particulate matter (PM₁₀ and PM_{2.5}) from traffic during the Construction Phase (Figures 7.6 to 7.8) and Operational Phase (Figures 7.3 to 7.5). For the section of the Proposed Scheme through Shankill (Sheet 4 in each Figure), the significance of the change at the nearest sensitive receptors is negligible for each pollutant during both the Construction and Operational Phases.

With respect to potential dust impacts, Chapter 7 has assessed the potential impacts related to dust during the Construction Phase of the Proposed Scheme. Section 7.2.4.4 of Chapter 7 describes the approach to the Construction Phase assessment undertaken and specifically describes dust as follows: *'The greatest potential impact on air quality during the Construction Phase is from construction dust emissions, PM₁₀/PM_{2.5} emissions and the potential for nuisance dust. Dust is characterised as encompassing PM with a particle size of between 1 micron and 75 microns (1µm to 75µm). Deposition of dust typically occurs in close proximity to the source and with IAQM Guidance (IAQM 2014) defining a maximum impact area of 350m from the dust-generating activity. Sensitivity to dust depends on the duration of the dust deposition, the dust-generating activity, and the nature of the deposit. Therefore, a higher tolerance of dust deposition is likely to be shown if only short periods of dust deposition are expected and the dust-generating activity is either expected to stop or move on'*. The assessment considered the sensitivity to dust soiling with respect to people and property, human health, and ecology; and assessed four major dust-generating activities, namely demolition, earthworks, construction, and track out.

Section 7.4.2.1 describes the impact assessment and conclusions with respect to construction dust. The summary of the assessment states *'In accordance with the EPA Guidelines (EPA 2022) the impacts associated with the Construction Phase dust emissions pre-mitigation are overall Negative, Not Significant and Short-term'*, and provides a summary table (see Table 2.23 below) of the risk of dust impacts in order to inform the need for mitigation.

Table 2.23: Extract from Chapter 7 of EIAR (Table 7.24)

Table 7.24: Summary of Dust Impact Risk Used to Define Site-Specific Mitigation				
Potential Impact	Dust Emission Magnitude			
	Demolition	Earthworks	Construction	Trackout
Dust Soiling	Low Risk	High Risk	High Risk	High Risk
Human Health	Low Risk	Medium Risk	Medium Risk	Medium Risk
Ecological	Low Risk	Medium Risk	Medium Risk	Medium Risk

Section 7.5.1 describes the required Construction Phase mitigation measures, with specific dust mitigation listed as follows:

'In order to minimise dust nuisance impacts, a series of mitigation measures that are applicable to the Construction Phase of the Proposed Scheme will be implemented by the appointed contractor. In summary, the mitigation measures will include:

- *Public roads affected by the Proposed Scheme will be regularly inspected for cleanliness and cleaned as necessary;*
- *Material handling systems and site stockpiling of materials will be designed and laid out to minimise exposure to wind. Water misting or sprays (or similar dust suppression methods) will be used as required if particularly dusty activities associated with the construction contract are necessary during dry or windy periods;*

- *During movement of dust-generating materials both on and off site, trucks will be covered with tarpaulin and before entrance onto public roads, trucks will be checked to ensure the tarpaulins are properly in place; and*
- *The appointed contractor will provide a site hoarding of 2.4m height along noise sensitive boundaries, at a minimum, at the Construction Compounds which will assist in minimising the potential for dust impacts off-site.*

The appointed contractor will keep the effectiveness of the mitigation measures under review and revise them as necessary. In the event of dust nuisance occurring outside the works boundary associated with the Proposed Scheme, movements of materials likely to raise dust will be curtailed and satisfactory procedures implemented to rectify the problem.'

Section 7.6.1 describes the predicted residual impacts following the implementation of the proposed mitigation measures. Specifically with respect to dust it states, '*When the dust minimisation measures detailed in the mitigation section of this Chapter are implemented, fugitive emissions of dust from the site will be insignificant and pose no nuisance at nearby receptors. Thus, there will be no significant residual Construction Phase dust impacts*'.

Noise

Chapter 9 (Noise & Vibration) in Volume 2 of the EIAR assesses the impact as a result of changes to noise and vibration caused by both the Construction and Operational Phases within the study area. The focus is on noise sensitive receptors which will bound the Proposed Scheme and those along diverted traffic routes within the study area. Figure 9.2 (Noise Monitoring Locations) in Volume 3 of the EIAR show the locations of noise monitoring points along the Proposed Scheme, with 15 locations shown through the Shankill section of the Proposed Scheme (Sheet 11 and 12). The 15 monitoring locations which informed the noise assessment are listed in Table 9.4 in Chapter 9 (shown in Table 2.24 below).

Table 2.24: Extract from EIAR Chapter 9 (Biodiversity) (Table 9.4)

Table 9.4: Noise Monitoring Locations – Loughlinstown Roundabout to Bray North (Wilford Roundabout)	
Location	Description of Survey Location
Unattended Monitoring Locations	
CBC0013UNML001 ^{Note 1}	Rear garden of residential property, 5m from façade with direct line of sight to R837 Dublin Road. Located approximately 55m from R837 road and 35m from M11 motorway road edge.
CBC0013UNML002	In front residential garden separated from R837 Dublin Road by wall. Located approximately 7m from R837 road edge and 18m from residential façade.
CBC0013UNML003	In front residential garden, in line with property façade and separated from R119 Dublin Road by wall. Located approximately 6m from R119 road edge.
CBC0013UNML004	In front residential garden, in line with property façade and separated from R119 Dublin Road by wall. Located approximately 12m from R119 road edge.
CBC0013UNML005	In front residential garden separated from R119 Dublin Road by wall. Located approximately 10m from R119 road edge and 5m from residential façade.
Attended Monitoring Locations	
CBC0013ANML011	Green area to northwest Parc na Silla Rise housing estate to west of M11 road, in line with closest facades of properties facing onto M11. Located approximately 40m from M11 road edge.
CBC0013ANML012	On footpath in National School to northwest of R837 Dublin Road / Stonebridge Road junction, in line with façade of school facing onto R837 Dublin Road. Located approximately 25m from R837 Dublin Road.
CBC0013ANML013	In carpark of Church located to northeast of R837 Dublin Road / R119 Shanganagh Road roundabout junction. Located approximately 45m from R837 road edge.
CBC0013ANML014	On footpath at entrance to residential property along cul de sac to west of Shankill Roundabout at R837 Dublin Road / R119 Dublin Road junction. Located approximately 15m from R8237 road edge, Separated from road by short wall running along length of properties overlooking the R837 Dublin Road.
CBC0013ANML015	Grass verge to southwest of R119 Dublin Road / Cherrington Road junction, in line with façade of residential properties facing onto R119 Dublin Road. Located approximately 33m from R119 road edge.
CBC0013ANML016	On footpath to north of R119 Dublin Road / Castle Farm junction, in line with closest residential facades facing onto R119 Dublin Road. Located approximately 15m from R119 Dublin Road.
CBC0013ANML017	Grass verge to south of Beech Road housing estate, in line with residential facades facing onto R119 Dublin Road. Located approximately 30m from R119 road edge.
CBC0013ANML018	Grass area 110m to southeast of R119 Dublin Road / Crinken Lane junction. Located in line with façade of residential property facing onto R119 Dublin Road. Located approximately 30m from R119 road edge, separated from R119 by 6ft wall, comparable to residential properties to east of this section of the R119.
CBC0013ANML019	On footpath in line with façade of Crinken Church facing into R119 Dublin Road. Located approximately 30m from R119 road edge.
CBC0013ANML020	In carpark of a Secondary School, 175m to northwest of R119 Dublin Road / M11 slip road. Located approximately 10m from R119 road edge.
Note 1: An attended noise survey was also undertaken at CBC0013UNML001, logged for a period of three-hours in the front garden of the property. The three-hour survey results are summarised in Table 9.22.	

Figure 9.3 in Volume 3 of the EIAR maps the potential noise impacts associated with the predicted Construction Phase traffic, with the section through Shankill (Sheet 6 and 7) mapped with an impact significance rating ranging between Slight-Moderate (between Loughlinstown Roundabout and the St. Anne's Church junction, and Not Significant to Imperceptible / Positive between the St. Anne's Church junction and the Wilford Junction. Figures 9.4 and 9.5 in Volume 3 of the EIAR map the potential impact significance of traffic noise in the Opening Year (2028) and the Design Year (2043) respectively, with the modelling for the Opening Year giving an impact significance rating of Not Significant to Imperceptible / Positive through Shankill. The modelled impact improves in places in the Design Year modelling to Imperceptible / Positive through the whole section.

Aside from construction traffic, Construction Phase noise from the works has also been assessed in Section 9.4.3.2 of Chapter 9, which describes the potential temporary impacts associated with general road works; road widening, upgrade and utility diversion works; landscaping; boundary treatments; piling; retaining walls; and additional structural works. These impacts will be greatest at the nearest sensitive receptors, with the potential impacts reducing the further the receptor is from the noise source.

Construction noise mitigation measures are set out in Section 9.5 in Chapter 9 and are also summarised in Chapter 22 (Summary of Mitigation & Monitoring Measures) in Volume 2 of the EIAR and in Appendix 5.1 (Construction Environmental Management Plan) in Volume 4, Part 1 of 4 of the EIAR.

During the Construction Phase, Section 9.5.1.1 states that:

'The appointed contractor will be required to take specific noise abatement measures to the extent required and comply with the recommendations of BS 5228-1 (BSI 2014a) and S.I. No. 241/2006 - European Communities (Noise Emissions by Equipment for Use Outdoors) (Amendment) Regulations 2006.' It also states that *'During the Construction Phase, the appointed contractor will be required to*

manage the works to comply with the limits detailed in Section 9.2.4.1 using methods outlined in BS 5228–1 (BSI 2014a)'.

Section 9.5.1.1 also states that:

'BS 5228–1 includes guidance on several aspects of construction site practices, which include, but are not limited to:

- Selection of quiet plant;*
- Control of noise sources;*
- Screening;*
- Hours of work;*
- Liaison with the public; and*
- Monitoring.'*

Specifically, Section 9.5.1.1. states that:

'The appointed contractor will put in place the most appropriate noise control measures depending on the level of noise reduction required at individual working areas (i.e. based on the construction threshold values for noise and vibration set out in Table 9.9: and Table 9.12).' [Note - Table 9.9 of Section 9.2.4.1 of EIAR Chapter 9 (Noise and Vibration) sets out the Construction Noise Threshold (CNT) Levels for the Proposed Scheme and Table 9.12 of Section 9.2.4.1 of Chapter 9 sets out the recommended construction vibration thresholds for buildings].

Section 9.5.1.1.4 in Chapter 9 (Noise and Vibration) in Volume 2 of the EIAR sets out the proposed working hours and states:

'It is envisaged that generally construction working hours will be between 07:00hrs and 23:00hrs on weekdays, and between 08:00hrs and 16.30hrs on Saturdays. Night-time and Sunday working will be required during certain periods to facilitate street works that cannot be undertaken under daytime / evening time conditions.'

However, the contractor will also have to take account of sensitive receptors (in particular any nearby residential areas). Section 9.5.1.1.4 goes on to state:

'The planning of such works will take consideration of sensitive receptors, in particular any nearby residential areas. Construction activities will be scheduled in a manner that reflects the location of the site and the nature of neighbouring properties. Construction activities / plant items will be considered with respect to their potential to exceed construction noise thresholds at NSLs and will be scheduled according to their noise level, proximity to sensitive locations and possible options for noise control. In situations where an activity with potential for exceedance of construction noise thresholds is scheduled (e.g. road widening and utility diversions or activities with similar noise levels identified in Table 9.46), other construction activities will be scheduled to not result in significant cumulative noise level.'

Section 9.6.1 of Chapter 9 summarises the residual Construction Phase impacts as follows:

'Given the linear nature of the works, noise emissions related to construction works will be of a temporary nature at any one area as the works progress along the length of the Proposed Scheme. The application of the proposed noise thresholds and restricted hours of operation, along with the implementation of appropriate noise control measures, will ensure that noise impact is controlled within acceptable limit values.

During the Construction Phase of the Proposed Scheme, noise levels at properties closest to working areas will be temporarily increased. The most appropriate noise mitigation measures for each work area will be determined taking account of the various control measures included within Section 9.5.1.1, and the CEMP in Appendix A5.1 in Volume 4 of the EIAR and Chapter 5 (Construction). The various mitigation measures will be selected in order to control CNLs to within the limit values included in Table 9.8 as far as practicable.

Once the various mitigation measures are put in place, noise impacts associated with the Construction Phase will be Negative, Not Significant to Moderate and Temporary during all key Construction Phases during daytime periods.'

Section 9.6.2 of Chapter 9 summarises the residual Operational Phase impacts as follows:

'The Proposed Scheme aligns with the policy objectives of The Dublin Agglomeration NAP 2018 – 2023 (DCC; FCC; SDCC; DLRCC 2018) to reduce traffic noise exposure to populations across the city through the incorporation of improved public transport, increasing bus, train and bicycle journeys and the replacement of diesel fleet to electric and natural gas fleet. The results of the noise assessment for the Operational Phase confirms that with the introduction of the various measures included as part of the Proposed Scheme, a reduction in traffic noise can be achieved along the Proposed Scheme where highest existing traffic noise levels are experienced. The various design measures associated with the Proposed Scheme also align with the various intervention measures recommended within the WHO Environmental Noise Guidelines (WHO 2018) to reduce traffic noise exposure across populations.'

There are no significant residual Operational Phase noise or vibration impacts associated with the Proposed Scheme, whilst meeting the scheme objectives set out in Chapter 1 (Introduction).'

Landscape & Visual

Chapter 17 (Landscape (Townscape) & Visual) in Volume 2 of the EIAR assesses the potential landscape and visual impacts of the Proposed Scheme during both the Construction and Operational Phases. The assessment considers the impact on the overall character of the study area, the impacts on streetscape elements and visual impacts.

Section 17.4.3.1.3 of Chapter 17 describes the Construction Phase impact on townscape and streetscape character through the Shankill section of the Proposed Scheme as follows:

'The baseline townscape is of very high sensitivity and construction of the Proposed Scheme will involve very substantial works along the road corridor. The Construction Phase involves demolition, excavation and construction works to kerbs, road carriageways, footpaths, junctions, surfacing and parking, utilities, and drainage features. The works will also involve long sections of temporary and permanent acquisition from Loughlinstown Roundabout to north of Shankill Village and from south of Shankill Village to Wilford Roundabout. This acquisition and associated works will give rise to substantial disruption, removal of existing boundaries, including established and historic stone walls, tree planting, and planting belts at a range of properties including residential, community / institutional, agricultural, public park and cemetery. The works will involve land acquisition from several residential properties, including established parkland properties such as Askefield House, Beauchamp House and Woodbrook House, which have attractive boundaries / stone walls and planted boundaries with the road corridor. Impact on the residential properties will remove sections of existing boundary walls and entrances, sections of driveway and established trees and hedgerows.'

The construction works will alter the existing streetscape character along this section of the Proposed Scheme. The magnitude of change in the baseline environment will be very high.

The potential townscape / streetscape effect of the Construction Phase on this section is assessed to be Negative, Very Significant / Profound and Temporary / Short-Term.'

Section 17.4.4.1.3 of Chapter 17 describes the Operational Phase impact on townscape and streetscape character through that same section as follows:

'The baseline townscape is of very high sensitivity and operation of the Proposed Scheme will involve very substantial changes along this section, with widening of the road corridor, permanent acquisition from 23 residential properties as well from Rathmichael parish National School, St. Anne's Church, and Shanganagh Park and Cemetery, with resultant setback of boundaries and continuing effects from loss of mature trees / plantings removed during the Construction Phase. However, there will be provision of substantial replacement planting to consolidate the boundaries and woodland edges throughout this section. Screening planting will be restored to the boundaries of all impacted residential properties. Over the long-term there will be a reduction of the negative effects associated with removal of trees and other vegetation. The Operational Phase will not alter the existing townscape character, but will substantially alter the local streetscape amenity across much of this section of the Proposed Scheme. The magnitude of change in the baseline environment will be very high.'

The potential townscape / streetscape effect of the Operational Phase on this section is assessed to be Negative, Very Significant and Short-Term, becoming Negative, Moderate and Long-Term.'

Chapter 17 also considered impacts on specific streetscape elements including trees and vegetation. It assesses the impact on Tree Preservation Orders and Objectives. No trees subject to a Tree Preservation Order will be significantly impacted by construction or operation of the Proposed Scheme, however there will be impacts on Tree Preservation Objective as described in Section 17.4.3.2.6 of Chapter 17:

'Construction works will require the removal of trees subject to tree preservation objectives at Thingwall (Dublin Road), Woodbank (Dublin Road), Rathmichael Parish National School (Dublin Road), St. Anne's House (Dublin Road), Shanganagh Park and Cemetery, Woodbank Estate and Corke Lodge. The works will result in substantial removal of mature trees from these properties. The sensitivity is very high and the magnitude of change will be very high.'

The potential townscape / streetscape and visual impact of the Construction Phase on tree preservation objectives is assessed to be Negative, Very Significant and Short-Term.'

Section 17.4.4.2.6 of Chapter 17 describes how the impact will be reduced over time as new planting becomes established:

'Operation of the Proposed Scheme will not impact further on tree protection designations, however, the effects resulting from loss of trees removed during the Construction Phase will remain. Replacement trees are proposed where feasible and the negative effects will be reduced over the long-term as the proposed replacement trees mature. The sensitivity is very high and the magnitude of change will be high.'

The potential townscape / streetscape and visual impact of the Operation Phase on tree designations is assessed to be Negative, Very Significant and Short-Term, becoming Negative, Significant and Long-Term.'

Chapter 17 also assesses the general impact on trees and vegetation along the Proposed Scheme during both the Construction and Operational Phases of the Proposed Scheme. Section 17.5 of Chapter 17 outlines the mitigation required in order to reduce the impacts as far as reasonably practicable. With respect to trees and vegetation, the mitigation is restated below.

'Trees and vegetation to be retained within and adjoining the works area will be protected in accordance with the British Standard Institution (BSI) British Standard (BS) 5837:2012 Trees in relation to in relation to design, demolition and construction - Recommendations (BSI 2012). Works required within the root protection area (RPA) of trees to be retained will follow a project specific arboricultural methodology for such works, which will be prepared by a professional qualified arborist.'

'Wherever practicable, trees and vegetation will be retained within the Proposed Scheme. Trees and vegetation identified for removal will be removed in accordance with BS 3998:2010 Tree Work – Recommendations (BSI 2010) and best arboricultural practices as detailed and monitored by a professional qualified arborist.'

'The Arboricultural Assessment prepared for the Proposed Scheme will be fully updated by the appointed contractor at the end of the Construction Phase and made available, with any recommendations for ongoing monitoring of retained trees during the Operational Phase.'

As summarised in Table 17.9 of Chapter 17, the Construction Phase impact on trees and vegetation is predicted to be Negative, Very Significant, Short-Term. As summarised in Table 17.10 in Chapter 17, following the establishment of the proposed landscape measures (15 years post-construction), the impact on trees and vegetation will have reduced to Negative, Moderate / Significant, Long-Term.

2.3.3.12 Impact to Green Amenity Areas

Summary of issue raised

A number of objections raised concerns regarding the impacts to green amenity areas in Shankill.

Response to issue raised

The Proposed Scheme has been designed to deliver upon the Proposed Scheme objectives set out in Chapter 1 (Introduction) in Volume 2 of the EIAR, which include enhancement of the potential for cycling by providing safe infrastructure for cycling. In some areas, land acquisition is required to deliver what has been determined to be the most appropriate design configuration that meets these objectives. All areas included in the CPO have been carefully considered and only included where deemed absolutely necessary to meet the Proposed Scheme objectives and to construct the Proposed Scheme with permanent and temporary acquisitions respectively.

Chapter 17 (Landscape (Townscape) & Visual) in Volume 2 of the EIAR assesses the visual impact of the Proposed Scheme during both the Construction and Operational Phases. With respect to Section 3 (Loughlinstown Roundabout to Bray North (Wilford Roundabout) of the Proposed Scheme, Section 17.4.4.1.3 describes the impact on townscape and streetscape character, stating the following:

'The baseline townscape is of very high sensitivity and operation of the Proposed Scheme will involve very substantial changes along this section, with widening of the road corridor, permanent acquisition from 23 residential properties as well from Rathmichael parish National School, St. Anne's Church, and Shanganagh Park and Cemetery, with resultant setback of boundaries and continuing effects from loss of mature trees / plantings removed during the Construction Phase. However, there will be provision of substantial replacement planting to consolidate the boundaries and woodland edges throughout this section. Screening planting will be restored to the boundaries of all impacted residential properties.'

It goes on to rate the impact significance as follows:

'Over the long-term there will be a reduction of the negative effects associated with removal of trees and other vegetation. The Operational Phase will not alter the existing townscape character, but will substantially alter the local streetscape amenity across much of this section of the Proposed Scheme. The magnitude of change in the baseline environment will be very high.'

'The potential townscape / streetscape effect of the Operational Phase on this section is assessed to be Negative, Very Significant and Short-Term, becoming Negative, Moderate and Long-Term.'

2.3.3.13 Impact to Shankill Village & Community

Summary of issue raised

Some objections commented that the Proposed Scheme will negatively impact the local community, transforming the corridor and causing detachment within the community, jeopardising the thriving community.

Other objections commented that the Proposed Scheme will impact the social, economic, and environmental fabric of the local community, and limit improvements to public realm.

Several objections raised concern that the Proposed Scheme will mean Shankill will no longer feel like a village.

Another commented that the Proposed Scheme prioritises commuters through Shankill rather than the residents who live there.

Response to issue raised

Chapter 10 (Population) in Volume 2 of the EIAR describes the community impact of the Proposed Scheme. The methodology for the assessment of community impacts is described in Section 10.2.4.1 of Chapter 10, where the assessment considered the potential for impacts on community amenity ('the perceived character or attractiveness of an area'), and community land use and accessibility (land take on community receptors, and the ability of users to access community facilities and residential properties). The study area for the community assessment is based on "community areas", based on the CSO 2016 parish boundaries. All such areas within are intersected by, or adjacent to, the Proposed Scheme were included in the community impact assessment. These community areas are shown in Figure 10.1 in Volume 3 of the EIAR, with the section of the Proposed Scheme between Loughlinstown Roundabout and the Wilford Roundabout being in Shankill and Little Bray community areas.

Section 10.4.4.1.2 of Chapter 10 describes the Operational Phase impacts as a result of changes to community land use and accessibility. Table 10.15 (refer to Table 2.25 below) summarises all

Operational Phase impacts for the Proposed Scheme, with the community assessment impacts identified as follows for both Shankill and Little Bray community areas:

- Community amenity – Negative, Not Significant and Short-Term;
- Community land take – Negative, Not Significant to Slight and Long-Term; and
- Community accessibility:
 - Pedestrians – Positive, Moderate to Very Significant and Long-Term;
 - Cyclists – Not Significant to Positive, Moderate and Long-Term;
 - Bus users – Positive, Moderate to Profound and Long-Term; and
 - Private vehicles – Positive, Moderate and Long-Term.

Table 2.25: Extract from Chapter 10 (Population) (Table 10.15)

Table 10.15: Summary of Operational Phase Significant Residual Impacts		
Assessment Topic	Predicted Impact (Residual Impacts) for Community Areas	Significant Residual Impact (Receptor Specific)
Community Assessment		
Community amenity	Negative, Not Significant and Short-Term – University (Newman) Church, Haddington Road, Rathmines, Donnybrook, Merrion Road, Booterstown, Mount Merrion, Kilmacud – Stillorgan, Foxrock, Cabinteely, Ballybrack – Killiney, Loughlinstown, Shankill and Little Bray Neutral and Short-Term – Westland Row, Blackrock, Newtownpark, Johnstown – Killiney and Bray	N/A
Community land take	Negative, Not Significant to Slight and Long-Term – Donnybrook, Booterstown, Mount Merrion, Kilmacud – Stillorgan, Foxrock, Cabinteely, Ballybrack – Killiney, Shankill and Little Bray.	Negative, Significant and Long-Term – 5, 6, 7 Dublin Road; Crinken Lodge; 1 Aughmore Lane; Beauchamp Lodge; and 4 Beech Road Negative, Moderate and Long-Term – Side Lodge, Woodbrook (this would change to Negative, Profound and Long-Term if replacement property is not rebuilt)
Community accessibility	<p><u>Pedestrians</u> Positive, Moderate to Very Significant and Long-Term – University (Newman) Church, Haddington Road, Rathmines, Donnybrook, Merrion Road, Booterstown, Mount Merrion, Kilmacud – Stillorgan, Foxrock, Cabinteely, Ballybrack – Killiney, Loughlinstown, Shankill and Little Bray. Neutral and Long-Term – Westland Row, Blackrock, Newtownpark, Johnstown – Killiney and Bray.</p> <p><u>Cyclists</u> Not Significant to Positive, Moderate and Long-term – University (Newman) Church, Haddington Road, Rathmines, Donnybrook, Merrion Road, Booterstown, Mount Merrion, Kilmacud – Stillorgan, Foxrock, Cabinteely, Ballybrack – Killiney, Loughlinstown, Shankill and Little Bray. Neutral and Long-Term – Westland Row, Blackrock, Newtownpark, Johnstown – Killiney and Bray.</p> <p><u>Bus Users</u> Positive, Moderate to Profound and Long-Term – University (Newman) Church, Haddington Road, Rathmines, Donnybrook, Merrion Road, Booterstown, Mount Merrion, Kilmacud – Stillorgan, Foxrock, Cabinteely, Ballybrack – Killiney, Loughlinstown, Shankill and Little Bray. Positive, Slight and Long-term – Westland Row, Blackrock, Newtownpark, Johnstown – Killiney and Bray.</p> <p><u>Private Vehicles</u> Positive, Moderate and Long-Term – University (Newman) Church, Haddington Road, Rathmines, Donnybrook, Merrion Road, Booterstown, Mount Merrion, Kilmacud – Stillorgan, Foxrock, Cabinteely, Ballybrack – Killiney, Loughlinstown, Shankill and Little Bray. Negative, Slight and Long-Term – Westland Row, Blackrock, Newtownpark, Johnstown – Killiney and Bray.</p>	

Appendix A10.2 (The Economic Impact of the Core Bus Corridors) in Volume 4 Part 3 of the EIAR describes the economic impact assessment carried out for all 12 of the Core Bus Corridors which form part of the wider Dublin BusConnects Core Bus Corridors Project. The leading sentence in the Executive Summary of that report states, ‘*The evidence suggests the infrastructure work will improve the public realm along the routes with positive impacts on businesses and individuals along the corridors*’. The Executive Summary goes on to state that ‘*Whilst there are a number of potential negative impacts, the majority of the evidence suggests the net impact will be positive*’, summarising all of the areas assessed in the report, listing the below items as experiencing positive effects:

- Under the “Local Businesses” heading:
 - Commerce; and

- Car parking.
- Under the “Public Realm” heading:
 - Improved public realm; and
 - Improved outputs.
- Under the “Health and wellbeing” heading:
 - Walking and cycling;
 - Health; and
 - Productivity.
- Under the “Social cohesion” heading:
 - Improved transport;
 - Better jobs;
 - Better access; and
 - Reduced crime.
- Under the “Adapting to the future” heading:
 - Sustainability;
 - Shopping close to home; and
 - Working from home.

The case studies and evidence gathered within the report, as well as the assessment described within Chapter 10 suggest generally positive community impacts for Shankill following completion of the Construction Phase.

2.3.3.14 Changes to Working Patterns

Summary of issue raised

A number of objections noted that there has been a significant shift in work and learning patterns towards a more hybrid setting since the pandemic. Concerns were raised that these changes have not been taken into consideration within the plans.

Response to issue raised

The following is noted in Section 2.1 of Chapter 2 of the EIAR, in relation to the effect of COVID-19:

‘The COVID-19 pandemic brought about a short-term change in travel patterns in the Greater Dublin Area (which led, for example, to fewer people using public transport and more people working from home). Travel demand and patterns of travel have now started to return to pre-pandemic levels and are anticipated to grow in line with population growth. The impacts on travel demand and patterns of travel are still dependent on the quality of the transport system, in particular the reliability of a bus service that is not constrained by general traffic congestion.’

Section 2.1 of Chapter 2 describes the need for investment in sustainable infrastructure, stating that:

‘Private car dependence has resulted in significant congestion that has impacted on quality of life, the urban environment and road safety. The population of the Greater Dublin Area (GDA) is projected to rise by 25% by 2040 (National Planning Framework, 2018), reaching almost 1.5 million. This growth in population will increase demand for travel necessitating improved sustainable transport options to facilitate this growth.

Without intervention, traffic congestion will lead to longer and less reliable bus journeys throughout the region and will affect the quality of people’s lives. The Proposed Scheme is needed in order to enable and deliver efficient, safe, and integrated sustainable transport movement along the corridor through the provision of enhanced walking, cycling and bus infrastructure on this key access corridor in the Dublin region.’

Section 3.2.2 of Chapter 3 of Volume 2 of the EIAR, in relation to the effect of COVID-19 states:

‘The most recent published figures for 2022 have shown that public transport passenger numbers are largely recovered to pre-pandemic levels. The figures presented that across the public transport network are 98% of prepandemic levels. Specifically, Dublin city area bus services carried 12.7m in November 2022, compared to 12.9m in November 2019 representing a 99% recovery.

In summary it is considered that the short-term changes to travel patterns caused by the Covid-19 pandemic does not impact on the objectives of the scheme to reduce car dependency in the Greater Dublin Area and remains particularly relevant in light of anticipated population growth into the future.

2.3.3.15 Public Consultation

Summary of issue raised

A number of objections requested further community engagement and consultation and that the proposals should be in collaboration with the community, ensuring their needs and preferences are considered.

An objection raised concern that there is a lack of consideration for public and community consultation into the route selection which is contradictory to the Aarhus Convention.

Response to issue raised

As noted in Section 1.6.1 of Chapter 1 (Introduction) in Volume 2 of the EIAR:

'Public participation has been an integral part of the iterative development of the Proposed Scheme from the outset. Pre-application public consultation was carried out, in three phases (one in relation to Emerging Preferred Route (EPR) consultation and two in relation to the Preferred Route Option (PRO) consultation), to inform the public and stakeholders of the development of the Proposed Scheme from an early stage and to seek feedback and participation throughout its development. The BusConnects Infrastructure team has undertaken a comprehensive consultation and engagement process with stakeholders, landowners and members of the public throughout the development of the Proposed Scheme.

The primary objective of the non-statutory public consultation process was and is to provide opportunities for members of the public and interested stakeholders to contribute to the planning and design of the Proposed Scheme and to inform the development process. Public participation in the planning and design of the Proposed Scheme was encouraged from an early stage through on-the-ground engagement and information and media campaigns.

The early involvement of the public and stakeholders ensured the views of various groups, individuals and stakeholders were taken into consideration throughout the development of the Proposed Scheme and in the preparation of this EIAR.

The non-statutory consultation process assisted in:

- *The establishment of a sufficiently robust environmental baseline for the Proposed Scheme and its surroundings;*
- *The identification, early in the process, of specific concerns and issues relating to the Proposed Scheme so that they could be appropriately accounted for in the design and assessment scope; and*
- *Ensuring the appropriate involvement of the public and stakeholders in the assessment and design process.*

The consultation process involved engagement from:

- *Emerging Preferred Route (EPR) Option Consultation; and*
- *Preferred Route Option (PRO) Consultations.*

More specific information relating to the pre-application phases of public consultation, issues which emerged and the manner in which they informed the iterative development of the Proposed Scheme are outlined in the sections which follow.'

In terms of adherence to the Aarhus Convention, Ireland ratified the Aarhus Convention in June 2012 and it entered into force in Ireland in September 2012. Prior to that ratification, Ireland had to ensure that all the provisions of the Convention were implemented in national law, which took a number of years, and involved over 60 pieces of legislation.

Accordingly, Ireland's obligations under the Aarhus Convention have been fully incorporated into Irish legislation and include rights of access to information on the environment, rights of participation in planning determinations, rights of access to adequate review procedures and various other rights.

These are now statutory provisions, which are binding on all applicable parties.

In relation to transport infrastructure projects, the applicable statutory provisions are set out in the relevant planning and transport legislation, which include requiring major projects to seek planning consent from An Bord Pleanála. Those application processes for large infrastructure schemes provide for a statutory process requiring the making available for public review all of the applicable information set out in the legislation and permitting the making of submissions in relation to the proposals to the determining body, being An Bord Pleanála.

Thereafter, the legislation provides for the holding of an Oral Hearing, enabling direct public engagement and participation in the decision-making process.

As part of the scheme development stage, various non-statutory public consultation processes have been undertaken. These processes are in excess of the requirements of the Aarhus Convention, whose obligations are already enshrined in Irish legislation including “statutory public consultations” which is the stage that the project has now reached.

In May 2017 the NTA launched the BusConnects Programme and then in June 2018 published the Core Bus Corridors Project Report. The report was a discussion document outlining proposals for the delivery of Core Bus Corridor Routes across Dublin.

Since the commencement of the non-statutory period of the CBC Infrastructure Works, there has been a total of three rounds of non-statutory public consultation.

The term “non-statutory” is used to describe the public consultation which occurred from [2018 to 2022] because this consultation process with the public and interested stakeholders was undertaken by the NTA on a voluntary basis and was not required by law. The purpose of this process was to inform the public and stakeholders of the evolution of the proposal from an early stage and to seek feedback on the design proposals.

This is in contrast with the statutory consultation period which ran from 15 August 2023 to 10 October 2023 during which an opportunity was provided to members of the public, as well as certain prescribed bodies to make submissions to An Bord Pleanála in accordance with section 51 of the Roads Act 1993 (as amended).

Full details of the consultation undertaken as part of the Proposed Scheme is presented in The Public Consultation Report 2018 (Parts 1 and 2), included as Supplementary Information to the EIAR.

First Round of Non-Statutory Public Consultation – The first round of non-statutory public consultation on the Emerging Preferred Route Options was from November 2018 until March 2019 divided into three phases. The reason it was divided into three phases was primarily due to the fact that the BusConnects Infrastructure team carried out all aspects of the first round without external design service providers having been appointed at that stage. Moreover, the BusConnects Infrastructure team sought to gain maximum engagement from the public from the commencement of the CBC Infrastructure Works to raise awareness, establish relationships and gain immediate insight and knowledge of the issues at an early stage.

It was also important that at the start of the non-statutory consultation that considerable time and resources were dedicated by the BusConnects Infrastructure team to initiate contact with potential impacted properties. Each of the potentially impacted property owners were offered the opportunity to meet with members of the BusConnects Infrastructure team on a one-to-one basis which meant a significant amount of resources had to be dedicated to this process.

Second Round of Non-Statutory Public Consultation – The non-statutory public consultation for the Preferred Route Options ran from March 2020 to April 2020 as Ireland entered the first lockdown due to the Covid-19 pandemic. The consultation continued in deference to the number of online submissions received during this period. A number of public facing elements of the consultation were cancelled in line with Government health guidelines, however, all other elements of the consultation including online versions of the brochures, supporting documentation were available. Other communication tools including the Freephone, email and digital aspects remained active for submissions to be received.

Third Round of Non-Statutory Public Consultation – This round of non-statutory public consultation for the Preferred Route Options from November 2020 to December 2020 was added due to the disruption caused to the second-round consultation process. It was important that further engagement

was facilitated to communicate design development changes prior to concluding the determination of the Preferred Route Options. Methods had emerged whereby traditional public information events could be replaced by virtual online alternatives to offset the restrictions that continued associated with the Covid-19 Pandemic. Accordingly, all elements of the public consultation and stakeholder engagement were conducted virtually or online in line with the Government health guidelines.

The Public Consultation Report (Parts 1 and 2) includes further information on the three rounds of Non-Statutory Public Consultation outlined above. It also includes details related to the Public Consultation Events, Community Forum Meetings, and Residents Groups Meetings that occurred as part of the consultation process for the Proposed Scheme.

Individual public consultation brochures are provided under Appendix N, O and P of the Preferred Route Options Report part of the Supplementary Information.

Individual consultation reports are provided as Appendix B and C of the Preferred Route Options Report part of the Supplementary Information

- First Round of Non-Statutory Public Consultation Report
- Second and Third Round of Non-Statutory Public Consultation Report

Non-statutory property referencing letters - In March-April 2023 a non-statutory property referencing letters were posted to the impacted landowners through registered post to confirm their interest in the property. During this period NTA had communication with the impacted landowners.

Statutory round of public consultation -As part of the statutory public consultation in addition to the notices required by statute to be published in the newspaper, public notices were also placed at 176 locations along the route of the Proposed Scheme so as to ensure that members of the public in the area who may not have noticed the statutory newspaper notice or whose lands were not being acquired and so were not part of the CPO process were informed of the Proposed Scheme.

The National Transport Authority (NTA) has applied under section 51(2) of the Roads Act 1993 (as amended) to An Bord Pleanála for approval in relation to a proposed road development consisting of the construction of the Bray to City Centre Core Bus Corridor Scheme. The application was made to An Bord Pleanála on the 4th of August 2023. An application for confirmation of the associated Compulsory Purchase Order under Section 76 of, and the Third Schedule to, the Housing Act 1966 (as amended) was submitted to An Bord Pleanála on the 11th of August 2023. Impacted landowners were served CPO Statutory Notice on 10th August through registered post.

A 12 weeks statutory consultation period was allowed for relevant stakeholders for queries/ concerns both written (email/ letter) and telephonic conversation with the NTA, from the period 15th August 2023 until 10th October 2023. During this period NTA had communication with the impacted landowners. The landowners were advised that any objection to the Compulsory Purchase Order should be made in writing to An Bord Pleanála (Strategic Infrastructure Division), 64 Marlborough Street, Dublin 1, D01 V902, must reach the said Board before 5.30pm on October 10th 2023 and encouraged all parties to ensure that, if they so wish, that they make a submission/observation to An Bord Pleanála.

As stated in Section 3.3 of Chapter 3 (Reasonable Alternatives) in Volume 2 of the EIAR, the development and finalisation of Preferred Route Option *'Informed by feedback from the overall public consultation process, continuing stakeholder engagement and the availability of additional design information'*.

Section 3.4.2.3 of Chapter 3 (Reasonable Alternatives) in Volume 2 of the EIAR, in relation to key changes to Section 3 (Loughlinstown Roundabout to Bray North (Wilford Roundabout)) following the Draft Preferred Route Consultation (March 2020), states:

'Key changes for the Proposed Scheme implemented in the design of the draft Preferred Route Option for Section 3 include:

- *From the Dublin Road / Stonebridge Road Junction north to the Loughlinstown Roundabout, the necessary widening is entirely to the west of the carriageway to minimise impact to properties and trees;*
- *South of the Shankill Main Street, the design was revised to move the northbound Signal Control Priority from Quinn's Road / Cherrington Drive Junction to a new location between*

Cherrington Drive and Castle Farm. The design was further developed after the draft Preferred Route Option for provision of right-turning lane at Olcovar and signalisation of Olcovar Junction;

- *The proposal to introduce a lower speed limit of 30km/h through the village (from Olcovar Junction to St. Anne's Church) helping to reduce speed of through traffic and improve safety;*
- *At Shanganagh Park and Cemetery, the design was further developed to move both northbound and southbound cycle track into the Shanganagh Park and along the Shanganagh Cemetery boundary along with the southbound footpath, which allowed protection of the roadside trees in front of Shanganagh Park and Shanganagh Cemetery in addition to reduced impact on the Shanganagh Park play area. The design was co-ordinated and integrated with the Shanganagh Park Masterplan;*
- *The route alignment was further developed taking into consideration other third-party developments, refined bus stops and bus priority provisions for the section of the route that runs from Shankill Village and Wilford Junction;*
- *Signal Controlled Bus Priority was applied for northbound buses from Wilford Roundabout to near Woodbrook College to enable a reduction in impact on properties and significant mature trees immediately north of the junction by locally shortening the bus lane extents here. In this section widening has been provided in the east side; and*
- *Inclusion and further development of new junctions at proposed and approved housing development sites south of Shankill at Shanganagh Castle and Woodbrook Strategic Housing Development and associated bus stops.'*

Section 3.4.3 of Chapter 3 (Reasonable Alternatives) in Volume 2 of the EIAR, notes the key changes to the scheme following the updated Draft Preferred Route Consultation (November 2020). Extracts in relation to the Shankill Community area state:

- *'The design has been co-ordinated with proposed entrances for recently approved housing developments at Shanganagh Castle and Woodbrook. These developments have been considered when assessing the most appropriate local alignment, bus priority and bus stops while taking into consideration retention of significant mature trees. The junction with the proposed Woodbrook Strategic Housing Development was further developed after the draft Preferred Route Option;*
- *The layout of the proposed St. Anne's Church Junction (Corbawn Lane) was reviewed and revised through a number of iterations to take on board public concerns around traffic movement. The junction is proposed to be signalised as part of the Proposed Scheme;*
- *South of the Shankill Main Street, the design was revised to move the northbound Signal Control Priority from Quinn's Road / Cherrington Drive Junction to a new location at Olcovar Junction to reduce impact on properties and trees. It also includes provision for a right-turning lane at, and signalisation of, the Olcovar Junction;*

Rebuilding of the Woodbrook Side Lodge residential property at a new location east of its current location at the southern end of the Woodbrook estate, following its demolition to accommodate the road widening in North Bray is included as part of the Proposed Scheme;'

2.3.3.16 Impact to Health & Wellbeing

Summary of issue raised

Some objections raised concerns regarding the impact to the physical and mental wellbeing of residents as a result of the changes made within the local area.

Others raised concerns regarding the lack of social improvements within the Scheme.

Response to issue raised

With respect to potential health impact, Chapter 11 (Human Health) of Volume 2 of the EIAR provides an assessment of the potential impact of the Proposed Scheme during both the Construction Phase and the Operational Phase. In particular, Section 11.4.4 of the Chapter covers the potential health

impacts of the Proposed Scheme once in place and fully operational. The Operational Phase health impacts are summarised in Section 11.4.4.9 (Table 11.7).

Chapter 11 (Human Health) of Volume 2 of the EIAR provides an assessment of the potential human health impact of the Proposed Scheme during both the Construction Phase (Section 11.4.3) and the Operational Phase (Section 11.4.4). Section 11.1 (Introduction) states that *'This assessment has been carried out according to best practice and guidelines relating to human health, and in the context of similar large-scale transport infrastructural projects'*, with the Chapter going on to state in Section 11.2.4.2 that:

'The characteristics of the Proposed Scheme have been considered and the potential pathways between aspects of the construction and operation of the Proposed Scheme and health outcomes (beneficial and adverse) have been mapped out... Due to the nature of impacts on human health, many of these are indirect. The assessment of the Operational Phase of the Proposed Scheme has focused on those potential impacts most likely to be influenced by the Proposed Scheme, namely air quality, noise, community severance, social use of outdoor space, physical activity levels, access and risk of injuries. For the identification of construction impacts, reference has been made to the other environmental topic assessments to identify the aspects of the environment likely to be affected, and then a further consideration has been made as to whether there is a likely pathway between those impacts and human health outcomes.'

The Construction Phase health impacts are summarised in Section 11.4.3.7 (Table 11.7), while the Operational Phase health impacts are summarised in Section 11.4.4.9 (Table 11.8). A description of the mitigation and monitoring measures proposed during both the Construction and Operational Phases are described in Section 11.5 of the Chapter.

Section 11.6 describes the predicted residual impacts after mitigation measures have been incorporated. With respect to Construction Phase residual impacts the Chapter states:

'No significant residual impacts on health are predicted.'

With respect to Operational Phase residual impacts the Chapter states:

'Three issues were assessed as likely to be associated with significant residual impacts on human health, all of which were considered positive.'

Lack of regular physical activity is a leading cause of chronic disease and premature deaths. The Proposed Scheme will improve opportunities and convenience for walking and cycling, which will support many people in the study area in achieving recommended levels of weekly physical activity, for example as part of an active travel commute to work or education. It will also increase safety and the perception of safety for pedestrians and cyclists, who are more vulnerable to injury and mortality from traffic collisions. Furthermore, by redressing the balance between private car-use and other forms of transport, the Proposed Scheme will improve public transport journey times and reliability, as well as introduce greatly improved active travel infrastructure. This will provide for a more equitable transport experience, including for those without access to a car.

The Proposed Scheme is expected to have a significantly positive contribution on health outcomes related to increased physical activity, equitable access to services and improved safety for vulnerable road users.

The significant positive impacts which are expected to arise in the Operational Phase fully align with the relevant objectives of the Proposed Scheme identified in Section 11.1'.

2.3.3.17 Impact to Business

Summary of issue raised

A number of objections raised concerns about the impact of the Proposed Scheme on local businesses.

Response to issue raised

Chapter 10 (Population) in Volume 2 of the EIAR includes an assessment of the impact on commercial properties as a result of land take during both the Construction Phase (Section 10.4.3.2.2.1) and the Operational Phase (Section 10.4.4.2.2.1). The commercial properties which were assessed are listed in the Chapter's Appendix A10.1 (Schedule of Commercial Businesses) in Volume 4 Part 3 of the EIAR.

Table 2.26 below shows an extract from Appendix A10.1 showing businesses in Shankill with ID numbers for reference.

Table 2.26: Extract from Appendix A10.1 (Schedule of Commercial Businesses) showing businesses in Shankill

ID	Name	Address	Business Type
175	Applegreen	Shankill Rd, Shankill, Dublin, D18 N2N1, Ireland	Petrol Station
176	St Anne's Roman Catholic Church	Shanganagh Rd, Shankill, Dublin 18, Ireland	Catholic Church
177	Core Credit Union	Main St, Shankill, Dublin, D18 DY84, Ireland	Credit Union
178	Tesco Express	The Bridge, Main Street, Shankill, Dublin, Ireland	Supermarket
179	The Bridge	Shanganagh, Dublin, Ireland	Offices
180	Gold Fever - Harmonique	Dublin Rd, Shankill, Dublin, D18 YRT7, Ireland	Beauty Salon
181	Andrew's Chinese Takeaway Shankill	2 Main St, Shankill, Dublin, Ireland	Takeaway
182	Shankill An Post	Violet House, Dublin Rd, Shanganagh, Dublin 18, Ireland	Post Office
183	Gremma	Shanganagh, Dublin, Ireland	Homeware
184	Shankill Pharmacy	Violet House, Main Street, Shankill, Dublin 18, Ireland	Pharmacy
185	Ceira Lambert Hair Consultancy	Violet House, Main St, Shankill, Dublin, Ireland	Hairdresser
186	BoyleSports Bookmakers	Dublin Rd, Shankill, Dublin, D18 XP11, Ireland	Betting Shop
187	Lloyds Pharmacy	Main St, Shankill, Dublin, Ireland	Pharmacy
188	Spar	Shanganagh, Dublin, Ireland	Supermarket
189	Barnardos	Dublin Road R119, Shankill, Dublin, Ireland	Takeaway
190	Paddy Power	Ground Floor, Osprey Court, Shankill, Dublin Road, Ireland	Betting Agency
191	CHAMPS	Dublin Rd, Shankill, Dublin, Ireland	Barber Shop
192	Brady's Shankill	Dublin Road R119, Shankill, Dublin, Ireland	Pub
193	Brady's Wine Store	Dublin Road R119, Shankill, Dublin, Ireland	Off Licence
194	P.M. O'Loughlin Foods	The Barbeque Centre, Dublin Rd, Shankill, Dublin 18, Ireland	Butchers
195	The Shankill Market	BBQ Centre Bray Road 18, Shankill, Dublin, Ireland	Fruit and Vegetable Shop
196	Alteration Rooms	The Barbeque Centre, Old Bray Road, Shankill, Dublin, D18 E6F9, Ireland	Tailor
197	Bakelicious	The Barbeque Centre, Dublin Rd, Shankill, Dublin 18, Ireland	Bakery
198	Shanganagh Marble & Stone Centre	Dublin Road, Opp. Shanganagh Cemetery, Shankill, Dublin, A98 Y642, Ireland	Shop
199	Crinken Church	R119, Dublin Rd, Shankill, Co. Dublin, Ireland	Church
200	Woodbrook College	Dublin Rd, Woodbrook Glen, Bray, Co. Dublin, Ireland	School
201	Windsor Bray Nissan	Dublin Road Dublin Rd, Cork Great, Bray, Co. Dublin, A98 FC96, Ireland	Ca Dealer
202	Circle K Beechwood	Dublin Rd, Cork Great, Bray, Co. Dublin, Ireland	Petrol Station
203	Ferndale Cars	Dublin Rd, Dublin road, Bray, Co. Dublin, A98T044, Ireland	Car Dealer

The businesses in the Shankill Community area were not assessed as being significantly impacted by either the construction or operation of the Proposed Scheme as summarised in the aforementioned sections. The impact of land takes on commercial receptors across the Shankill community area as a whole is considered *Negative, Not Significant to Slight and Short-Term* during the Construction Phase and *Negative, Not Significant and Long-Term* during the Operational Phase.

As per Chapter 10 (Population) Appendix A10.2 (Economic Impact of Core Bus Corridors) in Volume 4 Part 3 of the EIAR, numerous case studies have been done to understand the impact of similar schemes on that of local businesses. It was found in Ireland, that businesses have a tendency to overestimate the impact of cars on their business. For example, a survey undertaken of businesses on Henry Street showed that they perceived 40% of customers arrived by bus whereas the actual percentage was 49%. Another example was businesses perceiving that 6% of customers would walk to Henry Street whereas the actual percentage was 19%.

The conclusion from these studies in Section 2 of this report states:

'Evidence from studies in Ireland and internationally suggest that reductions in the numbers of car journeys to the shops should not lead to a reduction in footfall as traders typically overestimate the importance of cars. Many shoppers are already arriving using sustainable transport options and therefore should be quick to take advantage of new transport options. There may be some disruption to business during the construction phase, however once the new routes are open footfall should return to normal and may in fact rise.'

Additionally, research was undertaken for shoppers of Henry Street and Grafton Street to understand how much was spent in shops by people arriving different modes of transport. On average, it was found that car spending was more per trip. However, due to the frequency of visits by bus, bike and walking, the average spend was higher.

The conclusion for this in Section 2 – The Impact on Local Businesses states:

'There is strong international evidence to suggest that the proposed improvements will lead to further increases in the use of sustainable transport. This should, in turn, more than compensates for reductions in visits by car users. Whilst spend per visitor may fall slightly, the overall spend rises due to

the increased overall footfall. This effect should occur as soon as the new proposed routes open with shoppers choosing to make even more use of sustainable transport decisions.

Whilst there is limited evidence of the impact during the construction work, none of the evidence suggested an increase in business insolvency or a departure of businesses from the area during construction works.'

2.3.3.18 Impact to Heritage & Architecture

Summary of issue raised

Some objections raised concerns regarding the built environment of Shankill, and the removal of historic stone-based walls which are a feature in the area. Objections also raised concerns regarding the potential impacts on historical sites and cultural heritage throughout Shankill.

Response to issue raised

The NTA will prepare detailed accommodation works plans in consultation with impacted landowners upon confirmation of the CPO by An Bord Pleanála. Section 4.6.18.1 of Chapter 4 Proposed Scheme Description describes the approach for boundary treatment. To maintain the character and setting of the Proposed Scheme, the approach to undertaking the new boundary treatment works along the corridor is replacement on a 'like for like' basis in terms of material selection and general aesthetics.

With respect to the impact on heritage through Section 3 of the Proposed Scheme (Loughlinstown Roundabout to Bray North (Wilford Roundabout)), comprehensive assessments have been carried out on the impacts on archaeological, cultural and architectural heritage. There have been no significant residual heritage impacts identified within Section 3 of the Proposed Scheme.

Chapter 15 (Archaeological & Cultural Heritage) in Volume 2 of the EIAR describes the assessment with respect to the potential for impacts on archaeology and cultural heritage as a result of both the construction and operation of the Proposed Scheme. All features which were identified and assessed are shown in Figure 15.1 in Volume 3 of the EIAR (Sheets 20 to 25), and each feature shown in Figure 15.1 is further described and detailed within Appendix A15.1 (Inventory of Archaeological and Cultural Heritage Sites) in Volume 4 Part 3 of the EIAR.

Section 15.4.3.3 of Chapter 15 describes the potential Construction Phase impact through Shankill. It states that there are no national monuments or non-designated archaeological sites through this section, but describes the impact on recorded archaeological sites / monuments (Record of Monuments and Places (RMP) / Sites and Monuments Record (SMR) sites as follows:

'In Shanganagh townland the Proposed Scheme runs through the designated ZAP for Kiltuck Church (RMP DU026-054, Figure 15.1 Sheet 23 of 26 in Volume 3 of this EIAR). Early ecclesiastical sites can be quite large and can contain numerous archaeological sites and features extending quite a distance from any upstanding remains such as a church. These can comprise of burials, structures, enclosures and associated settlement activity. There is a potential that archaeological features or deposits may survive below ground beneath the road surface and in the greenspace associated with Castle Farm Estate where a footpath is proposed. Groundbreaking works at these locations will impact on any features that may survive below ground. The RMP site has a medium sensitivity value and the magnitude of impact is medium, and as the potential includes the discovery of human remains therefore the potential impact is Negative, Significant, Permanent.'

With respect to the potential Construction Phase impacts on cultural heritage, the chapter states the following:

'During the construction and landscaping works there will be a temporary impact on the setting of the mosaic art set into the footpath along the length of the western side of Shankill Main Street (CBC0013CH004, Figure 15.1 Sheet 22 of 26 in Volume 3 of this EIAR). The artworks will require protection from any adverse impacts for the duration of the works and if necessary, they can be temporarily removed to ensure their protection. This feature has a low sensitivity value, and the magnitude of impact is medium, resulting in a Negative, Slight, Temporary impact.'

The upstanding cultural heritage sites such as the distinctive boundary walls which form part of the historic character of this section of the Proposed Scheme, and cultural heritage sites of architectural interest are assessed in Chapter 16 (Architectural Heritage).'

Section 15.5.1 of Chapter 15 describes the mitigation and monitoring measures proposed during the Construction Phase to address the potential impacts identified. These measures are also replicated in Chapter 22 (Summary of Mitigation & Monitoring Measures) in Volume 2 of the EIAR and in Appendix A5.1 (Construction Environmental Management Plan) in Volume 4 Part 1 of the EIAR. The general mitigation measures for the whole Proposed Scheme include measures such as:

- *'The NTA will procure the services of a suitably-qualified archaeologist as part of its Employer's Representative team administering and monitoring the works'; and*
- *'The appointed contractor will make provision for archaeological monitoring to be carried out under licence to the DHLGH and the NMI, and will ensure the full recognition of, and the proper excavation and recording of, all archaeological soils, features, finds and deposits which may be disturbed below the ground surface. All archaeological issues will be resolved to the satisfaction of the DHLGH and the NMI'.*

Specific mitigation measures for the Shankill section of the Proposed Scheme are described in Section 15.5.1.5, with the potential impact on archaeological heritage as described above mitigated through the following specific measure:

'Archaeological monitoring (as defined in Section 15.5.1.1) under licence will take place, where any preparatory ground-breaking or ground reduction works are required (as defined in Section 15.4.1), at the following location:

- *At the site of Kiltuck Church (RMP DU026-054) in Shanganagh.*

In this area there is a possibility to disturb intact archaeological layers and material. Licensed archaeological excavation, in full or in part, of any identified archaeological remains (preservation by record) or preservation in situ will be undertaken.'

The mitigation for the potential cultural heritage impacts is described as follows:

'The mosaics along Shankill Main Street (CBC0013CH004) will be lifted carefully and stored during construction and either reinstated in their original location or to an appropriate alternative location within the village.'

As a result of the above mitigation measures, Chapter 15 concludes by stating that *'No significant negative residual impacts have been identified either in the Construction or Operational Phase of the Proposed Scheme'.*

Chapter 16 (Architectural Heritage) in Volume 2 of the EIAR describes the assessment with respect to the potential for impacts on architectural heritage as a result of both the construction and operation of the Proposed Scheme. All features which were identified and assessed are shown in Figure 16.1 in Volume 3 of the EIAR (Sheets 20 to 25), and each feature shown in Figure 16.1 is further described and detailed within Appendix A16.2 (Inventory of Architectural Heritage Sites) in Volume 4 Part 3 of the EIAR.

Section 16.4.3 of Chapter 16 describes the potential Construction Phase impacts on architectural heritage, describing the impacts on each of the following topics:

- Protected Structures (Section 16.4.3.1);
- Architectural Conservation Areas (Section 16.4.3.2);
- Conservation Areas (Section 16.4.3.3);
- National Inventory of Architectural Heritage (NIAH) Structures (Section 16.4.3.4);
- Designed Landscapes (Section 16.4.3.5);
- Other Structures (Section 16.4.3.6); and
- Street Furniture (Section 16.4.3.7), including post boxes, lamp posts, statuary and other street furniture, and paving and surface treatments.

Table 16.16 in Chapter 16 provides a summary of the potential Construction Phase impacts on architectural heritage features, broken down by scheme section, identifying both direct and indirect impacts. Specifically it identifies potential direct impacts as follows:

- Direct, Negative, Not Significant, Temporary impacts on the following features:
 - Carezza, Dublin Road (Reference CBC0013BTH064);
 - Saint Anne's Shankill (Reference DLR RPS 1800); and
 - Shanganagh Castle Demesne (Reference NIAH 2556).
- A Direct, Negative, Not Significant, Long-Term impact on Shanganagh Park in the demesne of Shanganagh Castle (Reference NIAH 2556 RMP DU026-120, DLR RPS 1845, 2089, NIAH 60260149);
- Direct, Negative, Slight, Temporary impacts on the following features:
 - Granite rubble wall on the west side of the Dublin Road in Shankill (Reference CBC0013BTH068);
 - Demesne wall of Sherrington House (Reference CBC0013BTH040, NIAH 60260153);
 - Boundary wall to the north of Allies River Road (Reference CBC0013BTH035);
 - Boundary wall to the South of Allies River Road (Reference CBC0013BTH034); and
 - The replacement boundary wall to Woodbrook House Demesne (Reference NIAH 5676).
- Direct, Negative, Moderate, Temporary impacts on the following features:
 - Saint Anne's Catholic Church Shankill (Reference RMP DU026-109, DLR RPS 1805, CBC0013BTH062);
 - Statue of Our Lady Saint Anne's Church Shankill (Reference CBC0013BTH233, RMP DU026- 109, DLR RPS 1805, NIAH 60260114);
 - Rubble wall to the north of Castle Farm Dublin Rd Shankill (Reference CBC0013BTH045);
 - Demesne wall of Crinken House (Reference CBC0013BTH037, CBC0013BTH036, DLR RPS 2074, NIAH 6026015);
 - Boundary to Askefield House (Reference CBC0013BTH032, DLR RPS 1860);
 - Demesne wall of Beauchamp House (Reference CBC0013BTH030, NIAH 2552, DLR RPS 1862);
 - Demesne wall of Corke Lodge (Reference CBC0013BTH025, DLR RPS 1869); and
 - The demesne wall of Woodbrook House Demesne (Reference CBC0013BTH024, NIAH 5676).
- A Direct, Negative, Moderate, Permanent impact on the boundary wall to Kiltuc Church (Reference RMP DU026-054001, CBC0013BTH043); and
- A Direct, Negative, Significant, Temporary impact on the milestone at Crinken (Reference DCC RPS 1858, NIAH 60260172).

Section 16.4.4 of Chapter 16 describes the potential Operational Phase impacts on architectural heritage, laid out similarly to Section 16.4.3 as described above. The assessment identified no direct significant effects on any features of architectural heritage interest through the Shankill section once the Proposed Scheme is operational, with all impacts identified as indirect and not significant to slight, as summarised in Table 16.17 in Chapter 16.

Section 16.5.1 of Chapter 16 describes the Construction Phase mitigation measures required to reduce the impact on each type of structure identified as being impacted. These measures are also replicated in Chapter 22 (Summary of Mitigation & Monitoring Measures) in Volume 2 of the EIAR and in Appendix A5.1 (Construction Environmental Management Plan) in Volume 4 Part 1 of the EIAR. The mitigation measures for direct impacts on heritage features / historic fabric generally includes measures such as *'recording the existing fabric in position prior to the works, labelling the affected masonry and fabric. Recording is to be undertaken by an appropriate architectural heritage specialist engaged by the appointed contractor. The architectural heritage specialist will oversee any labelling, taking-down and reinstatement of the affected masonry. Works to historic fabric will be carried out in accordance with the methodology provided in Appendix A16.3 Methodology for Works Affecting Sensitive and Historic Fabric in Volume 4 of this EIAR'*. Appendix A16.3 (Methodology for Works Affecting Sensitive and Historic Fabric) in Volume 4 Part 3 of the EIAR describes the mitigation measures in more detail for each type of historic fabric, namely:

- Architectural Heritage Buildings and Structures;
- Boundary Treatments;
- Historic Paving and Surface Treatments; and
- Statues and Other Street Furniture.

The mitigation measures as described in Section 16.5.1 of Chapter 16 reduces all of the potential impacts through the Shankill section to Not Significant or Slight, as summarised in Table 16.18. Chapter 16 concludes that there are no predicted residual Construction or Operational Phase impacts as a result of the Proposed Scheme through the Shankill section (i.e. Loughlinstown Roundabout to Bray North (Wilford Roundabout)). Over the whole Proposed Scheme, the only predicted significant residual impact on any heritage feature occurs in Section 4 (Bray North (Wilford Roundabout) to Bray South (Fran O'Toole Bridge)) as a result of the demolition and reinstatement of Woodbrook Side Lodge, boundary wall and entrance gates (Reference DLR RPS 1874, NIAH 5676, CBC0013BTH021).

2.3.3.19 Impact on Property Values

Summary of issue raised

Some objections raised the concern that the Proposed Scheme will impact property values.

Response to issue raised

The aim of the Proposed Scheme is to provide enhanced walking, cycling and bus infrastructure on this key access corridor in the Dublin region, which will enable and deliver efficient, safe, and integrated sustainable transport movement along the corridor. The Proposed Scheme will greatly improve transport services for all that live along the route of the Proposed Scheme, by providing significantly improved sustainable transport options.

Furthermore, it is an objective of the Proposed Scheme to 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.

Chapter 10 (Population) Appendix A10.2 (Economic Impact of Core Bus Corridors) in Volume 4 Part 3 of the EIAR assesses the potential economic impact of the Core Bus Corridors, which includes consideration of the impact on property value. In Section 3 of the report, and specifically the section on 'The impact on property values', the conclusion states that:

'The public realm improvements planned by the NTA may lead to an increase in value of both residential and retail property prices, especially in the community centres along the corridors. Evidence shows 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. The evidence suggests that all public realm improvements generate value, regardless of the size of the investment or the neighbourhood. Residents along the corridors will also see a measurable increase in their quality of life, with evidence showing that residents are willing to pay more for an improved public realm.'

Based on the above text, it is believed that a combination of improved connectivity as a result of the dedicated public transport infrastructure being rolled out by the Proposed Scheme as well as public

realm improvements, will not have a negative impact on values of residential properties along the scheme.

If the CPO is confirmed by An Bord Pleanála, a Notice to Treat will be served on the landowner whose land is being acquired. Following service of the Notice to Treat, the landowner will be required to submit a claim for compensation and as part of this process, the NTA will pay the reasonable costs (as part of the claim) for the landowner to engage its agent/valuer in preparing, negotiating, and advising on compensation.

2.3.3.20 Impact During Construction

Summary of issue raised

A number of objections raised the concern of disruption to traffic, pedestrians and access to properties during construction. They also raised concerns that the project timelines and construction working hours were unclear.

Response to issue raised

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) in 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, Section 5.2.1.2 of Appendix A5.1 (CEMP) in Volume 4, Part 1 of 4, 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.

Section 5.8.1 of Chapter 5 (Construction) of Volume 2 of this EIAR notes the following:

'The measures set out in Section 8.2.8 of the Traffic Signs Manual (DTTAS 2019) will be implemented, wherever practicable, to ensure the safety of all road users, in particular pedestrians (including able-bodied pedestrians, wheel-chair users, mobility impaired pedestrians, pushchair users) and cyclists. Therefore, where footpaths or cycle facilities are affected by construction, a safe route will be provided past the works area, and where practicable, provisions for matching existing facilities for pedestrians and cyclists will be made. Where this is not practicable, pedestrians will be directed to use the footpath on the opposite side of the road, crossing at controlled crossing points.'

As stated in Section 5.1:

'A Construction Environmental Management Plan (CEMP) has also been prepared and is included as Appendix A5.1 in Volume 4 of this EIAR. The CEMP will be updated by the NTA prior to the commencement of the Construction Phase, so as to include any additional measures required pursuant to conditions attached to any decision to grant approval.'

Section 5.10.1.1, Construction Traffic Management Plan (CTMP), goes on to state:

'The CTMP has been prepared to demonstrate the manner in which the interface between the public and construction-related traffic will be managed and how vehicular movement will be controlled. It will be a condition of the Employer's Requirements that the successful appointed contractor, immediately following appointment, must detail in the CTMP the manner in which it is intended to effectively implement all the applicable mitigation measures identified in this EIAR and any additional measures required pursuant to conditions imposed by An Bord Pleanála, should they grant approval.'

Section 5.2 of the Construction Environmental Management Plan (CEMP) included in EIAR Volume 4 Appendix A5.1, contains the Construction Traffic Management Plan (CTMP). Section 5.2.1.2 of this document outlines the objectives of the CTMP as follows:

- *'Outline minimum road safety measures to be undertaken, including site access/egress locations, during the works;*

- Provide measures that respond to all road user needs including public transport, pedestrians, cyclists and vehicular traffic;
- Ensure disruption is minimised, with access to houses and businesses maintained, as is reasonably practicable in delivering the Proposed Scheme;
- Demonstrate to the NTA, the appointed contractor and suppliers, the need to adhere to the relevant guidance documentation for such works; and
- Identify objectives and measures for inclusion in the management, design and construction of the Proposed Scheme to control the traffic impacts of construction insofar as it may affect the environment, local residents and the public in the vicinity of the construction works.'

Project Timelines

In relation to project timelines, Section 5.4 of Chapter 5 (Construction) in Volume 2 of the EIAR states:

'An indicative programme for the Proposed Scheme is provided in Table 5.2. The total Construction Phase duration for the overall Proposed Scheme is estimated at approximately 36 months. However, construction activities in individual sections will have shorter durations as outlined in Section 5.3. The programme identifies the approximate duration of works at each section. The location of each section/sub-section along the Proposed Scheme is shown in Figure 5.1 in Volume 3 of this EIAR.'

Section Ref.	Approximate Construction Duration	Approximate Length (m)	Year 1				Year 2				Year 3			
			Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Section 1a	15 months	1,300												
Section 1b	15 months	1,300												
Section 2a	15 months	5,800												
Section 2b	12 months	5,700												
Section 3a	12 months	1,270												
Section 3b	9 months	500												
Section 3c	18 months	1,800												
Section 4a	12 months	300												
Section 4b	9 months	400												
Section 4c	9 months	350												

In order to achieve the overall programme duration, it will for the most part, be necessary to work on more than one section/sub-section at any one time. The programme has been prepared with a view to providing as much separation as practicable between sections under construction at any given time. This has been done in order to minimise traffic disruption and facilitate the ease of movement of sustainable modes, bus services and goods along the Proposed Scheme.'

Section 5.3.3 of Chapter 5 (Construction) of Volume 2 of the EIAR provides details of the construction activities in Section 3a (Loughlinstown Roundabout to Shanganagh Road), Section 3b (Shanganagh Road to Quinn's Road), and Section 3c (Quinn's Road to Bray North (Wilford Roundabout)). Sheet 7 and Sheet 8 of Figure 5.1 (Work Location Drawing) in Volume 3 of the EIAR shows the location of the sub-sections related to the Shankill area. As shown in the indicative Proposed Scheme construction programme in Table 5.2 above, the expected construction duration for Sections 3a, 3b, and 3c will be approximately 12 months, 9 months and 18 months, respectively. However, construction activities at individual plots will have shorter durations than outlined in overview of construction works presented in Section 5.3. The duration of the works will vary from property to property, but access and egress will be maintained at all times.

Construction Working Hours

In relation to the Construction Working Hours, Section 5.10.2 of Chapter 5 (Construction) in Volume 2 of the EIAR, states:

'It is generally envisaged that construction working hours will be between 07:00hrs and 23:00hrs on weekdays, and between 08:00hrs and 16:30hrs on Saturdays. Night-time and Sunday working will be required to facilitate street works that cannot be undertaken during daytime/evening conditions. The

planning of such works will take consideration of sensitive receptors, in particular any nearby residential areas.'

Refer also to response in Section 2.3.3.11 in this report for further information on the Impact to Environment (Trees, Biodiversity, Climate, Air Quality, Noise, and Landscape) for further detail on the impact of the Construction Phase of the Proposed Scheme on Air Quality and Noise.

2.3.3.21 *Impact of Road Closures*

Summary of issue raised

Some objections have commented on the impact of road closures and preventing the circular trips to the village.

Response to issue raised

Section 6.4.5.4 in Chapter 6 (Traffic & Transport) describes the potential construction impact of the Proposed Scheme.

Construction of the Proposed Scheme has the potential to impact people's day-to-day activities along the corridor. The Construction Strategy (Chapter 5 (Construction)) developed for the Proposed Scheme identifies impactful activities, considers their effect, and identifies mitigation measures to reduce or remove their impact insofar as practicably possible.

For construction activities on or adjacent public roads, all works will be undertaken in accordance with Department of Transport's 'Traffic Signs Manual, Chapter 8 Temporary Traffic Measures and Signs for Roadworks' and associated guidance. Chapter 5 (Construction) contains temporary traffic management proposals for the Proposed Scheme. These proposals maintain safe distance between road users and road workers, depending on the type of construction activities taking place and existing site constraints. Temporary diversions, and in some instances temporary road closures, may be required where a safe distance cannot be maintained to undertake works necessary to complete the Proposed Scheme. All road closures and diversions will be determined by the NTA, who may liaise with the local authority and An Garda Síochána, as necessary. The need for temporary access restrictions will be confirmed with residents and businesses prior to their implementation.

Existing public transport routes will be maintained throughout the duration of the Construction Phase of the Proposed Scheme (notwithstanding potential for occasional road closures / diversions as described in Chapter 5 (Construction) of this EIAR. Wherever practicable, bus services will be prioritised over general traffic. However, the temporary closure of sections of existing dedicated bus lanes may be required to facilitate the construction of new bus priority infrastructure that is being developed as part of the Proposed Scheme. It is also likely that some existing bus stop locations may need to be temporarily relocated to accommodate the works. In such cases operational bus stops will be safely accessible to all users. The impact is considered to have a Negative, Slight and Temporary effect to public transport users.

The Proposed Scheme will be constructed to ensure the mitigation of disturbance to residents, businesses and existing traffic. Localised temporary lane or road closures may be required for short periods. Details of illustrative temporary traffic management measures to facilitate construction of the Proposed Scheme are included in Chapter 5 (Construction). All road closures and diversions will be determined by the NTA, who may liaise with the local authority and An Garda Síochána, as necessary. It should be noted that access will be maintained for emergency vehicles along the Proposed Scheme, throughout the Construction Phase.

2.3.3.22 *Constitutional Requirements of the CPO*

The objection makes an assertion that the proposed scheme would constitute an infringement of their clients constitutional right to the quiet enjoyment of their property due to lack of design put forward as part of the Planning application.

The lands are being acquired for the purposes of the Bray to City Centre Core Bus Corridor Scheme to facilitate public transport, and such issues have been comprehensively addressed in Chapter 1 (Introduction) in Volume 2 of the EIAR. They are also explained below in response to this objection.

As set out in Paragraph 2 of the statutory notice, which was served upon the objector, the CPO is ‘for the purposes of the construction of the Bray to City Centre Core Bus Corridor Scheme together with all ancillary and consequential works associated therewith for the purposes of facilitating public transport’. Further, the face of the CPO itself also indicates that it is ‘for the purposes of facilitating public transport’.

Further, as set out in Paragraph 10 of that notice, the EIAR which was prepared in respect of the Proposed Scheme was available for inspection physically and on the NTA’s dedicated website for this Proposed Scheme, and that EIAR contains all of the ‘precise details of the proposed construction works’ and all of the ‘proposed ancillary and consequential works for the Bray to City Centre Core Bus Corridor Scheme’.

Powers of NTA and Statutory basis for the CPO Application

It is a function of the NTA under section 44(1)(a) of the Dublin Transport Authority Act 2008 (as amended) (the “**2008 Act**”) to “secure the provision of, or to provide, public transport infrastructure”, which includes the provision of the Bray to City Centre Core Bus Corridor Scheme.^{1 1}

In that regard, and as set out in Section 1.4 of Chapter 1 (Introduction) of the EIAR, the NTA has decided in accordance with Section 44(2)(b) of the 2008 Act that the functions in relation to securing the provision of public transport infrastructure should be performed by the NTA.

Section 44(6) of the 2008 Act goes on to provide as follows in relation to the exercise of these functions by the NTA:-

“(6) Where—

- a) a decision is made by the Authority under subsection (2)(b) or (5)(a) for the performance of a particular function otherwise than through a public transport authority or statutory body, or
- b) the Authority is performing its function of securing the provision of public transport infrastructure in accordance with subsection (2)(e),

the following provisions have effect—

- (i) the Authority shall be empowered (notwithstanding any other enactment) to perform the function, including the acquisition of land for that purpose, and to do any other thing which arises out of or is consequential on or is necessary for the purposes of or would facilitate the performance of the function,
- (ii) for the purpose of paragraph (a) or (b), land may be acquired by agreement or by means of a compulsory purchase order made by the Authority in accordance with Part XIV of the Act of 2000,
- (iii) the provisions of any enactment concerned (other than section 178 of the Act of 2000) apply in relation to the performance of the function subject to such modifications as may be necessary and as if the Authority was named in such enactment in each place where a public transport authority body entitled to exercise the function is named, ...”

Therefore, under section 44(6) of the 2008 Act, the NTA is empowered to acquire lands by agreement or by means of a compulsory purchase order in accordance with Part XIV of the Planning and Development Act 2000 (as amended) (the “**2000 Act**”), for the purposes of performing its function of providing public transport infrastructure (and in this instance providing the Bray to City Centre Core Bus Corridor Scheme), and such compulsory purchase order may, by virtue of section 10(4)(d) of the Local Government (No. 2) Act 1960 (as amended), authorise the NTA to extinguish a public right of way.

^{1 1} “public transport infrastructure” is defined in section 2 of the 2008 Act as “infrastructure constructed or provided, or proposed to be constructed or provided, in connection with the provision of public passenger transport services, which includes but is not limited to railway infrastructure, metro railway infrastructure, light railway infrastructure, bus infrastructure, rolling stock, buses, busways, bus lanes, bus garages, cycleways, cycle and pedestrian facilities, interchange facilities or such other class of infrastructure, facility, building or vehicle, whether of the same kind as the aforementioned or not, which the Authority has prescribed to be public transport infrastructure under section 44(13)”

Section 44(7) of the 2008 Act goes on to provide that the 2000 Act applies to a compulsory acquisition of land under, for example, section 44(6) of the 2008 Act, as if it were an acquisition under Part XIV of the 2000 Act and for that purpose a reference to a local authority shall be read as a reference to the NTA.

Section 213 of the 2000 Act is contained in Part XIV of the 2000 Act and is referenced on the face of the CPO for the Proposed Scheme. Section 213(1) of the 2000 Act provides that *‘the power conferred on a local authority [to be read as the NTA by virtue of section 44 of the 2008 Act] shall be construed in accordance with this section’*.

Section 213(2) of the 2000 Act states:-

‘A local authority [to be read as the NTA by virtue of section 44 of the 2008 Act] may, for the purposes of performing any of its functions (whether conferred by or under this Act, or any other enactment passed before or after the passing of this Act),... do all or any of the following:-

- (i) acquire land, permanently or temporarily, by agreement or compulsorily,*
- (ii) acquire, permanently or temporarily, by agreement or compulsorily, any easement, way-leave, water-right or other right over or in respect of any land or water or any substratum of land,*
- (iii) restrict or otherwise interfere with, permanently or temporarily, by agreement or compulsorily, any easement, way-leave, water-right or other right over or in respect of any land or water or any substratum of land, and the performance of all or any of the functions referred to in subparagraphs (i), (ii) and (iii) are referred to in this Act as an “acquisition of land”.*

Section 213(4) of the 2000 Act states:-

‘a local authority may be authorised by compulsory purchase order to acquire land for any of the purposes referred to in subsection (2) of this section and section 10 (as amended by section 86 of the Housing Act, 1966) of the Local Government (No. 2) Act, 1960, shall be construed so as to apply accordingly and the references to “purposes” in section 10 (1)(a) of that Act shall be construed as including purposes referred to in subsection (2) of this section’.

Having regard to the provisions of section 213 of the 2000 Act, reference is therefore correctly made on the face of the CPO for the Proposed Scheme to *“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 of the Roads Act, 1993”*.

Further, section 10 of the *Local Government (No. 2) Act, 1960* (the **“1960 Act”**) operates, for example, to apply the provisions of section 76 of the Housing Act 1966 (the **“1966 Act”**), and the Third Schedule thereto. Therefore, reference is correctly made on the face of the CPO for the Proposed Scheme to section 76 of the 1966 Act and the Third Schedule thereto, and the processes and procedures set out in section 76 of the 1966 Act and the Third Schedule to the 1966 Act have, accordingly, been followed by the NTA in submitting the CPO for the Proposed Scheme to An Bord Pleanála (the **“Board”**) for confirmation. Indeed, the statutory notice which was served on the objector is that required by Article 4(b) of the Third Schedule to the 1966 Act.

Finally, reference is also correctly made on the face of the CPO for the Proposed Scheme to section 184 of the *Local Government Act 2001 (as amended)* (the **“2001 Act”**), given that section 184 of the 2001 Act clarifies the rights referenced in section 213(2)(a) of the 2000 Act (referenced above), as including any easement, way-leave, water right or other right to which section 213(2)(a) applies granted by or held from the local authority acquiring the land [the reference to local authority here should, by virtue of section 44 of the 2008 Act, be read as a reference to the NTA].

Purpose of the CPO of the land

Refer to individual responses for further information on the Justification for the CPO, with details on the proposed works and cross-section required for the CPO of the Proposed Scheme, at specific locations.

Proposed Scheme Details

Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR describes the details of the design of the Proposed Scheme.

Refer to individual responses for further information on the Proposed Scheme description at specific locations.

The design details are also shown in Chapter 4 (Proposed Scheme Description) Part 1 and Part 2 of 3 Figures in Volume 3 of EIAR.

Chapter 5 (Construction) in Volume 2 of the EIAR describes the construction activities along the Proposed Scheme.

Additionally, the Preliminary Design Report and the associated Appendices of the PDR, part of Supplementary information, also gives description of the design details of the Proposed Scheme.

The design of the Proposed Scheme has been developed to a stage where all potential environmental impacts can be identified, and a fully informed environmental impact assessment has been carried out.

EIAR Assessment

The Environmental Impact Assessment Report (EIAR) has assessed the impacts of the Proposed Scheme in each of the assessment chapters and summarised the predicted significant residual impacts in Chapter 23 (Summary of Significant Residual Impacts) in Volume 2 of EIAR. As described in Chapter 1 (Introduction) in Volume 2 of the EIAR, the EIAR for the Proposed Scheme has been prepared in accordance with the requirements of the EIA Directive and all applicable Irish legislation, as well as 'Guidelines on the Information to be Contained in Environmental Impact Assessment Reports' published by the Environmental Protection Agency in 2022.

Refer to response in Section 2.3.3.10 on the Adequacy of Environmental Assessment about the Adequacy of EIAR.

Constitutional Rights

In addition to the lawfulness of the proposed compulsory acquisitions (as coming within the powers of the NTA as outlined above), the acquisitions are considered proportionate. In this latter regard, the courts have established that the power conferred to compulsorily acquire land must be exercised in accordance with the requirements of the constitution, including respecting the property rights of the affected landowner. The confirming authority (being the Board) must be satisfied that the acquisition of the property is clearly justified by the exigencies of the common good.

Accordingly, in applying the proportionality test, the NTA did (in making the Bray to City Centre Core Bus Corridor Compulsory Purchase Order 2023) ensure, and the Board should (in confirming the CPO) ensure that:

- 1) there is a need that advances the common good which is to be met by the acquisition of the lands in question;
- 2) the particular property is suitable to meet that need;
- 3) any alternative methods of meeting the need have been considered; and
- 4) that the landowner is entitled to be compensated.

Chapter 2 (Need for the Proposed Scheme) of Volume 2 of the EIAR sets out how there is significant evidence to satisfy the requirement that there is a need that advances the common good. It is axiomatic that the acquisition of land and rights over land will result in interference with the use of those lands by owners/leases/occupiers. However, such interference is proportionate to the legitimate aim being pursued in the interests of the common good.

In Chapter 3 of Volume 2 of the EIAR, the NTA considered the reasonable alternatives to meet the need in accordance with the requirements of the EIA Directive which requires "a description of the reasonable alternatives (for example in terms of project design, technology, location, size and scale) studied by the developer, which are relevant to the proposed project and its specific characteristics, and an indication of the main reasons for selecting the chosen option, including a comparison of environmental effects"

A comprehensive process was undertaken in relation to the route selection for the Proposed Scheme. Section 3.3 of EIAR Chapter 3 (Consideration of Reasonable Alternatives) in Volume 2 of EIAR provides a detailed summary of this, with further details provided in the Preferred Route Option Report provided in the Supplementary Information submitted with the application for the Proposed Scheme. In terms of alternative solutions, Chapter 3 of the EIAR sets out the reasonable alternatives studied and the main reasons for the selection of the Proposed Scheme taking into account the effects on the environment. Within this Chapter consideration is given to strategic alternatives including both light rail and metro. Section 3.2.5 of this chapter states that the appropriate type of public transport provision in any particular case is predominately determined by the likely quantum of passenger demand along the particular public transport route. Section 3.3 of Chapter 3 of the EIAR set out that design development and assessment work was carried on this section of the Proposed Scheme. The design development in Section 3 (Loughlinstown to Wilford Roundabout) to inform the Proposed Scheme is documented in section 3.3 and 3.4 and in particular section 3.3.2.3 section 3.4.1.3 and section 3.4.3. Further, section 6.4 of the Preferred Route Option Report, part of Supplementary Information documents the design development in in Section 3 of the Proposed Scheme

Please refer to individual responses for further information on the alternatives considered and design development to inform the Proposed Scheme at specific locations.

If the CPO is confirmed by An Bord Pleanála, a Notice to Treat will be served on the landowners whose land is being acquired. Following service of the Notice to Treat, the landowner will be required to submit a claim for compensation and as part of this process, the NTA will pay the reasonable costs (as part of the claim) for the landowner to engage their own agent / valuer in preparing, negotiating, and advising on compensation.

In light of all of the above, the NTA is satisfied that the making of the CPO is reasonable and justified and does not represent a disproportionate interference with the objector's constitutionally protected property rights.

2.3.4 CPO-003 – Alison, Mark, Leya & Esme Fallon

2.3.4.1 Summary of Objections Raised

This CPO Objection relates to the Woodbank Estate, Shankill. The Proposed Scheme at this location is described in Section 2.3.1 (Description of the Proposed Scheme at this location) above.

The objection to the CPO raises eight potential issues:

1) Impact to Shankill Community

The objection raised concerns regarding the impact of the Proposed Scheme on the community of Shankill. Further concerns were raised regarding the material and negative change on the community, with the character of the area being negatively changed.

2) Impact to Trees & Environment

Concerns have been raised regarding the loss of trees within Shankill and the impact to the Woodbank Estate. The objection queried the Proposed Scheme's alignment with Article 37 of the Charter of Fundamental Rights of the European Union. Concerns were also raised regarding the negative overall environmental impact, including the loss of greenery, increased noise, pollution, habitat for species and loss of green space.

3) Impact to Safety

The objections raised concerns that two local primary schools would be directly impacted by the changes made within the Woodbank and Shankill areas, suggesting that the proposals would make the journey more dangerous by foot for pupils.

4) Change of Working Patterns

The objection noted that there has been a significant shift in work and learning patterns towards a more hybrid setting for the foreseeable future. Further concerns were raised that these changes have not been taken into consideration within the plans.

5) N11/M11 Route Option

The respondents raised concerns regarding the lack of consideration for the option to use the M11 route for direct commuting to Bray, comments suggest that withholding or not designing plans with these considerations in mind are flawed.

6) Impact to Traffic Flow

The objections commented on concerns regarding the changes to traffic flow due to the Proposed Scheme, it suggested that bus stop bays along the road would support the free flow of traffic.

7) Consultation & Alternatives

The objection noted a request for further engagement with the local community, specifically at Woodbank, to assess alternative options.

8) Impact on Health & Wellbeing

Concerns were raised within the objection regarding the impact to the wellbeing of residents as a result of the changes made within the local area. The objection raised concerns that local children may be impacted with loss of places to play, specifically within Woodbank.

2.3.4.2 Response to Objections Raised

1) Impact to Shankill Community

Refer to Section 2.3.3.13 'Impact to Shankill Village & Community' of this report, for further information on the impact to Shankill Community.

2) Impact to Trees and Environment

Refer to Section 2.3.3.11 'Impact to Environment (Trees, Biodiversity, Climate, Air Quality, Noise, and Landscape)' of this report for further information on the impact to trees and environment within Shankill.

The Landscape General Arrangement drawings show the proposed landscape plans, including areas of tree removal and locations and details of proposed new tree and vegetation planting at Woodbank Estate on Sheet 42. An Arboricultural Impact Assessment was undertaken and is included as Appendix A17.1 (Arboricultural Impact Assessment) in Volume 4, Part 4 of 4 of the EIAR. As per the Tree Schedule in that report, it is proposed to remove nine lime trees (Tree Numbers T0467 to T0475). One of those is assessed as Category A1 (of high value and conservation, with its value being mainly arboricultural), six are assessed as Category B1 (of moderate value and conservation, with its value being mainly arboricultural), one which is assessed as a Category B2 tree (of moderate value and conservation, with its value being mainly landscape), and one assessed as Category C1 (of low value and conservation, with its value being mainly arboricultural).

Sheet 42 of the Landscape General Arrangement Drawings (included in Figure 2.54) show the replanting proposals at that location, with 15 new trees proposed in Woodbank of a range of species including *Betula pendula*, *Pyrus calleryana* 'Chanticleer', *Ulmus* 'New Horizon' and *Betula utilis jacquemontii*, as well as new hedgerow to the rear of the repositioned boundary wall. The drawing also describes the proposals at the front of Woodbank as follows, '*Minor path realignment where required. Reinststate native hedge to boundary along with new tree planting*' and '*Re-build boundary wall set back to suit new alignment*'.

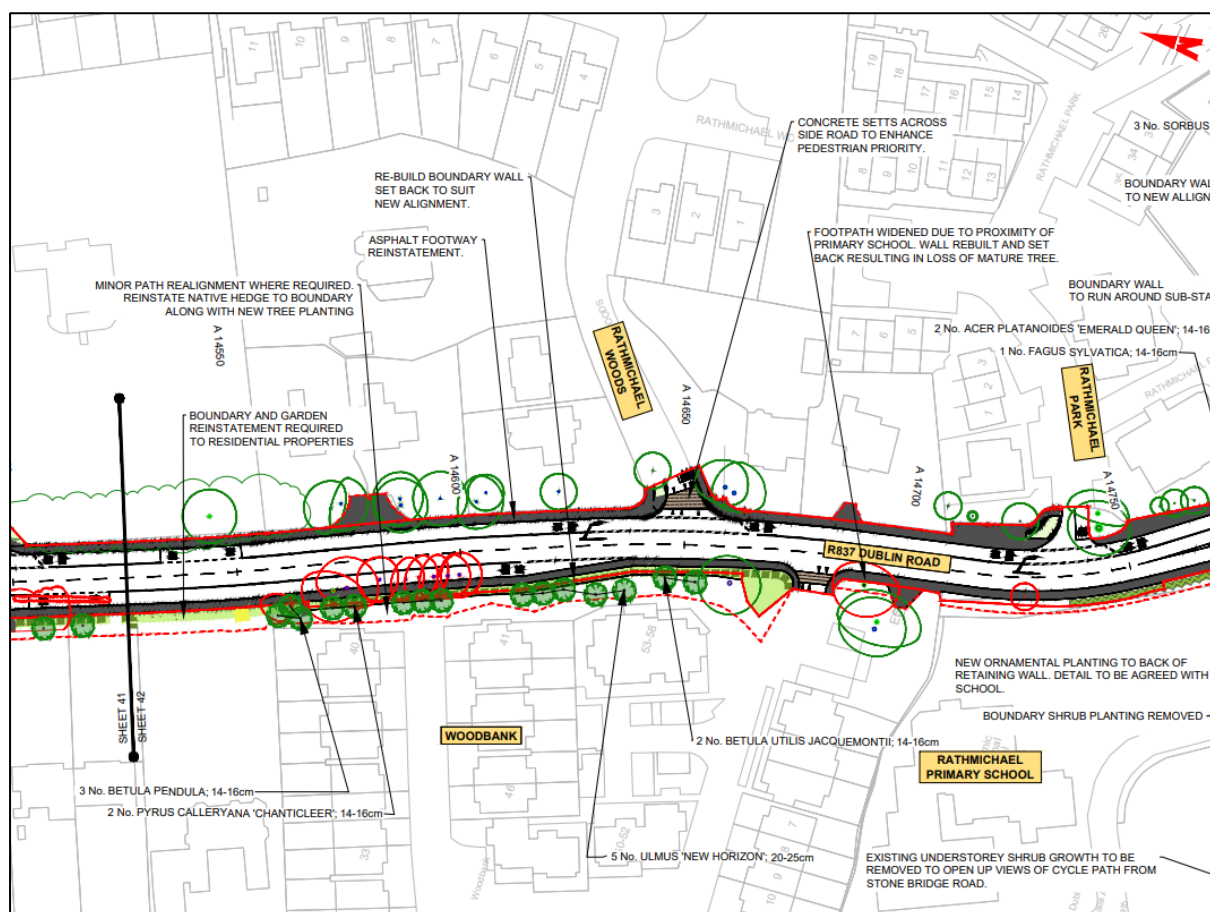


Figure 2.54: Extract from Landscaping General Arrangement Drawings at Woodbank (Sheet 42)

Where boundaries and trees are to be retained, there are mitigation measures described within the EIAR to ensure their protection during construction. Chapter 22 (Summary of Mitigation & Monitoring Measures) in Volume 2 of the EIAR list all mitigation measures required to manage and reduce impacts from the Proposed Scheme, with the Construction Phase measures also listed within Appendix A5.1 (Construction Environmental Management Plan) in Volume 4, Part 1 of 4 of the EIAR. With respect to heritage features such as the boundary wall and fence of the property at Rathmichael Woods (Mitigation Number AH24) states:

'Mitigation to offset the risk of damage will include recording, protection and monitoring of the structures or boundaries (as relevant) prior to, and for the duration of the Construction Phase. Recording, overseeing of protective measures and monitoring is to be undertaken by an appropriate architectural heritage specialist engaged by the appointed contractor in accordance with the methodology provided in Appendix A16.3 Methodology for Works Affecting Sensitive and Historic Fabric in Volume 4 of this EIAR.'

With respect to protection of the trees during construction, the Mitigation Number LV1 states:

'Trees and vegetation to be retained within and adjoining the works area will be protected in accordance with the British Standard Institution (BSI) British Standard (BS) 5837:2012 'Trees in relation to design, demolition and construction - Recommendations' (BSI 2012). Works required within the root protection area (RPA) of trees to be retained will follow a project-specific arboricultural methodology for such works, which will be prepared / approved by a professional qualified arborist. For details of trees to be retained refer to the Tree Protection Plans which are contained within the Arboricultural Impact Assessment (Appendix A17.1 in Volume 4 of this EIAR).'

The objection queried the Proposed Scheme's alignment with Article 37 of the Charter of Fundamental Rights of the European Union. Article 37 (Environmental Protection) states:

'A high level of environmental protection and the improvement of the quality of the environment must be integrated into the policies of the Union and ensured in accordance with the principle of sustainable development'.

As outlined in Section 2.3.3.1.2 on 'Consideration of Alternatives and Options Assessment' the potential impact on the local environment has been a key consideration during the design of the Proposed Scheme, with opportunities to reduce the impacts of the Proposed Scheme on the surrounding environment being sought where practicable while still delivering on the scheme objectives. As outlined in Section 2.3.3.10 on 'Adequacy of Environmental Assessment' and Section 2.3.3.11 on 'Impact to Environment (Trees, Biodiversity, Climate, Air Quality, Noise, and Landscape)', a robust environmental assessment of the impacts of the Proposed Scheme has been undertaken to identify and mitigate, as far as reasonably practicable, the potential impacts as a result of the construction and operation of the Proposed Scheme.

3) Impact to Safety

Refer to Section 2.3.3.8 on Impact to Safety (for Pedestrians & Cyclists) of this report for further information on the impact to pedestrian safety.

4) Changes to Working Patterns

Refer to Section 2.3.3.14 of this report for further information on Changes to Working Patterns.

5) N11/M11 Route Option

Refer to Section 2.3.3.1.3 of this report for further information on Alternate N11/M11 Bus Priority Interim Scheme.

6) Impact to Traffic Flow

Refer to Section 2.3.3.5 of this report for further information on Impact to Traffic Flows, Speed Limit, and Traffic Calming.

7) Consultation & Review of Alternatives

Refer to Section 2.3.3.1.2 of this report for further information on Consideration of Alternatives and Options Assessment.

Refer to Section 2.3.3.15 of this report for further information on Public Consultation.

8) Impact on Health & Wellbeing

Refer to Section 2.3.3.16 of this report for further information on the Impact to Health & Wellbeing.

Also refer to Section 2.3.3.12 of this report for further information on the general Impact to Green Amenity Areas, and specifically detail below on the impact to the green amenity area at Woodbank estate.

Figure 2.55 below shows an aerial image at Woodbank estate, showing the extent of the permanent and temporary land acquisition in relation to the existing green area and existing footpath. As part of the Proposed Scheme, the permanent land take is required to allow for construction of bus lanes in each direction. The land take at this location has been minimised by allowing for a combined bus and cycle lane on Dublin Road, rather than the full optimum CBC cross-section with both cycle track and bus lane. Figure 2.56 shows the proposed road cross section in the area in 04-Typical Cross Sections Sheet 18, in Chapter 4 (Proposed Scheme Description) in Volume 3, Part 1 of 3 of the EIAR.

The existing green space parallel to Dublin Road acts as a buffer to the existing row of mature trees. The proposed scheme will require those specific trees to be removed and replacement tree planting set further back in the remaining green space. The space will function in the same way manner all be it with a reduced width. The Woodbank amenity space is located further west in the core of the development surrounded by the residential units. It consists of a small, naturalised play area and open grassed area with ornamental style planting.

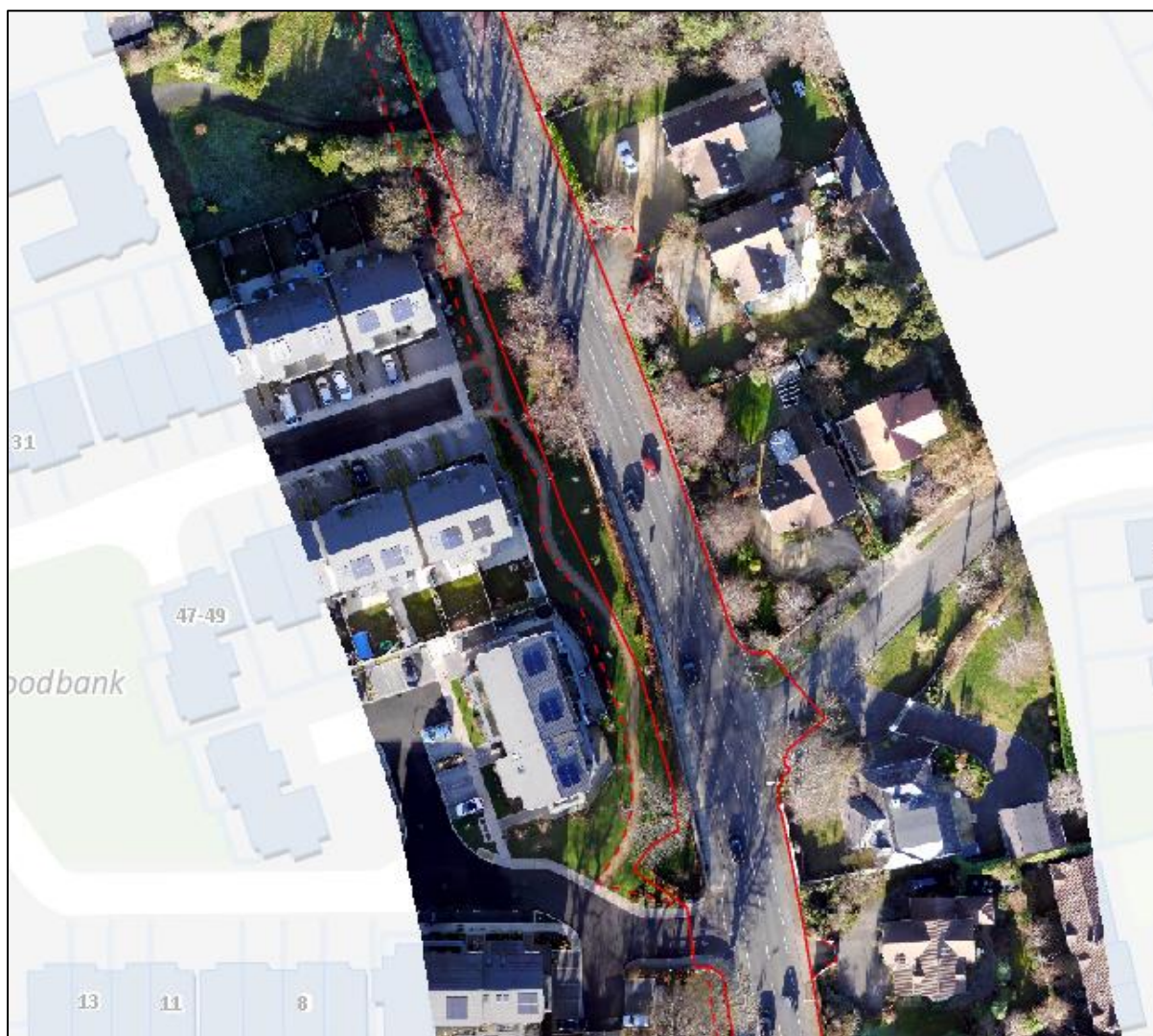


Figure 2.55: Aerial view at Woodbank with extents of Permanent and Temporary Land Acquisition

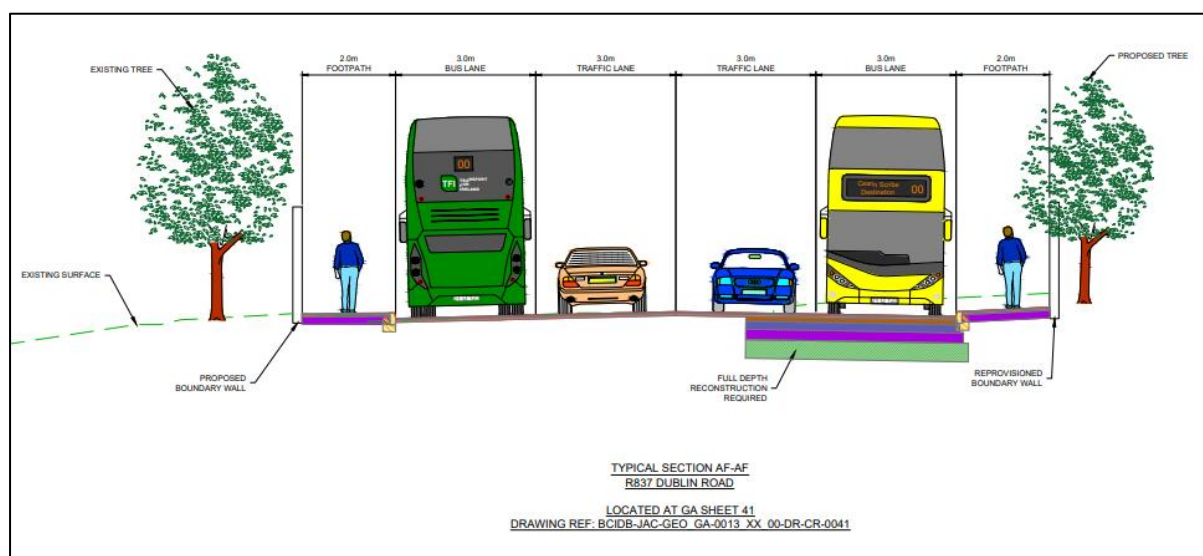


Figure 2.56: Extract from Typical Cross Section AF-AF on Dublin Road, near Woodbank Estate (Sheet 18)

The temporary land take shown in Figure 2.55 is required just for the duration of the construction period to allow working space for the construction works and boundary works. Temporary land take will be returned after construction, allowing for retention of a large portion of the existing green amenity space.

Chapter 5 (Construction) in Volume 2 of the EIAR gives a description of the Construction Phase of the Proposed Scheme, including with respect to temporary land acquisition. Specifically, Section 5.5.2.1 states the following:

Any land temporarily acquired from a landowner will only be utilised for the purposes of undertaking boundary works or accommodation works related to the land in question.

Any lands acquired temporarily to facilitate construction work will be returned to landowners on completion of the works. Existing boundary walls or fencing being relocated will be constructed to match the existing conditions, unless otherwise agreed.

The Proposed Scheme landscape design at Woodbank is presented in the 17-Landscaping General Arrangement Drawings Sheet 42 in Chapter 4 (Proposed Scheme Description) in Volume 3, Part 1 of 3 of the EIAR and shown in Figure 2.57. This shows the extent of existing trees to be removed and retained, and locations of proposed trees within the remaining retained green space.

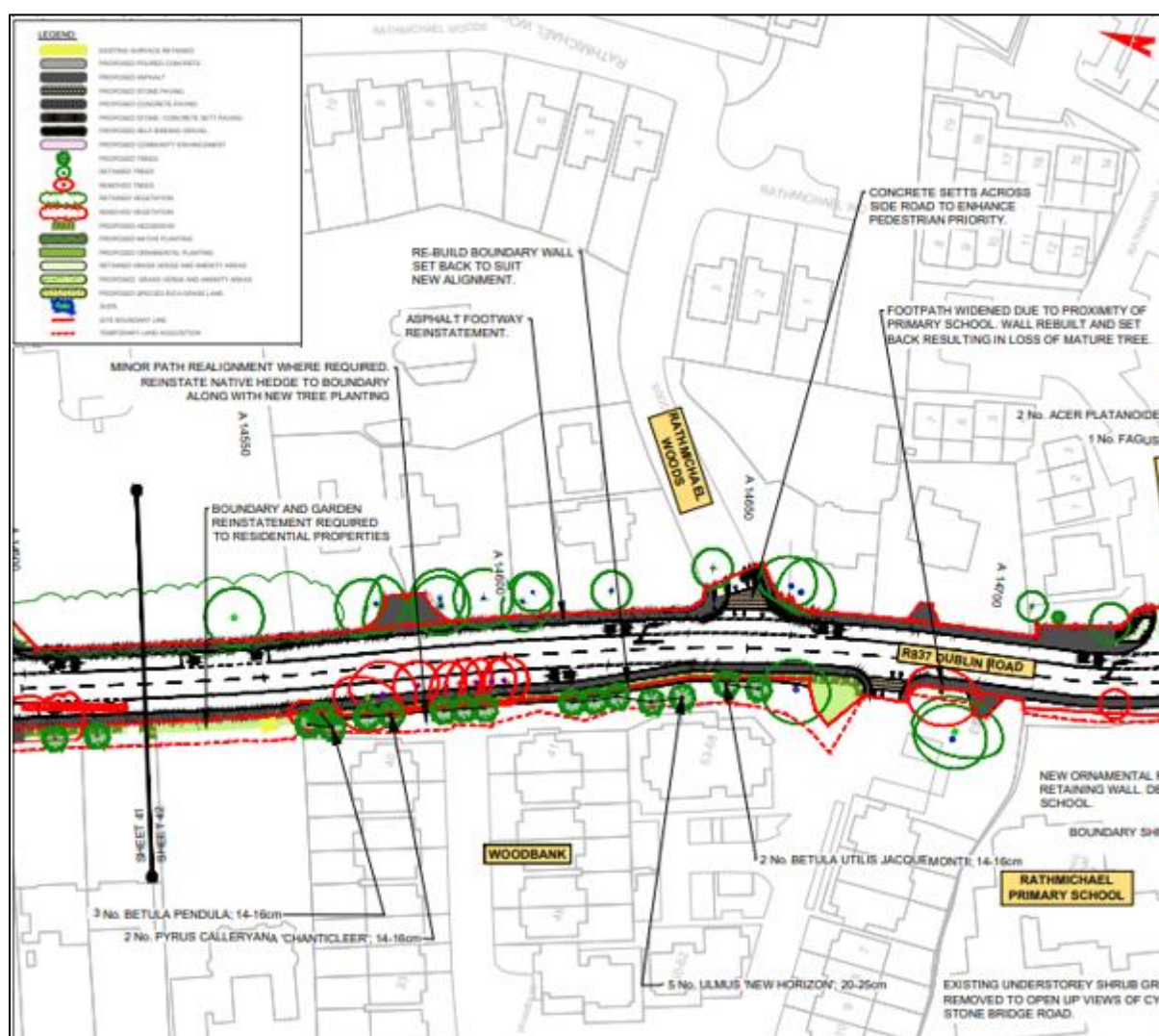


Figure 2.57: Extract from Landscaping General Arrangement Drawings at Woodbank (Sheet 42)

2.3.5 CPO-005 – Aoife Stokes & Glenn Mason

2.3.5.1 Summary of Objections Raised

This CPO Objection relates to the Woodbank Estate, Shankill. The Proposed Scheme at this location is described in Section 2.3.1 (Description of the Proposed Scheme at this location) above.

The objection to the CPO raises five potential issues:

1) N11/M11 Route Option

The objection notes the current proposals for bus routes along the M11, and suggests, in support of local government policy on bypasses this option should be supported by the BusConnects Scheme.

2) Impact to Trees

The objection raised concerns regarding the over 400 mature trees to be felled along the Proposed Scheme with many hedges and hedgerows. The respondent raised concerns with the impact on the local area's biodiversity, and the impact on the existing trees and greenery.

3) Benefits & Need for the Proposed Scheme

The objection raised concerns regarding the minimal time savings within the Shankill area, commenting that these time savings do not justify the large changes planned for the road.

4) Impact to Shankill Community

The objection raised concerns with the proposals impact on Shankill and the wider local area, commenting the impact on alterations would not be worth the improvements.

5) Conflict with Government Policies

The objection raised the issue that the Proposed Scheme is in conflict with the government policy to support local by-passes.

2.3.5.2 Response to Objections Raised

1) N11/M11 Route Option

Refer to Section 2.3.3.1.3 of this report for further information on Alternate N11/M11 Bus Priority Interim Scheme.

2) Impact on Trees

Refer to 2.3.3.11 of this report for further information on Impact to Environment (Trees, Biodiversity, Climate, Air Quality, Noise, and Landscape), refer specifically to the sub-heading on 'Trees', and to Section 2.3.4.2 (CPO-003) Issue No. 2 (Impact to Trees and Environment) on the specific tree impacts at Woodbank Estate.

3) Benefits & Need for the Proposed Scheme in Shankill

Refer to Section 2.3.3.1 of this report for further information on Need of the Proposed Scheme.

Refer to Section 2.3.3.2 of this report for further information on Benefits of the Proposed Scheme.

4) Impact to Shankill Community

Refer to Section 2.3.3.13 of this report for further information on Impact to Shankill Village & Community.

5) Conflict with Government Policies

Refer to Section 2.3.3.1.1 of this report for further information on Need for the Proposed Scheme in Shankill (Policy Context).

2.3.6 CPO-006 – AWC Estate Owners Management Company

2.3.6.1 Summary of Objections Raised

This CPO Objection relates to the Woodbank Estate, Shankill. The Proposed Scheme at this location is described in Section 2.3.1 (Description of the Proposed Scheme at this location) above.

The objection to the CPO raises 10 potential issues:

1) Support for the Proposed Scheme

The objection states that the residents of Woodbank support the BusConnects programme as an important effort to improve Dublin's bus service.

2) Benefits & Need for the Proposed Scheme in Shankill

The objection comments that there is currently an excellent bus service with no significant delays, therefore the respondents are unsure as to why it is necessary to run the proposals through Shankill and Woodbank estate. The objection goes on to note that Shankill is already well served by other public transport, including the DART.

3) N11/M11 Route Option

The objection raised concerns regarding the time between the route selection and the current proposals. The respondent queried the changes in the N11/M11 plans and the benefits using this within plans would have. The objection suggested the option was similar to the Route Option 2A in previous rounds of consultation, which is suggested to mitigate environmental and social impacts whilst also having a lower cost.

4) Proposed Scheme does not meet Objectives

The objection notes that the NTA seeks to reduce journey times and improve facilities for cyclists and pedestrians, however they raise the concern that this is not the case in Shankill, where existing cycle lanes will be removed, while walking will be unsafe and unpleasant as bus lanes will immediately adjoin narrow footpaths creating risks to pedestrians.

5) Impact to Trees & Environment

The respondent raised concerns regarding the removal of mature trees along the route from Bray including many from Woodbank, the objection comments that this could have impacts to wildlife and the estate of Woodbank itself. The objection raised concerns surrounding the impact to the green areas and shrubbery at Woodbank, further suggesting that this would be injurious to wildlife and bird as the area provides habitat for a large number of species. The objection continued by suggesting the four-lane highway would result in the creation of barriers to wildlife corridors.

6) Impact to Health & Wellbeing

The objection comments that the proposals are likely to have a negative impact on the physical and mental wellbeing of the residents living in the area.

7) Impact on Safety

The objection raises the issue that the CPO at Woodbank Estate will have an adverse impact on pedestrians, especially vulnerable road users, due to the narrowing of the footpaths and the creation of junctions at roundabouts.

8) Changes to Working Patterns

The respondent raised awareness to the longer-term impact of COVID-19 on home working patterns and commuting needs, further suggestion these need to be considered in proposals.

9) Impact to Traffic Flow

The objection raised concerns regarding the changes to lane configuration resulting in increased traffic and speeds, with Shankill becoming an increasing rat run due to further ongoing congestion on the M11.

10) Impact to Heritage & Architecture

The objection summarised concerns regarding the built environment of Shankill, commenting that the proposal will cause major destruction in Shankill and the wider area, specifically with the removal of historic stone-based walls which are a feature in the area.

2.3.6.2 Response to Objections Raised

1) Support for the Proposed Scheme

The NTA welcomes the support for the Proposed Scheme and is grateful for the positive feedback in the objection to support improvement of bus services.

2) Benefits & Need for the Proposed Scheme in Shankill

Refer to Section 2.3.3.1 of this report for further information on 'Need of the Proposed Scheme'.

Refer to Section 2.3.3.2 of this report for further information on 'Benefits of the Proposed Scheme'.

3) N11/M11 Route Option

Refer to Section 2.3.3.1.3 of this report for further information on 'Alternate N11/M11 Bus Priority Interim Scheme'.

Also refer to Section 2.3.3.1.2 of this report for further information on 'Consideration of Alternatives and Options Assessment'.

4) Proposed Scheme does not meet the Objectives

Refer to Section 2.3.3.2 of this report for further information on 'Benefits of the Proposed Scheme'.

Refer also to Section 2.3.3.3 of this report for further information on 'Impact to Bus Services & Journey Time Benefits', and Section 2.3.3.7 of this report for further information on 'Impact to Cycle Infrastructure'.

5) Impact to Trees & Environment

Refer to Section 2.3.3.11 of this report for further information on Impact to Environment (Trees, Biodiversity, Climate, Air Quality, Noise, and Landscape), and to Section 2.3.4.2 (CPO-003) Issue No 2 (Impact to Trees and Environment) on the specific tree impacts at Woodbank Estate.

Refer to Section 2.3.3.11 of this report for further information on Impact to Environment (Trees, Biodiversity, Climate, Air Quality, Noise, and Landscape), specifically rare species and habitats.

6) Impact to Health & Wellbeing

Refer to Section 2.3.3.16 of this report for further information on Impact to Health & Wellbeing.

7) Impact to Safety

Refer to Section 2.3.3.8 of this report for further information on Impact to Safety (for Pedestrians & Cyclists).

Also refer to Section 2.3.3.4 of this report for further information on the safety impact from Upgrade Roundabouts to Signalised Junction and Signal Control Priority.

8) Changes in Working Patterns

Refer to Section 2.3.3.14 of this report for further information on Changes to Working Patterns.

9) Impact to Traffic Flow

Refer to Section 2.3.3.5 of this report for further information on Impact to Traffic Flows, Speed Limit, and Traffic Calming, including reference to response relating to future Modal Shift that will aid traffic flows..

10) Impact to Heritage and Architecture

Refer to Section 2.3.3.18 of this report for further information on Impact to Heritage & Architecture.

2.3.7 CPO-009 – Brian Holland

2.3.7.1 Summary of Objections Raised

This CPO Objection relates to the Woodbank Estate, Shankill. The Proposed Scheme at this location is described in Section 2.3.1 (Description of the Proposed Scheme at this location) above.

The objection to the CPO raises five potential issues:

1) Impact to Trees

The objection raised concerns regarding the impact to trees due to the significant loss of mature trees due to the CPO at Woodbank, the objection comments that the mature trees provide significant noise abatement to the residents of Woodbank.

2) Impact from Noise Pollution

The respondent raised concerns regarding the increase in noise due to the Proposed Scheme, which is already high due to the ambulance service and the bus service. The objection further raised concerns that the loss of trees will further increase noise within the Woodbrook Estate.

3) Benefits & Need for the Proposed Scheme

The objection comments that there is currently no traffic congestion in Shankill, and the Proposed Scheme will not result in any significant changes in bus frequency.

4) N11/M11 Route Option

The objection notes the plans already in place for the N11/M11 route, and comments that not using this route would impact the quiet village environment.

5) Support for the Proposed Scheme

The objection notes that they are in support of the overall BusConnects scheme, but do not support the section of the plan through Shankill.

2.3.7.2 Response to Objections Raised

1) Impact to Trees

Refer to Section 2.3.3.11 of this report for further information on the Impact to Environment (Trees, Biodiversity, Climate, Air Quality, Noise, and Landscape), refer specifically to the sub-heading on 'Trees', and to Section 2.3.4.2 (CPO-003) Response Number 2 (Impact to Trees and Environment) on the specific tree impacts at Woodbank Estate.

2) Impact from Noise Pollution

Refer to Section 2.3.3.11 of this report for further information on the Impact to Environment (Trees, Biodiversity, Climate, Air Quality, Noise, and Landscape), refer specifically to the sub-heading on 'Air Quality and Noise'.

In relation to the noise impacts as a result of the Proposed Scheme, Chapter 9 (Noise & Vibration) in Volume 2 of the EIAR assesses the impact of noise and vibration at noise sensitive receptors along the Proposed Scheme. As part of the baseline noise surveys undertaken for the Proposed Scheme, there was an unattended noise monitoring location to the north of the Woodbank Estate (Reference Number CBC0013UNML001) and an attended noise monitoring location to the south of Woodbank Estate (Reference Number CBC0013ANML012), both in close proximity to the location of the Woodbank Estate as shown in Figure 9.2 (Sheet 11) in Volume 3 of the EIAR, shown in Figure 2.58 below.

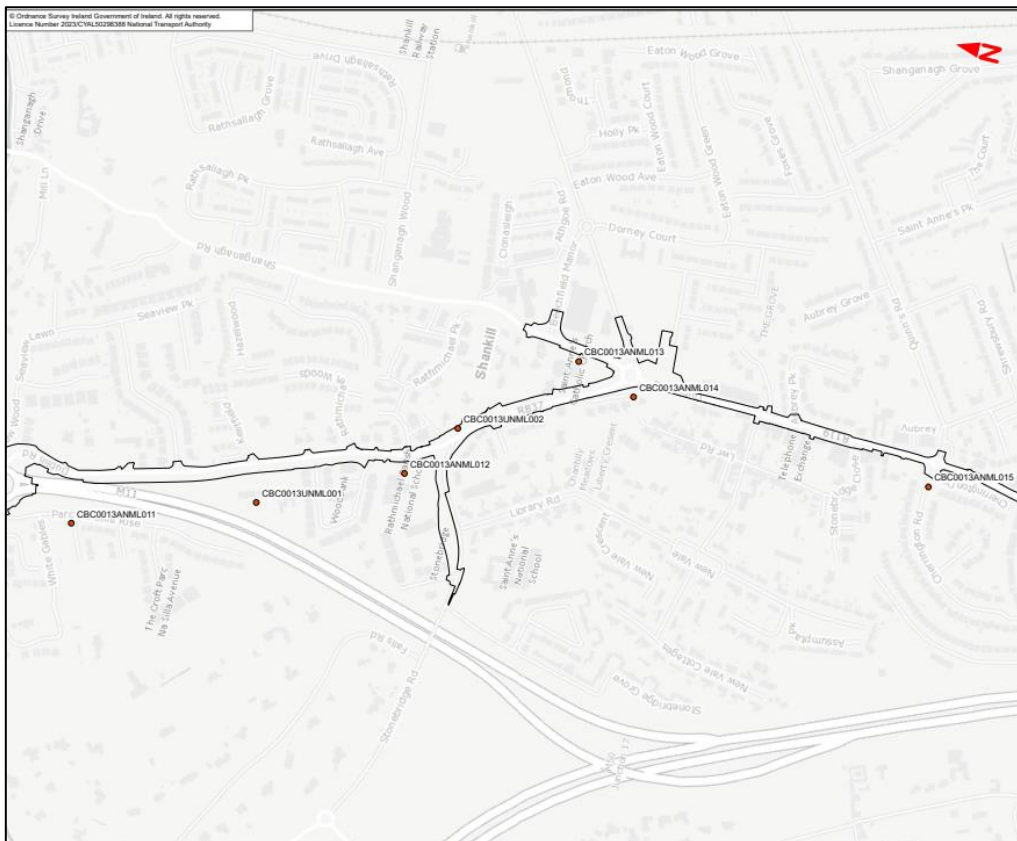


Figure 2.58: Noise Monitoring Stations Near Woodbank Estate

Figure 9.3 of Chapter 9 (Noise & Vibration) in Volume 3 of the EIAR maps the potential noise impacts associated with the predicted Construction Phase traffic, with Dublin Road near Woodbank (Sheet 6) mapped with an impact significance rating of Slight – Moderate. Figures 9.4 and 9.5 (Noise & Vibration) in Volume 3 of the EIAR map the potential impact significance of traffic noise in the Opening Year (2028) and the Design Year (2043) respectively, with the Dublin Road in front of Woodbank shown on Sheet 6 of both figures. The modelling for the Opening Year (Figure 9.4) shows an impact significance rating of Not Significant between Loughlinstown Roundabout and the St. Anne's Roundabout, while the modelled impact improved in the Design Year (Figure 9.5) to Imperceptible / Positive.

As the assessment described in Chapter 9 has not identified any significant noise impacts related to traffic once the Proposed Scheme is constructed and operational, there are no specific mitigation measures proposed for the Operational Phase. It should also be noted that vegetation is not generally relied upon for noise screening. From a noise point of view, due to the porous nature of vegetation, they provide a minimal level of noise screening. Section 9.6.2 of Chapter 9 states the following with respect to residual operational noise impacts:

'The results of the noise assessment for the Operational Phase confirms that with the introduction of the various measures included as part of the Proposed Scheme, a reduction in traffic noise can be achieved along the Proposed Scheme where highest existing traffic noise levels are experienced. The various design measures associated with the Proposed Scheme also align with the various intervention measures recommended within the WHO Environmental Noise Guidelines (WHO 2018) to reduce traffic noise exposure across populations.'

3) Benefits & Need for the Proposed Scheme

Refer to Section 2.3.3.1 of this report for further information on the Need of the Proposed Scheme.

Refer to Section 2.3.3.2 of this report for further information on the Benefits of the Proposed Scheme.

4) N11/M11 Route Option

Refer to Section 2.3.3.1.3 of this report for further information on the Alternate N11/M11 Bus Priority Interim Scheme.

5) Support for the Proposed Scheme

The NTA welcomes the support for the Proposed Scheme and is grateful for the positive feedback in the objection to support improvement of bus services.

2.3.8 CPO-015 – Courtenay Pollard

2.3.8.1 Summary of Objections Raised

This CPO Objection relates to the Woodbank Estate, Shankill. The Proposed Scheme at this location is described in Section 2.3.1 (Description of the Proposed Scheme at this location) above.

The objection to the CPO raises 15 potential issues:

1) Impact to Community

The objection summarised that the proposals fail to consider the needs of the community, as well as lack of collaboration.

2) Benefits & Need for the Proposed Scheme

The objection raised concerns regarding the Need for the Proposed Scheme due to the current bus service having no delays, whilst the objection also comments that the proposals do not adequately address the current or future need of the community and businesses in the village of Shankill. The respondent requested the reconsideration of plans through Shankill, suggesting a more sustainable and community-orientated approach is necessary. The objection also raised concerns surrounding the cost benefit of the Proposed Scheme, suggesting that that other improvements could be made to create more benefits rather than no benefits for Shankill.

3) Impact on Traffic Flows

The objection raised concerns about the lack of research into local traffic flows and movements within Shankill. It also raised concerns about the likely increased congestion arising from the Proposed Scheme.

4) Consultation & Engagement

The respondent requests further community engagement and consultation due to the current level being deeply concerning. The objection comments that the residents need their voices heard and are legally entitled to do so, further commenting that the proposals should be in collaboration with the community, ensuring their needs and preferences are considered.

5) Route Selection Date

The objection commented on the date the route selection was undertaken, commenting that comprehensive studies are needed to assess the current and future needs of Shankill as of 2023, including the progression of the M11 bus corridors.

6) Impact to Trees & Environment

The objection provided significant detail regarding the removal of 420 mature trees. The respondent raised concerns regarding people's health and wellbeing in relation to this, including the impact on air quality, habitat and wildlife, and the community.

The respondent raised concerns regarding the impact to trees, fauna, and flora, commenting that the plans do not align to any policy in relation to climate change. The objection provided significant detail regarding the removal of mature trees and hedgerows. The respondent raised concerns regarding people's health and wellbeing in relation to this, including the impact on air quality, habitat and wildlife, and the community. The objection went into further detail commenting on the various species which utilise Shankill as habitat and the way it could affect them, specifically the impact of rare bat species that reside within Shankill. The respondent raises attention to various different policies which are in place within Dublin and aim to protect species for habitat loss.

7) Impact to Safety

The objection summarised concerns regarding the increased risk on foot or bicycle due to the Proposed Scheme, suggesting the proposals exceed the policy for compact growth and propose a threat to

people's safety. The objections continued by commenting on the lack of safety for cyclists and the crossings needed on the Bray approach.

8) Impact on Health & Wellbeing

The objection raised concerns regarding the impact the health and wellbeing on schools and residents within the local area.

9) Impact to Businesses

The objection raised concerns regarding the changes to Corbawn Lane effecting the use of businesses within Shankill and the impact to trade.

10) Removal of Roundabouts in Shankill

The objection raised concerns surrounding the removal of roundabouts and replacement with signalised junction. The respondent queried if the low traffic flow at St Anne's could allow for a roundabout to be maintained.

11) Corbawn Lane & Right Turn Change

The objection raised concerns regarding the impact of the changes to the Corbawn Lane junction on Quinns Road, commenting that the bus routes and priority to the North/South traffic lanes will result in residents on Quinns Road being adversely affected, causing bottlenecks and delays. It also noted that reopening the right turn on Beechfield Manor will cause tailbacks.

12) Government Policies & Legal Adherence

The objection raised concerns relating to local, national, and international policies that may not have been adhered to as part of the Proposed Scheme, this includes various environmental policies. Government of Ireland have a policy that prioritises that 'Major projects which provide for local bypasses and compact growth in Ireland's towns and villages' which the respondent is concerned has not been followed.

13) Public Consultation

The objection raised the concern that there was inadequate consultation, and that the Proposed Scheme is in direct contravention to Aarhus Convention.

14) CPO Limited Information

The objection raised the concern that the CPO has not disclosed accurate enough information relating to where they precisely wish to take land.

15) Oral Hearing Request

The respondent has requested that an oral hearing is held.

2.3.8.2 Response to Objections Raised

1) Impact to Community

Refer to Section 2.3.3.13 of this report for further information on the Impact to Shankill Village & Community.

2) Benefits & Need for the Proposed Scheme

Refer to Section 2.3.3.1 of this report for further information on the Need of the Proposed Scheme, including information on the Cost Benefit Analysis.

Refer to Section 2.3.3.2 of this report for further information on the Benefits of the Proposed Scheme.

3) Impact on Traffic Flows

Refer to Section 2.3.3.5 of this report for further information on the Impact to Traffic Flows, Speed Limit, and Traffic Calming.

4) Consultation & Engagement

Refer to Section 2.3.3.15 of this report for further information on Public Consultation.

5) Route Selection Date

Refer to Section 2.3.3.1.3 of this report for further information on the Alternate N11/M11 Bus Priority Interim Scheme.

Refer to Section 2.3.3.1.2 in this report for further information on the Consideration of Alternatives and Options Assessment in response to the current route selection process.

6) Impact to Trees & Environment

Refer to Section 2.3.3.11 of this report for further information on the Impact to Environment (Trees, Biodiversity, Climate, Air Quality, Noise, and Landscape), and to Section 2.3.4.2 (CPO-003) Response Number 2 (Impact to Trees and Environment) on the specific tree impacts at Woodbank Estate.

7) Impact to Safety

Refer to Section 2.3.3.8 of this report for further information on the Impact to Safety (for Pedestrians & Cyclists).

Also refer to Section 2.3.3.7 of this report for further information on Impact to Cycle Infrastructure.

8) Impact on Health & Wellbeing

Refer to Section 2.3.3.16 in the report for further information on the Impact to Health & Wellbeing.

9) Impact to Businesses

Refer to Section 2.3.3.17 of this report for further information on the Impact to Business, regarding the impact on commercial properties.

10) Removal of roundabouts in Shankill

Refer to Section 2.3.3.4 in this report 'Upgrade Roundabouts to Signalised Junction and Signal Control Priority', for further information on the proposed changes to the roundabouts within Shankill.

11) Corbawn Lane & Right Turn Change

Refer to Section 2.3.3.4.3 in this report for further information on the Signalisation of Dublin Road / Shanganagh Road / Corbawn Lane Junction (St Anne's Roundabout).

12) Government Policies & Legal Adherence

Refer to Section 2.3.3.1.1 of this report for further information on the Need for the Proposed Scheme in Shankill (Policy Context).

13) Public Consultation

Refer to Section 2.3.3.15 of this report for further information on Public Consultation.

14) CPO Limited Information

Refer to Section 2.3.4.2 (CPO-003) Response Number 8 (Impact on Health & Wellbeing), in this report, which notes details of the purpose of the CPO for the proposed works and cross-section required for the CPO of the Proposed Scheme at Woodbank.

Figure 2.59 shows the CPO plot at the property at Woodbank, Dublin Road from Deposit Maps sheet 011, as part of the Compulsory Purchase Order to the EIAR.

As part of Proposed Scheme, the lands at plot numbers 1110(1).1e and 1110(2).1e are permanently acquired for widening of the Dublin Road carriageway and relocation of boundary wall at Woodbank estate, hence meeting the objectives of BusConnects.

As part of Proposed Scheme, the lands at plot number Plot 1110(3).2e and 1110(4).2e are proposed to be temporary compulsorily acquired for the purpose of construction works. Temporary land take will be returned after construction, reinstated in the same condition as existing.

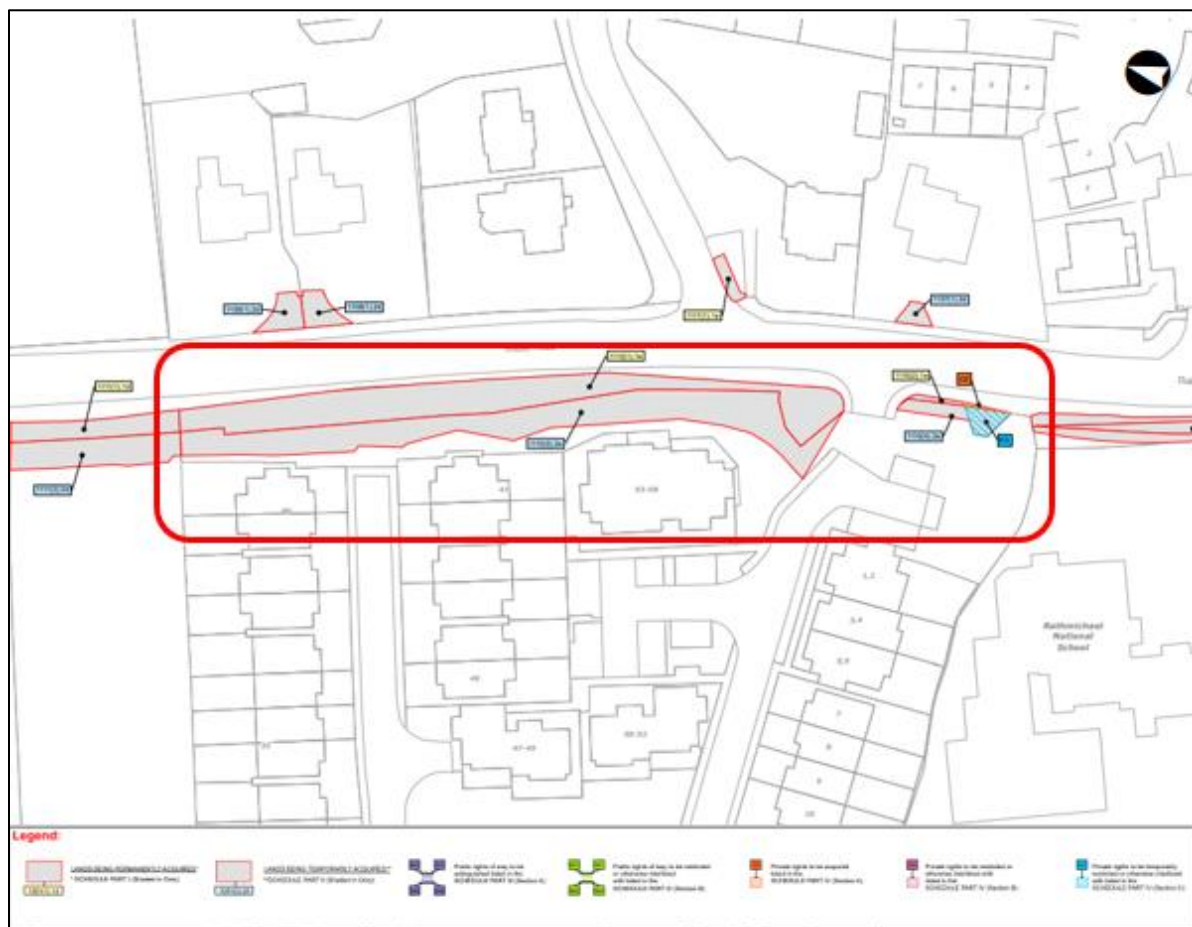


Figure 2.59: Extract from Deposit Map at Woodbank, Dublin Road (Sheet 011)

The 'Compulsory Purchase Order and Schedule' also includes the area in square meters of each of the permanent and temporary plots noted above.

15) Oral Hearing Request

The NTA notes the request for an Oral Hearing. An Bord Pleanála has the discretion to decide whether an Oral Hearing will be held in respect of this application.

2.3.9 CPO-018 – Dermot & Anne Grumley

2.3.9.1 Summary of Objections Raised

This CPO Objection relates to the Woodbank Estate, Shankill. The Proposed Scheme at this location is described in Section 2.3.1 (Description of the Proposed Scheme at this location) above.

The objection to the CPO raises six potential issues:

1) Benefits & Need for the Proposed Scheme

The objection raised concerns surrounding the Need for the Proposed Scheme and minimal benefits arising. They noted the removal of two excellent bus services, the cost of billions, and the minimal journey time savings.

2) Impact to Trees & Environment

The objection raised concerns regarding the loss of trees, hedges.

Further concerns were raised regarding the loss of gardens and grass verges, whilst the objection also noted loss of wildlife habitats, biodiversity, and further concern that rare species will be displaced, possibly eliminated.

3) Impact to Heritage & Architecture

The objection raised concerns regarding the loss of old and new stone walls and the impact to Shankill's historical sites and cultural heritage.

4) Impact to Community

The objection raised concerns regarding the disruption to the community within Shankill village and surrounding areas, the objection comments that the village approach and exit will be ruined for all time.

5) Impact During Construction

The objection raised the concern of disruption to traffic and pedestrians during construction. The objection noted that there was no timescale indicated for the works.

6) Removal of Roundabouts

The objection raised the concern that the works to remove the existing roundabouts would form large road widening with complicated road intersections and multiple traffic lights.

2.3.9.2 Response to Objections Raised

1) Benefits & Need for the Proposed Scheme

Refer to Section 2.3.3.1 of this report for further information on the Need of the Proposed Scheme, including information on the Cost Benefit Analysis.

Refer to Section 2.3.3.2 of this report for further information on the Benefits of the Proposed Scheme.

2) Impact to Trees & Environment

Refer to Section 2.3.3.11 of this report for further information on the Impact to Environment (Trees, Biodiversity, Climate, Air Quality, Noise, and Landscape), specifically to trees, biodiversity, rare species, and climate, and to Section 2.3.4.2 (CPO-003) Issue No. 2 (Impact to Trees and Environment) on the specific tree impacts at Woodbank Estate.

3) Impact to Heritage & Architecture

Refer to Section 2.3.3.18 in this report for further information on Impact to Heritage & Architecture through Shankill.

4) Impact to Community

Refer to Section 2.3.3.13 in the report for further information on the Impact to Shankill Village & Community.

5) Impact During Construction

Refer to Section 2.3.3.20 in this report for further information on the Impact During Construction and project timelines.

6) Removal of Roundabouts

Refer to Section 2.3.3.4 in this report for further information on the Upgrade Roundabouts to Signalised Junction and Signal Control Priority.

2.3.10 CPO-027 – Fiachra Baynes & Sinead Lucey

2.3.10.1 Summary of Objections Raised

This CPO Objection relates to the Woodbank Estate, Shankill. The Proposed Scheme at this location is described in Section 2.3.1 (Description of the Proposed Scheme at this location) above.

The objection to the CPO raises eight potential issues:

1) Impact to Health & Wellbeing

The objection raised concern regarding the CPO on common areas and lands in Woodbank and the loss of amenity space.

2) Impact to Trees & Environment

The objection raised concerns about the significant number of mature trees to be lost due to the Proposed Scheme. Another comment was made regarding the loss of mature trees, resulting in the loss of noise barriers from Dublin Road onto the Woodbank Estate.

The objection raised concerns related to the loss of flora and fauna, as well as biodiversity and loss of habitat. The respondent raised concerns regarding the impact on wildlife, specifically bats, due to the Proposed Scheme.

3) Benefits & Need for the Proposed Scheme

The objection raised concerns regarding the proposed time savings, suggesting they will not be significant enough to be cost effective. The objection suggests that other more cost-effective means should be used.

4) N11/M11 Bus Priority Interim Scheme

They also noted that the N11 and Loughlinstown By-Pass roads were specifically planned and built to avoid traffic choking and destroying the village.

The objection requests that the N11/M11 route and the BusConnects planning application should run in harmony together.

5) Alternative Options

The objection summarised a number of alternative solutions, including:

- Suggestion that minor local road improvement measures/road widening, such as at the junction of Old Dublin Road and Stonebridge Road, and other local pinch points, would have similar scheme benefits with less impact;
- Suggestion that a reduction in bus stops or use of hub bus stops would have similar scheme benefits with less impact;
- Suggestion that a co-ordinated traffic light policy would improve traffic flows;
- Suggestion that there should be an increase in Dart frequency and speed of trains.
- The provision of a local shuttle/feeder bus service running a circle route utilising the N11/M11 to connect passengers to core services and thereby limiting the number of buses passing through Shankill has also been suggested.

6) Removal of Roundabouts

The objection raises the concern that the removal of the roundabout and inclusion of traffic lights at junctions will cause more traffic congestion rather than improving it.

7) Impact to Safety

The respondent raised concerns regarding the safety of the new four lane carriageway near the local national schools and other amenities.

8) Historical Planning Decisions

The objection raised a query regarding previous planning applications refused by DLRCC due to high density and impact on the local road network, yet authorities now want to add four lane highway through the same lands. They claim that this amounts to hypocritical change of policy.

2.3.10.2 Response to Objections Raised

1) Impact to Health & Wellbeing

Refer to Section 2.3.3.16 in this report for further information on the Impact to Health & Wellbeing.

2) Impact to Trees & Environment

Refer to Section 2.3.3.11 in this report for further information on the Impact to Environment (Trees, Biodiversity, Climate, Air Quality, Noise, and Landscape), to Section 2.3.4.2 (CPO-003) Issue No. 2 (Impact to Trees and Environment) on the specific tree impacts at Woodbank Estate, and to Section 2.3.7.2 (CPO-009) Issue No. 2 (Impact from Noise Pollution) on the specific noise impacts at Woodbank Estate.

3) Benefits & Need for the Proposed Scheme

Refer to Section 2.3.3.1 of this report for further information on the Need of the Proposed Scheme.

Refer to Section 2.3.3.2 of this report for further information on the Benefits of the Proposed Scheme.

4) N11/M11 Bus Priority Interim Scheme

Refer to Section 2.3.3.1 of this report for further information on the Need of the Proposed Scheme, outlining the need for the scheme and the Proposed Scheme Objectives, specifically referring to Section 2.3.3.1.3 (Alternate N11/M11 Bus Priority Interim Scheme) which outlines how the objectives of the BPIS differ from the Proposed Scheme. Both schemes will progress with consideration of the other.

5) Alternative Options

Refer to Section 2.3.3.9 (Review of Design Alternatives) in this report for response to various alternative design options suggested.

6) Removal of Roundabouts

Refer to Section 2.3.3.4 in this report for further information on the Upgrade Roundabouts to Signalised Junction and Signal Control Priority.

7) Impact to Safety

Refer to Section 2.3.3.8 in this report for further information on the Impact to Safety (for Pedestrians & Cyclists).

8) Historical Planning Decisions

Refer to Section 2.3.3.1.1 of this report for further information on the Need for the Proposed Scheme in Shankill (Policy Context) and how the Proposed Scheme aligns with International, National, Regional and Local Policy.

2.3.11 CPO-028 – Fiona Bennett & Brendan Dunne

2.3.11.1 Summary of Objections Raised

This CPO Objection relates to the Woodbank Estate, Shankill. The Proposed Scheme at this location is described in Section 2.3.1 (Description of the Proposed Scheme at this location) above.

The objection to the CPO raises six potential issues:

1) Benefits & Need for the Proposed Scheme

The objection raises the concern that the Proposed Scheme is not required in Shankill. It notes that there is only two busy periods, morning and evening peak, and no traffic delays at other times. It also notes that the Loughlinstown Roundabout keeps the traffic flowing in both directions.

2) Removal of Roundabouts

The respondent commented on the removal of roundabouts and suggested that the roundabouts would keep traffic flowing in both directions, the objection raised concerns suggesting that the traffic lights would break traffic up, increasing congestion.

3) Impact to Trees

The objection raised concerns regarding the removal of mature trees on Dublin Road, the respondent noted that some of the trees have preservation orders on them. Further concerns with the visual, noise, and air pollution implications were raised, with the objection commenting this would change the ethos of the area.

4) Impact to Noise and Air Quality at Property

The objection raised concerns regarding the CPO at Woodbank, commenting that if the road widening goes ahead, the property which is 25 feet from the Woodbank boundary wall will be further exposed to pollution and traffic closer to the building.

5) Impact to Health & Wellbeing

The objection raised concerns surrounding the impact to the mental and physical health of residents due to the changes to the area and the stress of such a major change.

6) Impact to Community

The respondent raised concerns regarding the impact to the community due to the changes within Shankill, commenting they would have a negative impact on residents and the planners do not seem to understand how a community works.

2.3.11.2 Response to Objections Raised

1) Benefits & Need for the Proposed Scheme

Refer to Section 2.3.3.1 of this report for further information on the Need of the Proposed Scheme.

Refer to Section 2.3.3.2 of this report for further information on the Benefits of the Proposed Scheme.

2) Removal of Roundabouts

Refer to Section 2.3.3.4 in this report for further information on the Upgrade Roundabouts to Signalised Junction and Signal Control Priority.

Refer to Section 2.3.3.5 of this report for further information on the Impact to Traffic Flows, Speed Limit, and Traffic Calming.

3) Impact to Trees

Refer to Section 2.3.3.11 in this report for further information on the Impact to Environment (Trees, Biodiversity, Climate, Air Quality, Noise, and Landscape), and to Section 2.3.4.2 (CPO-003) Response Number 2 (Impact to Trees and Environment) on the specific tree impacts at Woodbank Estate.

4) Impact to Noise and Air Quality at Property

Refer to Section 2.3.3.11 in this report for further information on the Impact to Environment (Trees, Biodiversity, Climate, Air Quality, Noise, and Landscape).

The proximity of the kerbline of the Proposed Road at its closest point, is over 10 metres to the building. This is a reduction of less than 1.5m from the distance to the existing road kerbline, leading to minimal change to the overall noise and air quality at the property.

5) Impact to Health & Wellbeing

Refer to Section 2.3.3.16 in this report for further information on the Impact to Health & Wellbeing.

6) Impact to Community

Refer to Section 2.3.3.13 in this report for further information on the Impact to Shankill Village & Community.

2.3.12 CPO-029 – Fionnuala & Noel Gilchrist

2.3.12.1 Summary of Objections Raised

This CPO Objection relates to the Woodbank Estate, Shankill. The Proposed Scheme at this location is described in Section 2.3.1 (Description of the Proposed Scheme at this location) above.

The objection to the CPO raises six potential issues:

1) Impact to Trees

The objection raised concerns regarding the lack of clarity on the preservation of trees. The objection states there is a lack of clarity regarding the status of trees in areas of temporary land acquisition, commenting that there is concern if these trees are to be felled and if they would be replaced in existing condition. Further concerns were raised regarding the similar fate of the hedges and hedgerows.

2) N11/M11 Route Option

The objection raised concerns regarding other options which were not considered at the time of optioneering. The respondent commented that the N11/M11 route does not appear to be considered within BusConnects, which would result in any changes to Woodbank and Shankill being in vain. The objection requests that the options considered are reviewed to ensure that the costs to the public are not excessive due to the addition of an alternative offering.

The objection suggests the N11/M11 should be further considered as part of the Proposed Scheme in conjunction with BusConnects, lessening the impact on the local area.

3) Impact on Traffic Flow

The objection raised concerns surrounding the primary layout for BusConnects not being adopted around Shankill, resulting in merging near Woodbank. The concerns link to the need for the changes in this location as this will result in further traffic congestion into the Woodbank Estate and through Shankill. Further concerns are mentioned regarding the changes to the roundabouts, causing further congestion and resulting in worsening of the roads.

4) Impact to Property

- i) Impact to Property Value
- ii) Impact to Amenity Space
- iii) Impact to Privacy

The objection raised further concerns regarding the CPO of lands, commenting that property values have been decreased due to the CPO, and therefore the whole estate has been devalued. Furthermore, the objection comments regarding the changes to the estate, where privacy will be reduced due to the reduction on common areas and felling of trees. They also raised the concern that they will lose the enjoyment of the common outdoor space.

5) Impact During Construction

The respondent raised concerns regarding the continuous construction surrounding the Woodbank Estate. The BusConnects Scheme would result in further years worse of large-scale disruption the objection suggests, with a higher level of noise and dust pollution. The Proposed Scheme has also caused concern for its probability of impacting the traffic and accessibility of the estate if not properly planned or communicated with local residents.

6) Impact to Cyclists

The objection also notes that cyclists are not account for through Shankill and queried why this is.

2.3.12.2 Response to Objections Raised

1) Impact to Trees

Refer to Section 2.3.3.11 in this report for further information on the Impact to Environment (Trees, Biodiversity, Climate, Air Quality, Noise, and Landscape), and to Section 2.3.4.2 (CPO-003) Issue No. 2 (Impact to Trees and Environment) on the specific tree impacts at Woodbank Estate.

2) N11/M11 Route Option

Refer to Section 2.3.3.1.2 of this report for further information on Consideration of Alternatives and Options Assessment.

Also refer to Section 2.3.3.1.3 in this report for further information on the Alternate N11/M11 Bus Priority Interim Scheme.

3) Impact on Traffic

Figure 2.60 below shows an extract from 02-General Arrangement Drawings, in Volume 2 of the EIAR, showing the proposed arrangement outside Woodbank estate. The proposed south-bound bus lane in continuous past Woodbank and through the junction to the south. North-bound, the single traffic lane from the Stonebridge Road junction continues past the estate entrance, and widens to the north of the estate, at the start of the proposed bus lane, reducing congestion across the estate entrance.

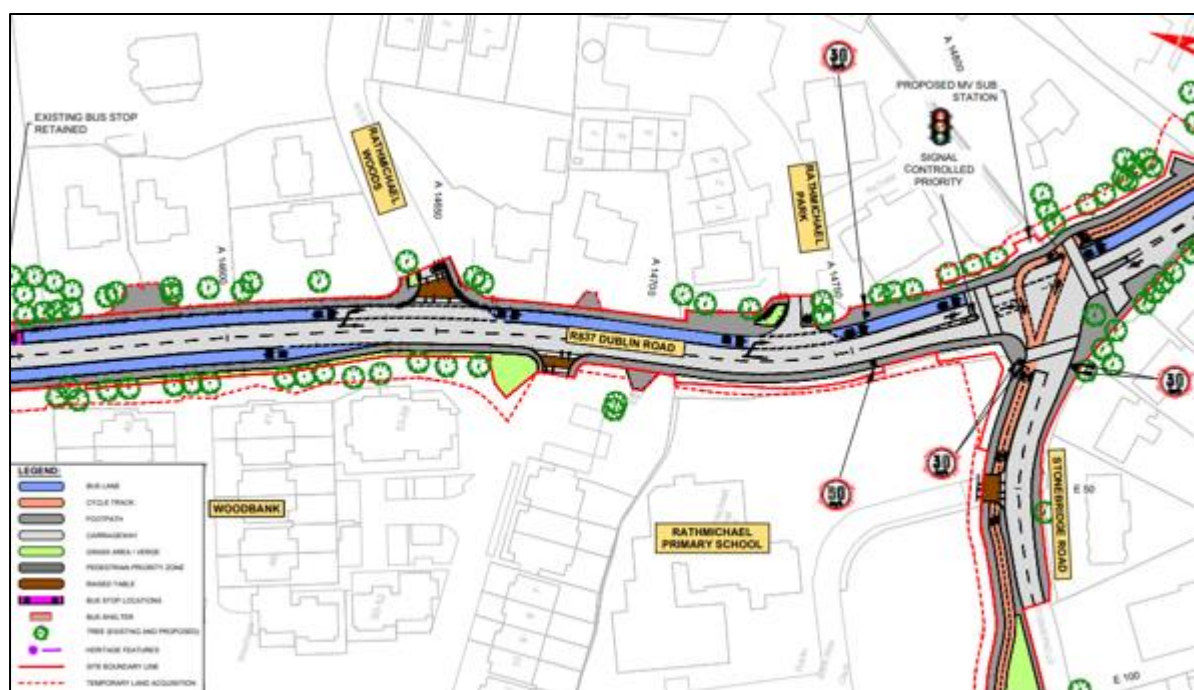


Figure 2.60: Extract from General Arrangement Drawings at Woodbank (Sheet 42)

Also, refer to Section 2.3.3.4.3 in this report for further information on the Signalisation of Dublin Road / Shanganagh Road / Corbawn Lane Junction (St Anne's Roundabout), under Issue No. 2.

4) Impact to Property

Refer to Section 2.3.3.19 in this report for further information on the Impact on Property Values.

Also refer to Section 2.3.3.12 of this report for further information on the general Impact to Green Amenity Areas, and specifically refer to Section 2.3.4.2 (CPO-003) Response Number 8 (Impact on Health & Wellbeing), in this report, which details the impact on the green amenity area at Woodbank estate.

Impact to Privacy

In respect of boundary treatment and loss of privacy, as noted in Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR, reinstatement of property frontage including boundary walls, gates, railings driveway, footpath and landscaping will be on a like-for-like basis, and detailed

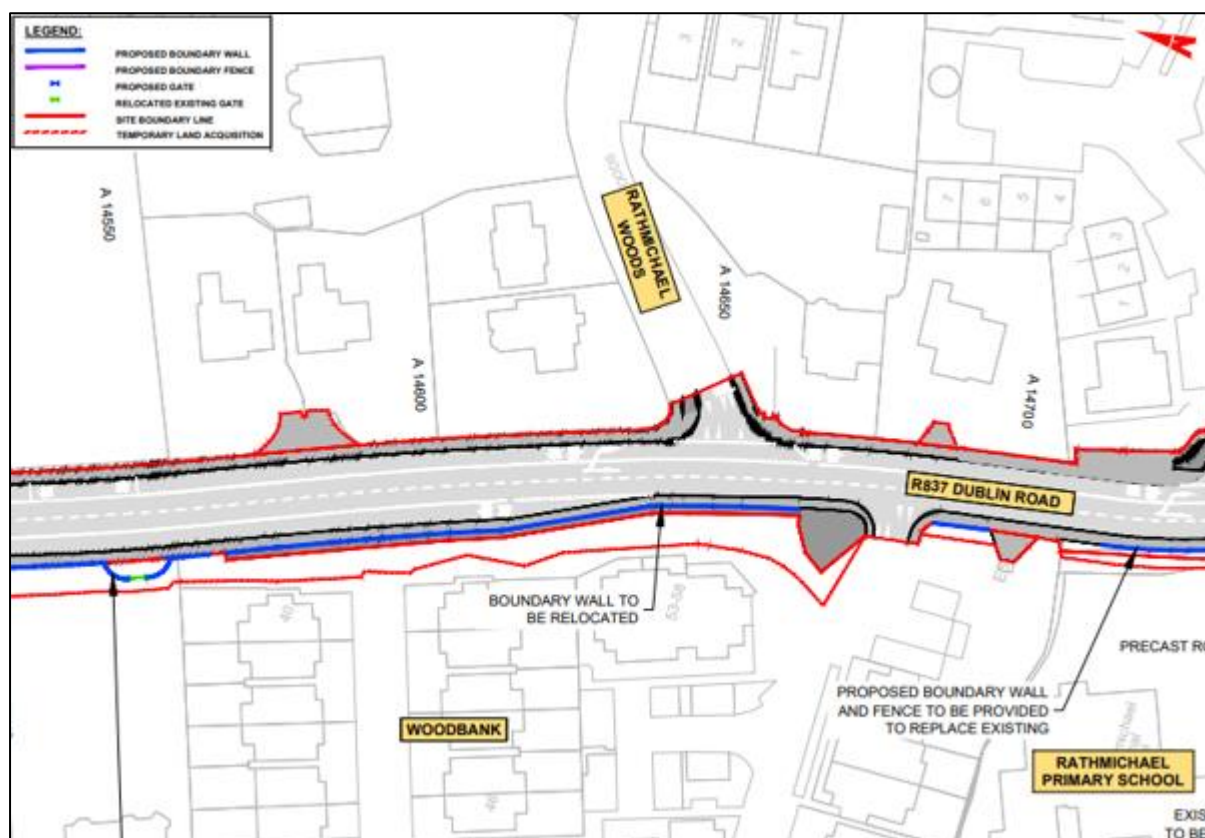


Figure 2.62: Extract from Fencing and Boundary Treatment Drawings at Woodbank (Sheet 42)

5) Impact During Construction

Refer to Section 2.3.3.20 in this report for further information on the Impact During Construction.

6) Impact to Cyclists

Refer to Section 2.3.3.7 on the Impact to Cycle Infrastructure in this report for further information on the impact to cyclists.

2.3.13 CPO-033 – Gavin Doherty

2.3.13.1 Summary of Objections Raised

This CPO Objection relates to the Woodbank Estate, Shankill. The Proposed Scheme at this location is described in Section 2.3.1 (Description of the Proposed Scheme at this location) above.

The objection to the CPO raises eight potential issues:

1) Benefits & Need for the Proposed Scheme

The objection raised concerns regarding the Need for the Proposed Scheme and Benefits. The objection commented on the lack of evidence of better bus journey times through Shankill and that this does not warrant the costs required to carry out the Proposed Scheme.

2) Impact to Community

The objection raised the concern that the Proposed Scheme will have a detrimental effect on the community of Shankill.

3) N11/M11 Route Option

The objection suggested the N11/M11 should be further considered as part of the Proposed Scheme in conjunction with BusConnects, lessening the impact on the local area. The objection suggests the dismissal of Option 2A is no longer justified and could now be progressed.

4) Impact to Traffic Flow

The objection raised concerns surrounding the impact of traffic flow with Shankill due to the proposals, suggesting the plans would cause considerable delays, bottlenecks, and congestion.

5) Impact to Trees & Environment

The objection raised the concern that there is a significant loss of mature trees along Dublin Road.

The respondent raised concerns regarding the environmental impact of the Proposed Scheme would result in the loss of hedgerows, stone boundary walls, and other natural features, with rare bird and bat species losing their habitats. They also noted that the NTA should take note of the Aarhus Convention.

6) Impact to Businesses

The objection raised concerns regarding the impact on local businesses, commenting that the plans pose a threat to businesses in Shankill, which are vital to the economy. Further concerns were raised regarding this issue going against government policy to allow local businesses to thrive and regenerate.

7) Impact to Safety

The objection raised concerns regarding the proposals impact on the safety of cyclists and pedestrians. The respondent raised concerns regarding the lack of continuous cycle lanes through Shankill and noted that the wider roads with increased traffic lanes would jeopardise the safety of pedestrian and vulnerable road users, for example, when alighting the bus coming from Bray to visit the cemetery.

8) Flooding

The objection summarised concerns relating to water infrastructure, commenting that there is no evidence of planning for the stream running under the R119, which has previously caused flooding issues within the area.

2.3.13.2 Response to Objections Raised

1) Benefits & Need for the Proposed Scheme

Refer to Section 2.3.3.1 of this report for further information on the Need of the Proposed Scheme.

Refer to Section 2.3.3.2 of this report for further information on the Benefits of the Proposed Scheme.

2) Impact to Community

Refer to Section 2.3.3.13 in this report for further information on the Impact to Shankill Village & Community.

3) N11/M11 Route Option

Refer to Section 2.3.3.1.2 of this report for further information on Consideration of Alternatives and Options Assessment.

Refer to Section 2.3.3.1.3 in this report for further information on the Alternate N11/M11 Bus Priority Interim Scheme.

4) Impact to Traffic Flow

Refer to Section 2.3.3.5 in this report for further information on the Impact to Traffic Flows, Speed Limit, and Traffic Calming .

5) Impact to Trees & Environment

Refer to Section 2.3.3.11 in this report for further information on the Impact to Environment (Trees, Biodiversity, Climate, Air Quality, Noise, and Landscape), and to Section 2.3.4.2 (CPO-003) Issue No. 2 (Impact to Trees and Environment) on the specific tree impacts at Woodbank Estate.

Refer to Section 2.3.3.18 in this report for further information on the Impact to Heritage & Architecture.

Refer to Section 2.3.3.15 in this report for further information on Public Consultation, and specifically the Aarhus Convention.

6) Impact to Businesses

Refer to Section 2.3.3.17 in this report for further information on the Impact to Business.

7) Impact to Safety

Refer to Section 2.3.3.8 in this report for further information on the Impact to Safety (for Pedestrians & Cyclists).

Also refer to Section 2.3.3.7 of this report for further information on Impact to Cycle Infrastructure and also note below.

Pedestrian Crossing at Shanganagh Cemetery

Two new toucan crossings are proposed on Dublin Road at Shanganagh Park (Chainage 16+280) and at the southern end of the Shanganagh Cemetery (Chainage 16+500) within a distance of 250 meters in the upstream and downstream of the bus stop, which are deemed to be sufficient to meet pedestrian desire line and are shown in Figure 2.63 and Figure 2.64.

The Stage 1 Road Safety Audit for the Proposed Scheme is provided as Appendix M2 of the Preliminary Design report included as part of the Supplementary Information. The report does not identify any problems or concerns associated with pedestrian safety at the junction with Shanganagh Park.

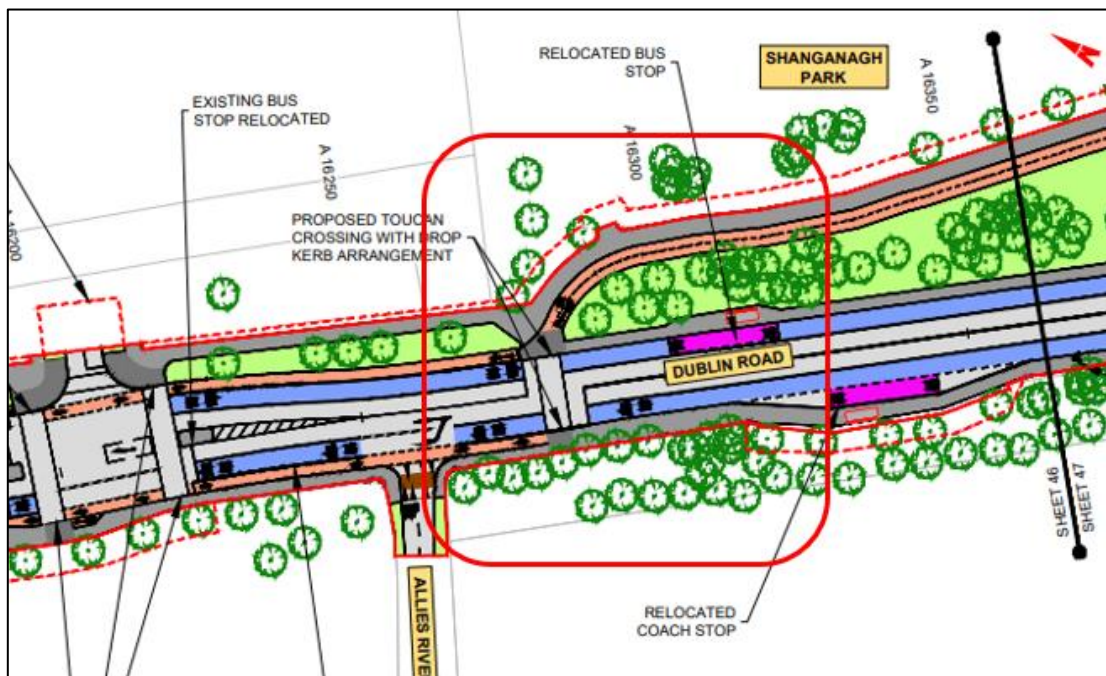


Figure 2.63: Extract from General Arrangement Drawings showing Proposed Toucan Crossing at Chainage 16+280 (Sheet 47)

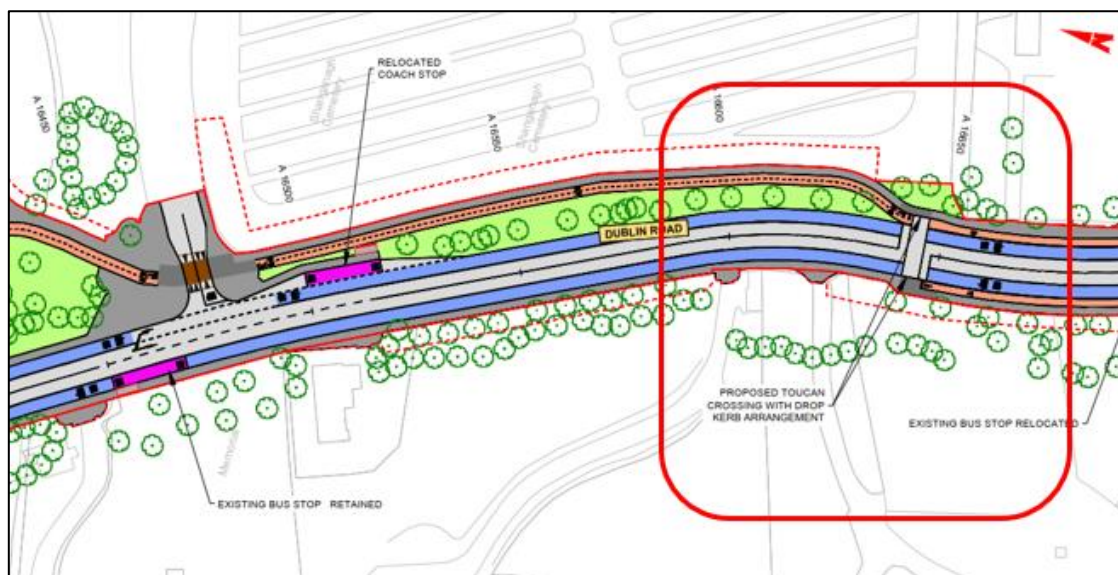


Figure 2.64: Extract from General Arrangement Drawings showing Proposed Toucan Crossing at Chainage 16+500 (Sheet 47)

The assessment of the qualitative impacts on the walking infrastructure for Section 3 at Dublin Road near Shanganagh Cemetery of the Proposed Scheme are summarised in Table 2.27 below, along with the accompanying sensitivity for each junction and the resultant significance of effect.

Table 2.27: Pedestrian Impact During Operational Phase (Table 6.33 of Chapter 6 of the EIAR)

Junctions	Chainage	Do Minimum LoS	Do Something LoS	Magnitude of Impact	Sensitivity	Significance of impact
R119 Dublin Road / Allies River Road 3-arm Priority Junction	A16250 - A16290	D	B	Medium	Low	Positive Moderate
R119 Dublin Road mid-link crossing Southeast of the R119 Dublin Road / Allies River Road Junction	A16280	No existing facility	A	High	Low	Positive Moderate
R837 Dublin Road mid-link crossing Southeast of Shanganagh Cemetery access	A16640 - A16650	No existing facility	A	High	Low	Positive Moderate
R119 Dublin Road / Shanganagh Cemetery Junction 3-arm Priority Junction	A16450 - A16500	F	B	High	Low	Positive Moderate
R119 Dublin Road / Mullen's Laurel Park 3-arm Priority Junction (north)	A17080 - A17100	E	B	Medium	Low	Positive Moderate

As noted in Table 2.27 above the pedestrian crossing improvement on Dublin Road in vicinity of Shanganagh Cemetery demonstrates improved LoS A with overall Positive Moderate impact.

Overall, it is anticipated that there will be a Positive, Moderate and Long-term effect to the quality of the pedestrian infrastructure along Section 3 of the Proposed Scheme, during the operational phase, which aligns with the overarching aim to provide enhanced walking infrastructure on the corridor. A detailed breakdown of the assessment at each impacted junction, including a list of the junctions which experience no change, can be found in the Pedestrian Infrastructure Assessment section of Appendix A6.4 (Impact Assessments) in Volume 4, Part 2 of 4 of the EIAR.

8) Flooding

Figure 2.65 below shows an extract from the Appendix A13.2 (Site Specific Flood Risk Assessment (FRA)) in Volume 4, Part 3 of 4 of the EIAR. The figure shows the Proposed Scheme is crossing two watercourses along the R119; Rathmichael stream and River Dargle, and these have both been assessed as part of the Flood Risk Assessment for the Proposed Scheme.

No change in ground levels is proposed as part of the scheme and there will be no change to the risk of flooding. As noted, the proposed works comprise extension to an existing highway, maintaining the existing level of flood risk is considered to be acceptable for the nature of the proposed infrastructure.

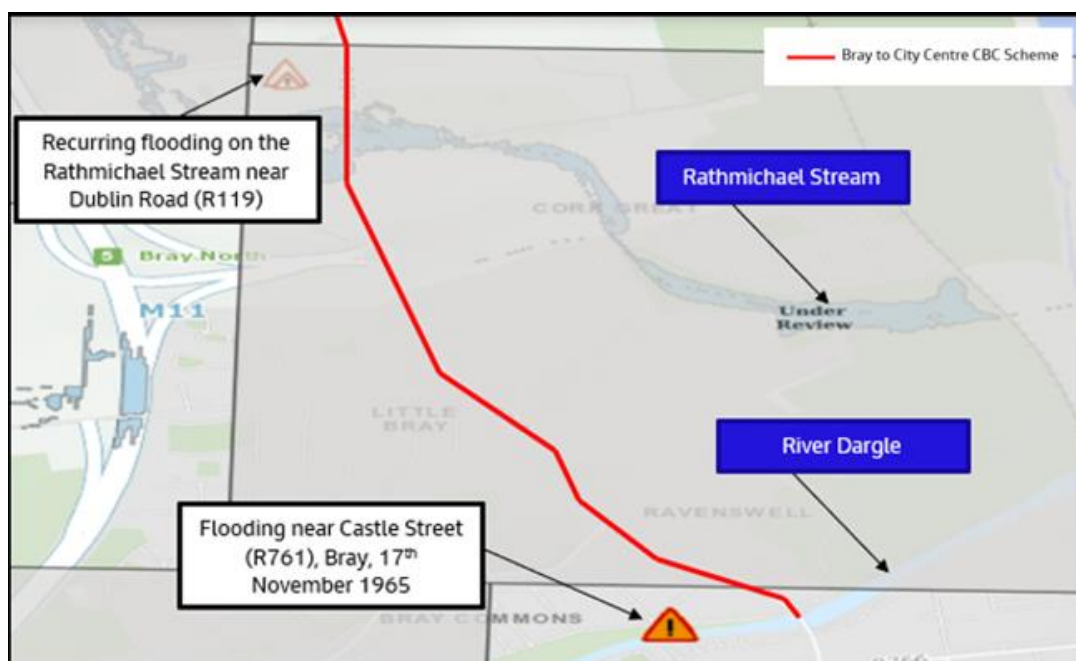


Figure 2.65: Extract from Appendix A13.2-Site Specific Flood Risk Assessment (Figure 4.5 Location of historic flooding near Dublin Road R119) and Castle Street (R761))

2.3.14 CPO-037 – Jane & John Deehan

2.3.14.1 Summary of Objections Raised

This CPO Objection relates to the Woodbank Estate, Shankill. The Proposed Scheme at this location is described in Section 2.3.1 (Description of the Proposed Scheme at this location) above.

The objection to the CPO raises eight potential issues:

1) Need for the Proposed Scheme

The objection raised concerns regarding the Need for the Proposed Scheme, commenting that the current bus service works well and has no major delays.

2) Impact on Traffic Flows

The objection raised concerns surrounding the continued impact of the bottleneck at Shankill, commenting that the introduction of the 4-lane traffic either side of the village will just push buses into the bottleneck quicker.

3) N11/M11 Route Option

The respondent highlighted concerned regarding the route selection made in 2017, the objection commented that major changes have happened to the road network and surrounding transport links since then, as well as changes to way of working. The respondent queried if the data had been re-examined.

The objection suggested the use of a previously discarded option, Option 2A, the respondent commented that a bus corridor parallel to the M11 makes the most sense and also avoid big impact to suburban environment.

The objection suggested the use of an express bus service on the N11/M11 using bus lanes.

4) Change in Working Patterns

The objection noted that there has been a significant shift in work and learning patterns towards a more hybrid setting for the foreseeable future.

5) Impact to Community

The objection raised concerns regarding the major social disruption the route could cause within the neighbourhood. The respondent further highlighted the population growth in Bray is occurring west of the M50.

6) Impact to Trees & Environment

The objection summarises concerns relating to the additional traffic lanes and the impact the increased noise and pollution will have on the residential area. They also raised the concern that the removal of woodland between M11 and R837 near Loughlinstown roundabout would remove the visual barrier and increase noise and pollution.

The objection highlighted concerns regarding the removal of 2.5km of hedgerows between Loughlinstown and Wilford roundabouts and the impact to biodiversity and the environment.

The objection raised concerns regarding the impact of the neighbourhood being stripped of many trees. The removal of trees is considered contrary to DLRCOCO planning efforts, impacting biodiversity and the environment, with 420 healthy trees, many over 100 years old, being lost.

7) Improvements in Pedestrian Infrastructure

The respondent raised concerns regarding the safety of school children walking on footpaths near the four-lane carriageway.

8) Improvements in Cycling Infrastructure

The objection raised concerns regarding the removal of the existing cycle lanes, which is contrary to DLRCOCO planning efforts. Propose solution as per other DLRCOCO coastal areas, where there is one way traffic and dedicated cycle lanes.

2.3.14.2 Response to Objections Raised

1) Need for the Proposed Scheme

Refer to Section 2.3.3.1 of this report for further information on the Need of the Proposed Scheme.

2) Impact on Traffic Flows

Refer to Section 2.3.3.5 in this report for further information on the Impact to Traffic Flows, Speed Limit, and Traffic Calming.

3) N11/M11 Route Option

Refer to Section 2.3.3.1.3 in this report for further information on the Alternate N11/M11 Bus Priority Interim Scheme.

4) Change in Working Patterns

Refer to Section 2.3.3.14 in this report for further information on the Changes to Working Patterns.

5) Impact to Community

Refer to Section 2.3.3.13 in this report for further information on the Impact to Shankill Village & Community.

6) Impact to Trees & Environment

Refer to Section 2.3.3.11 in this report for further information on the Impact to Environment (Trees, Biodiversity, Climate, Air Quality, Noise, and Landscape), specifically on noise and hedgerows.

Refer to Section 2.3.3.11 in this report for further information on the Impact to Environment (Trees, Biodiversity, Climate, Air Quality, Noise, and Landscape), and to Section 2.3.4.2 (CPO-003) Issue No. 2 (Impact to Trees and Environment) on the specific tree impacts at Woodbank Estate.

The Landscape General Arrangement drawings (drawing set 05 accompanying Chapter 4) in Volume 3, Part 1 of 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 area between the M11 and R837 near Loughlinstown Roundabout is shown on Sheet 41. An Arboricultural Impact Assessment was undertaken and is included as Appendix A17.1 (Arboricultural Impact Assessment) in Volume 4, Part 4 of 4 of the EIAR. As per the Tree Schedule in that report, it is proposed to remove part of a mixed species group (Tree Number G0481 P) which is described as a *'Linear mixed species group comprising sycamore, ash, cherry and field maple that extends length of road behind stone wall'* and has been assessed as a Category B2 group (of moderate landscape value and conservation).

Sheet 41 of the Landscape General Arrangement Drawings (included in Figure 2.66) show the replanting proposals at that location, describing the change in that area as *'Front face of woodland block removed. Existing boundary wall re-built and set back. New native planting behind wall to repair the front face of the broader tree belt.'* The drawing also shows close to 40 new / replacement trees to be planted along the edge of the wooded area, with a mix of species proposed, namely Acer Campestre, Quercus Robur, Betula Pendula, Sorbus Torminalis and Acer Pseudoplatanus.

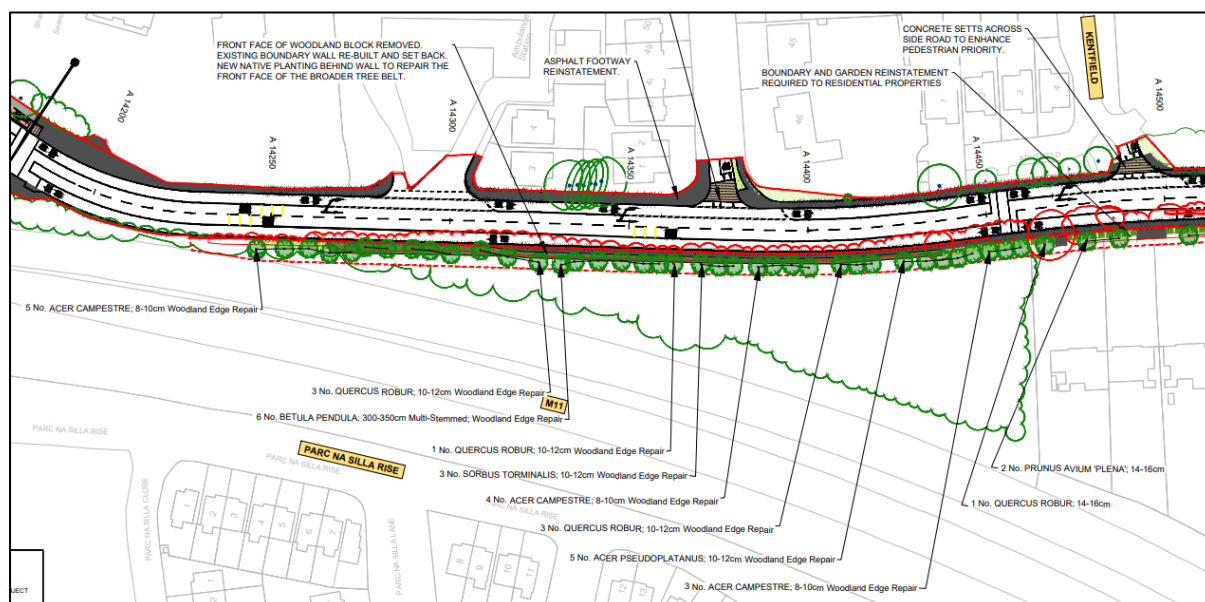


Figure 2.66: Extract from Landscape General Arrangement Drawings (Sheet 41)

It should be noted that vegetation is not generally relied upon for noise screening. From a noise point of view, due to the porous nature of vegetation, they provide a minimal level of noise screening. The existing trees at this location will be retained where possible with replacement planting proposed to replace any losses and repair the front of the woodland in this area. It should also be noted that there is no proposal to remove any trees located between Woodbank Estate and the M11 as part of the Proposed Scheme, therefore maintaining the existing situation on the western edge of the estate.

7) Improvements in Pedestrian Infrastructure

Refer to Section 2.3.3.8 in this report for further information on the Impact to Safety (for Pedestrians & Cyclists), specifically pedestrian infrastructure.

8) Improvements in Cycling Infrastructure

Refer to Section 2.3.3.8 in this report for further information on the Impact to Safety (for Pedestrians & Cyclists), specifically cycling infrastructure.

Refer to Section 2.3.3.7 in this report for further information on the Impact to Cycle Infrastructure.

2.3.15 CPO-045 – Mark & Christine Russell

2.3.15.1 Summary of Objections Raised

This CPO Objection relates to the Woodbank Estate, Shankill. The Proposed Scheme at this location is described in Section 2.3.1 (Description of the Proposed Scheme at this location) above.

The objection to the CPO raises four potential issues:

1) Need for the Proposed Scheme

The objection raised concerns that the Proposed Scheme does not meet its objectives, it is not compliant with the Aarhus Convention, and the costs are not warranted. It also raised the concern that the N11 was originally built to take traffic away from Shankill, and this scheme now contravenes the by-pass strategy.

2) Impact to Trees

The objection raised concerns that the removal of 420 trees does not create a 'healthier place to live and work'.

3) Impact to Traffic Flow

The objection highlighted that the existing roads through Shankill are very rarely congested and even so, does not impact on bus services.

4) Impact to the Community

The respondent comments that the Proposed Scheme does not improve the local area for local people, destroying the neighbourhood and its aesthetic that the residents have worked hard to achieve.

2.3.15.2 Response to Objections Raised

1) Need for the Proposed Scheme

Refer to Section 2.3.3.1 of this report for further information on the Need of the Proposed Scheme.

Refer to Section 2.3.3.2 of this report for further information on the Benefits of the Proposed Scheme.

Also, refer to Section 2.3.3.15 of this report for further information on Public Consultation in relation to the Aarhus Convention.

2) Impact to Trees

Refer to Section 2.3.3.11 in this report for further information on the Impact to Environment (Trees, Biodiversity, Climate, Air Quality, Noise, and Landscape), specifically on trees, and to Section 2.3.4.2 (CPO-003) Issue No. 2 (Impact to Trees and Environment) on the specific tree impacts at Woodbank Estate.

3) Impact to Traffic Flow

Refer to Section 2.3.3.5 in this report for further information on the Impact to Traffic Flows, Speed Limit, and Traffic Calming, specifically on congestion.

Refer to Section 2.3.3.3 in this report for further information on the Impact to Bus Services & Journey Time Benefits.

4) Impact to the Community

Refer to Section 2.3.3.13 in this report for further information on the Impact to Shankill Village & Community.

2.3.16 CPO-076 – Stephen & Marie Hedderman

2.3.16.1 Summary of Objections Raised

This CPO Objection relates to the Woodbank Estate, Shankill. The Proposed Scheme at this location is described in Section 2.3.1 (Description of the Proposed Scheme at this location) above.

The objection to the CPO raises seven potential issues:

1) Benefits of the Scheme

The objection raised concerns that they believe the Proposed Scheme will cause an increase to traffic in the village and will not decrease journey times.

2) N11/M11 Route Options

The objection suggests that the N11/M11 should be utilised for connecting Bray to the city centre instead of using Shankill.

3) Impact to Safety in Shankill

The objection raised concerns regarding the widening of the roads through Shankill will increase traffic speed increase in vehicle speeds within the area. The respondent commented that the increased width, and danger along the road could alter the safety for pedestrians.

4) Lack of Cycling Infrastructure

The objection relates to the cycling strategy for the Proposed Scheme, and they believe that cycle lanes should be provided for residents to all main public transport arteries such as the Luas, the Dart, and the bus on the M50, rather than just through Shankill.

5) Removal of Roundabouts

The objection raised concerns surrounding the removal of the roundabout at St Anne's Church, due to the serious impact this will have on access to Corbawn Lane. The respondent commented that the current roundabout offers a better free flow of movement, and any changes will be negative to Shankill.

6) Impact to Environment

The objection commented that the removal of trees, grass verges and shrubbery within the area, specifically Old Dublin Road, will impact the local area significantly. The respondent raised concerns with respect to the impact of tree removals on climate, natural drainage, noise, and wildlife refuges.

7) Support for the Proposed Scheme

The respondent welcomes changes made at Loughlinstown Roundabout and Bray Roundabout, specifically the changes to discourage traffic in Shankill.

2.3.16.2 Response to Objections Raised

1) Benefits of the Scheme

Refer to Section 2.3.3.2 of this report for further information on the Benefits of the Proposed Scheme.

In particular, refer to Section 2.3.3.5 of this report for further information on the Impact to Traffic Flows, Speed Limit, and Traffic Calming, and also refer also to Section 2.3.3.3 of this report for further information on Impact to Bus Services & Journey Time Benefits.

2) N11/M11 Route Options

Refer to Section 2.3.3.1.3 in this report for further information on the Alternate N11/M11 Bus Priority Interim Scheme.

3) Impact to Safety in Shankill

Refer to Section 2.3.3.8 in this report for further information on the Impact to Safety (for Pedestrians & Cyclists).

4) Lack of Cycling Infrastructure

Refer to Section 2.3.3.7 in this report for further information on the Impact to Cycle Infrastructure.

5) Removal of Roundabouts

Refer to Section 2.3.3.4 in this report for further information on the Upgrade Roundabouts to Signalised Junction and Signal Control Priority.

6) Impact to Environment

Refer to Section 2.3.3.11 in this report for further information on the Impact to Environment (Trees, Biodiversity, Climate, Air Quality, Noise, and Landscape), specifically in the sections on Trees, Biodiversity, Climate and Noise.

7) Support for the Proposed Scheme

The NTA welcomes the support for the Proposed Scheme and is grateful for the positive feedback in the objection to support improvement of bus services.

2.3.17 CPO-084 – Zoe Stephenson & Adam Wong

2.3.17.1 Summary of Objections Raised

This CPO Objection relates to the Woodbank Estate, Shankill. The Proposed Scheme at this location is described in Section 2.3.1 (Description of the Proposed Scheme at this location) above.

The objection to the CPO raises eight potential issues:

1) Support for the Proposed Scheme

The objection comments on the respondent's overarching support for the Proposed Scheme.

2) Need for the Proposed Scheme

The objection raised concerns that there will be land acquisition without any benefit to buses or cyclists, just destruction of village. They also noted that the existing bus services should be kept.

3) Improvements to Bus Services & Journey Times

The objection raised concerns regarding the non-existent bus lanes in the Shankill section of the route, where there is a bus lane the bus lane only travels from North to South, giving no advantage at all for those travelling from Bray to the city. They also noted that a 5-7min bus journey time saving does not warrant destruction of village.

4) Improvements to Cycling Infrastructure

The objection raised concerns regarding the lack of full cycle infrastructure. The respondent comments that the cycle lane is intermittent, resulting in a highly dangerous environment for those who use it. The objection goes on to comment that some form of limited improvement would be welcome to enhance opportunities for safe active travel.

5) N11/M11 Suggestion

The objection requests that the current bus routes that stop in the village should continue to do so, with all other buses, including an express service using the proposed M11/N11 Bus Priority Interim Scheme, as they will not be stopping in the village anyway and will only add additional traffic.

6) Removal of Roundabouts

The objection raised concerns surrounding the removal of the roundabout at St Anne's due to the destruction of the village's quaint character and its aesthetics for no gain. The respondent comments that the traffic lights will not address the choke points that already exist in both areas and will allow the current issues to continue.

7) Impact to Traffic Flows

The objection raised the concern that the Proposed Scheme does not address the existing choke points that exist within Shankill.

8) Impact to Trees

The respondent is further concerned regarding the CPO at Woodbank and the impact to trees as a result, as well as the additional removal of trees across Shankill. The objection raised concerns regarding the trees that will be affected by the temporary acquisition and how protected they will be from harm during the period of temporary acquisition. The respondent also raised concerns regarding the impact the removal of over 400 trees along the section will have on the character of the area.

2.3.17.2 Response to Objections Raised

1) Support for the Proposed Scheme

The NTA welcomes the support for the Proposed Scheme and is grateful for the positive feedback in the objection to support improvement of bus services.

2) Need for the Proposed Scheme

Refer to Section 2.3.3.1 of this report for further information on the Need of the Proposed Scheme.

3) Improvements to Bus Services & Journey Times

Refer to Section 2.3.3.3 in this report for further information on the Impact to Bus Services & Journey Time Benefits.

Also, refer to Section 2.3.3.4 in this report for further information on the Upgrade Roundabouts to Signalised Junction and Signal Control Priority in relation to signal controlled priority for sections of the route where a bus lane was not possible.

4) Improvements to Cycling Infrastructure

Refer to Section 2.3.3.7 in this report for further information on the Impact to Cycle Infrastructure.

5) N11/M11 suggestion

Refer to Section 2.3.3.1.2 of this report for further information on Consideration of Alternatives and Options Assessment, specifically refer to Section 2.3.3.1.3 in this report for further information on the Alternate N11/M11 Bus Priority Interim Scheme.

Also, refer to Section 2.3.3.9 (Review of Design Alternatives) for response in relation to express/shuttle bus option.

6) Removal of Roundabouts

Refer to Section 2.3.3.4 in this report for further information on the Upgrade Roundabouts to Signalised Junction and Signal Control Priority, in particular, refer to Section 2.3.3.4.3 Signalisation of Dublin Road / Shanganagh Road / Corbawn Lane Junction (St Anne's Roundabout), for details on the upgrade to the junction at St Anne's.

7) Impact to Traffic Flows

The signalised junctions at constrained locations allow for bus priority where bus lanes are not possible along the Proposed Scheme.

Refer to Section 2.3.3.4 in this report for further information on the Upgrade Roundabouts to Signalised Junction and Signal Control Priority, specifically on bottlenecks.

8) Impact to Trees

Refer to Section 2.3.3.11 in this report for further information on the Impact to Environment (Trees, Biodiversity, Climate, Air Quality, Noise, and Landscape), and to Section 2.3.4.2 (CPO-003) Issue No. 2 (Impact to Trees and Environment) on the specific tree impacts at Woodbank Estate.

2.4 CPO-004 – Anne, David, Orla, Thomas & Marlene Fitzpatrick

2.4.1 Description of the Proposed Scheme at this location

In order to achieve the objectives of this scheme, 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.

Segregated cycle tracks have not been provided between Loughlinstown Roundabout and Stonebridge Road along the Proposed Scheme and the cyclists will share the bus lane.

The existing road cross section at this location provides a footpath with a general traffic lane in each direction along with advisory cycle lane in both directions.

In order to achieve the required cross section of the Proposed Scheme, land acquisition is necessary from private properties along this section of Dublin Road.

The land take required is shown in the following:

- Extracts from the General Arrangement Drawings which are provided as an Appendix in the 02-General Arrangement Drawings Sheet 41 in Chapter 4 (Proposed Scheme Description) in Volume 3, Part 1 of 3 of the EIAR and shown in Figure 2.67.
- The proposed temporary land acquisition lines overlain on aerial photography are shown in Figure 2.68.
- The existing property frontage and street view is shown in Figure 2.69.

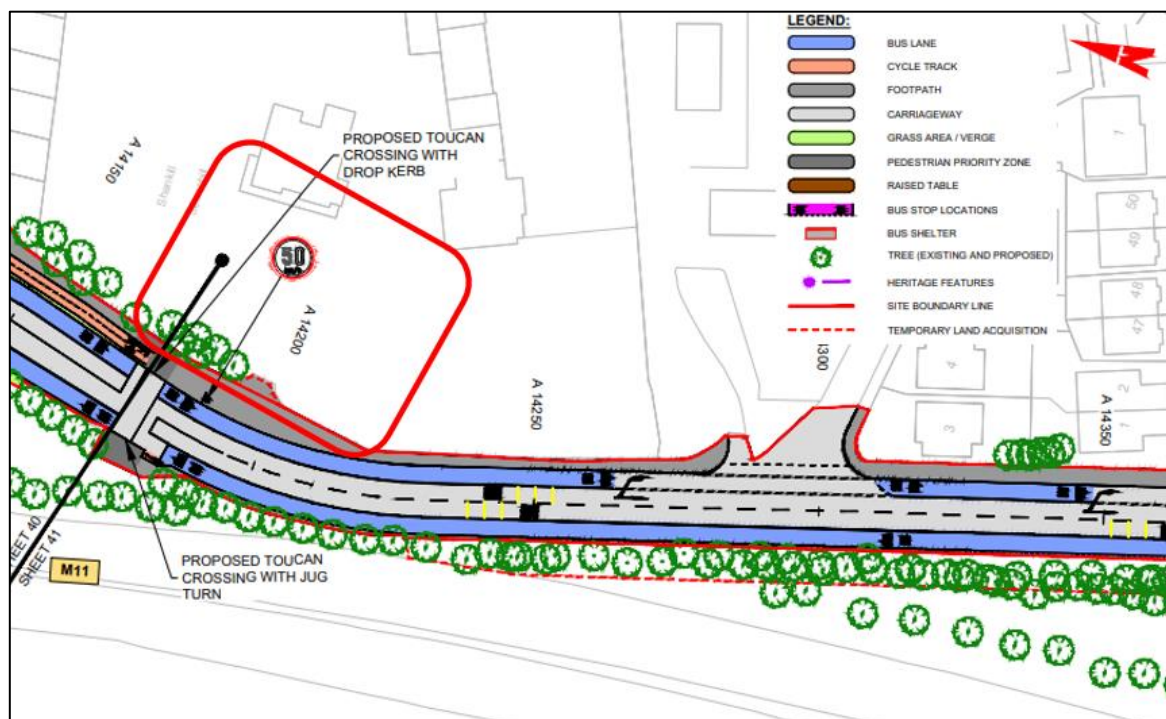


Figure 2.67: Extract from General Arrangement Drawing at Dublin Road (Sheet 41)



Figure 2.68: Existing aerial view at Dublin Road



Figure 2.69: Existing street view at Dublin Road – North end (Image Source: Google)

2.4.2 Summary of Objections Raised

The objection to the CPO raises three potential issues:

1) Unclear CPO Notice

The objection notes that the Notice of the Making of CPO was confusing that it suggests that the NTA intend to submit the Notice of the Making of the CPO in the coming days. It is therefore not clear whether or not a formal application has in fact been made.

2) Impact to Access & Safety

The objection requests that discussions are held with the property owner at the location involving 1119(1).2d, over the safety of the existing entrance. The objection proposes the movement of the current entrance in a southerly direction, to provide safer access and egress.

3) Request for further Consultation

The objection further notes the relocation of the existing entrance to their property and requests further consultation with regard to the CPO compensation and would expect to recover their costs of engaging positively, in advance of the Notice to Treat.

2.4.3 Response to Objections Raised

1) Unclear CPO Notice

The Proposed Scheme Compulsory Purchase Order CPO is an application under Section 76 of the Third Schedule of the Housing Act 1966 as extended by Section 10 of the Local Government (No 2) Act 1960 and amended by the Planning and Development Act 2000 (as amended).

As set out in paragraph 2 of the statutory notice, which was served upon the objector, the CPO is “*for the purposes of the construction of the Bray to City Centre Core Bus Corridor Scheme together with all ancillary and consequential works associated therewith for the purposes of facilitating public transport*”. Further, the face of the CPO itself also indicates that it is “*for the purposes of facilitating public transport*”.

Further, as set out in paragraph 10 of that notice, the EIAR which was prepared in respect of the Bray to City Centre Core Bus Corridor Scheme was available for inspection physically and on the NTA's dedicated website for this Proposed Scheme, and that EIAR contains all of the “*precise details of the proposed construction works*” and all of the “*proposed ancillary and consequential works for the Bray to City Centre Core Bus Corridor Scheme*” as requested in this objection.

The NTA has also made an application to the Board under section 51 of the Roads Act 1993 (as amended) for approval of the proposed road development, the Bray to City Centre Core Bus Corridor Scheme, which is currently pending before the Board (ABP-Ref No. HA27.317742).

As part of Proposed Scheme, the lands at plot numbers Plot 1119(1).2d are proposed to be temporary compulsorily acquired for the resurfacing works of the entrance to the property. Temporary land take will be returned after construction.

Chapter 5 (Construction) in Volume 2 of the EIAR gives a description of the Construction Phase of the Proposed Scheme, including with respect to temporary land acquisition. Specifically, Section 5.5.2.1 states the following:

‘Any lands acquired temporarily to facilitate construction work will be returned to landowners on completion of the works.’

The Proposed Scheme as depicted in General Arrangement Drawing sheet 41 Chapter 4 (Proposed Scheme Description) Volume 3 Figures of the EIAR, and as detailed in Section 4.5.3 and 4.5.4 in Chapter 4 of Volume 2 of the EIAR, as shown in Figure 2.67 above in the Proposed Scheme Description.

The temporary land take is depicted in the Deposit Map sheet 13 as shown in Figure 2.70.

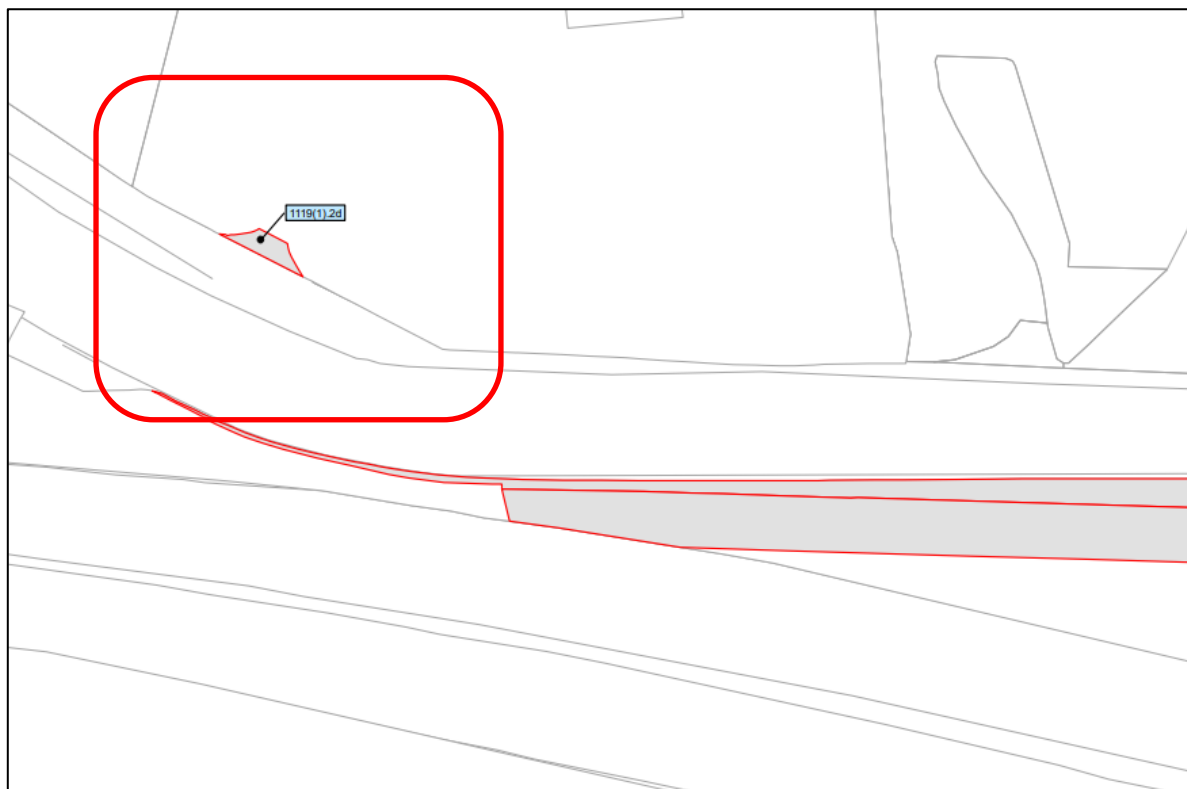


Figure 2.70: Extract from Deposit Map at Dublin Road (Sheet 013)

2) Impact to Access & Safety

With regarding to the suggestion to relocate the existing access/ egress further south, the Road Safety Audit for the Proposed Scheme is provided as Appendix M2 of the Preliminary Design report included as part of the Supplementary Information. The report does not identify any problems or concerns associated with the location of the existing access and egress at this location.

With regards to the access/ egress during construction, 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.

Also refer to response in Section 2.3.3.20 on the Impact During Construction. NTA are satisfied that suitable traffic management measures will be ensured during construction works to maintain safe access and egress to the property all times.

3) Request for Further Consultation

If the CPO is confirmed by An Bord Pleanála, a Notice to Treat will be served on the landowner whose land is being acquired. Following service of the Notice to Treat, the landowner will be required to submit a claim for compensation and as part of this process, the NTA will pay the reasonable costs (as part of the claim) for the landowner to engage its agent/valuer in preparing, negotiating, and advising on compensation.

2.5 No.2 Donnybrook Road - CPO-007 and CPO-051

2.5.1 Description of the Proposed Scheme at this location

In order to achieve the scheme objectives along this section of the corridor the northbound bus lane has been removed to allow for two reduced width segregated cycle tracks in both directions between Mulberry Lane and Rampart Lane. The southbound bus lane has been retained along this narrow section. Signal-controlled priority at the Eglinton Terrace junction on Donnybrook Road will provide northbound bus priority over this length.

The perpendicular parking spaces south of Mulberry Lane will be converted to parallel spaces, while the echelon parking spaces on the other side of the road will be retained.

Existing bus stop in southbound direction is retained at its current location.

The land take required is shown in the following:

- Extracts from the General Arrangement Drawings which are provided as an Appendix in the 02-General Arrangement Drawings Sheet 07 in Chapter 4 (Proposed Scheme Description) in Volume 3, Part 1 of 3 of the EIAR and shown in Figure 2.71.
- The proposed permanent and temporary land acquisition lines overlain on aerial photography are shown in Figure 2.72, and on the Deposit Maps as shown in Figure 2.73.
- The existing property frontage and street view is shown in Figure 2.74.

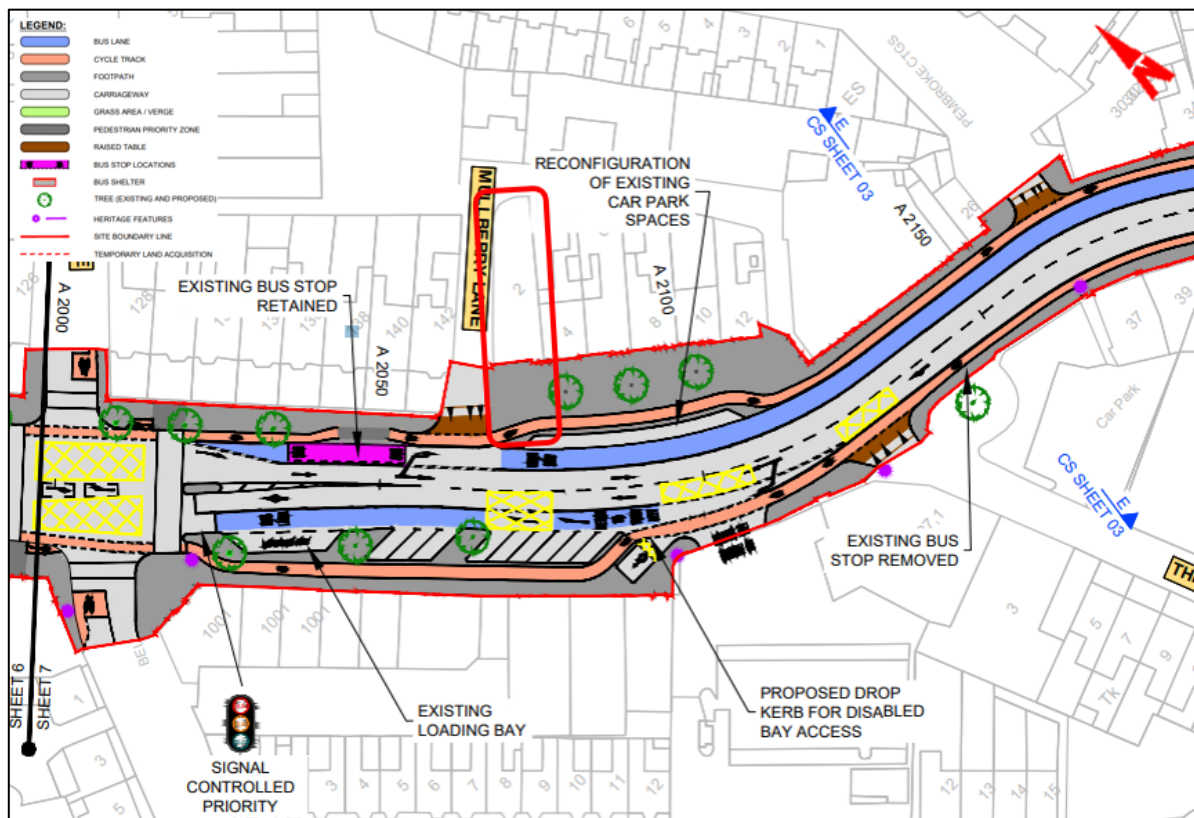


Figure 2.71: Extract from General Arrangement Drawing at Donnybrook Road (Sheet 07)



Figure 2.72: Existing aerial view at Donnybrook Road (Image Source: Google)

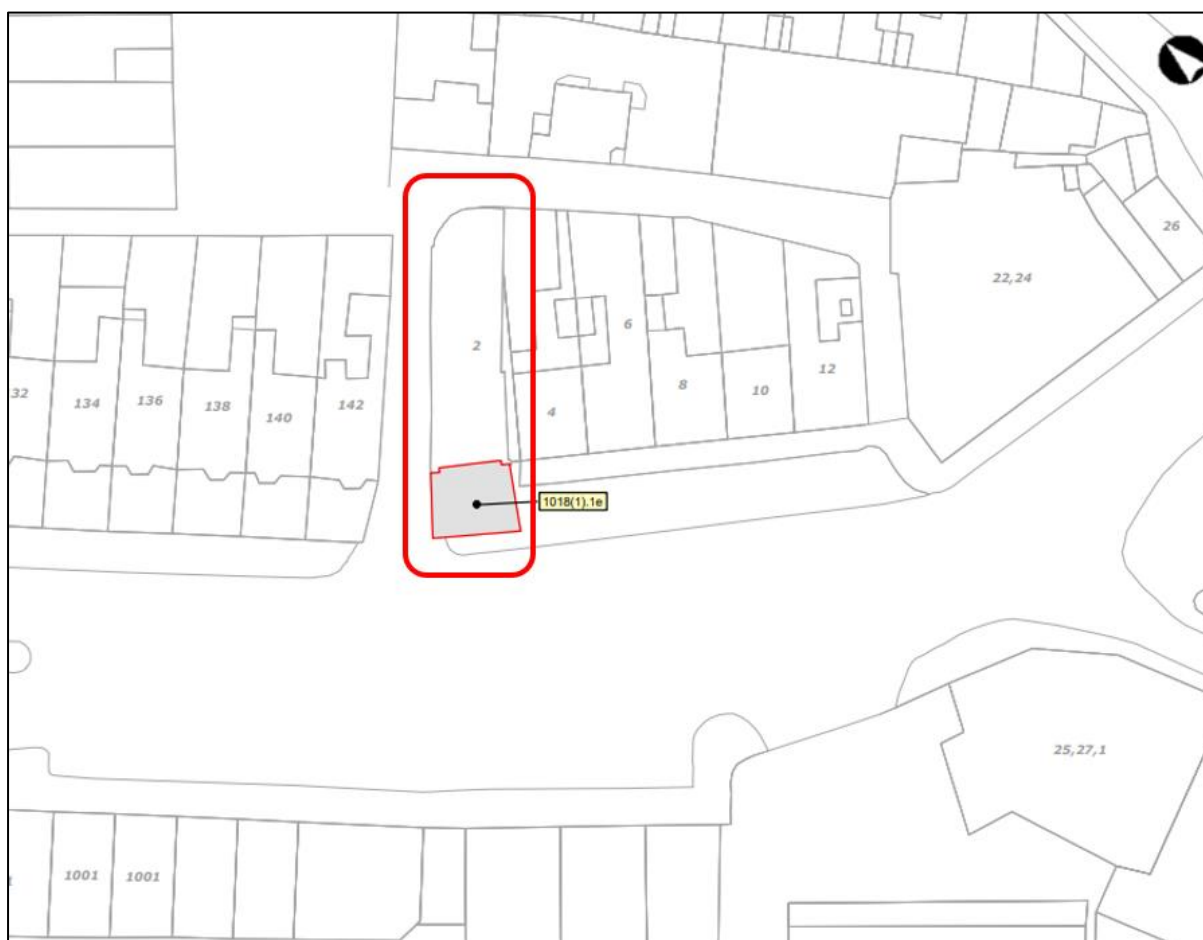


Figure 2.73: Extract from CPO Deposit Maps at 2 Donnybrook Road (Sheets 38)



Figure 2.74: Existing street view at Donnybrook Road (Image Source: Google)

2.5.2 Objections Raised

Table 2.28 below lists the two objections within which issues were raised in respect of the same proposed CPO plots at No.2 Donnybrook Road.

Table 2.28: Objections Made in Respect of proposed CPO plots at 2 Donnybrook Road

No	Name	No	Name	No	Name
007	Bastille Realty Limited	051	MOLA Architecture		

Objections listed in Table 2.28 above, which relate to the same area, are responded to individually in the sections below.

2.5.3 CPO-007 – Bastille Realty Limited

2.5.3.1 Summary of Objections Raised

This CPO Objection relates to the No.2 Donnybrook Road. The Proposed Scheme at this location is described in Section 2.5.1 on Description of the Proposed Scheme at this location above.

The objection to the CPO raises five potential issue:

1) Request for Oral Hearing

The objection requested an Oral Hearing for An Bord Pleanála to adequately consider the land acquisition.

2) Justification for CPO

The objection raised the concern that there was no justification for inclusion of these lands in the CPO process because it is not required to implement the proposed Bus Connects scheme. The objection referred The Board to Clinton v. An Bord Pleanála (2007) IESC 19 where the Supreme Court set out the parameters within which any such compulsory acquisition must occur and the test to be employed.

The objection expressed concerns that for their lands, the required tests for justification of the CPO had not been conducted. The view was expressed that excluding these lands from the CPO would not affect the Acquiring Authority's ability to implement the Proposed Scheme.

3) Constitutional Requirements of CPO

The objection referred the Board to commentary by Douglas Hyde B.L. from the Irish Planning & Environmental Law Journal Vol. 29, Number 3 (page 78) in respect of the rationality test as to whether or not a CPO is in breach of a constitutional requirement. This test is intended to be an objective assessment of the balance between the objective to be achieved by the CPO and the impact on the owner of the land proposed to be compulsorily acquired.

As stated by Douglas Hyde B.L in the Irish Planning & Environmental Law Journal (Vol. 29, Number 3, page 7

"There is a constitutional and legal onus on the applicant/developer (that is, the NTA, in the case of the BusConnects Dublin CBC scheme) to make the case that adverse impacts are the minimum necessary; the Board must be satisfied that the NTA has included in the EIAR an adequate description of the features of the project and/or measures envisaged in order to avoid, prevent or deduce and if possible offset likely significant adverse effects on the environment; the Board must satisfy itself that the NTA properly discharged the function of generation and assessment of an appropriate range of reasonable, viable alternatives"

4) Alternative Design Suggestion

The objection proposes an alternative design at this location, retaining the parking spaces and using the approach taken at the existing parking spaces outside Café Nero, to the south, where parking is accessed across the cycle track.

5) Oversupply of Bike Racks in Donnybrook

The objection raised the concern that there is an oversupply and unsubstantiated concentration of proposed bike racks at Donnybrook (5 of the 7 proposed bike racks are shown at Donnybrook) as part of the Proposed Scheme. It commented that omitting bike rack on this plot would not affect the objective of the Proposed Scheme or the CPO, and that required bike racks could be placed elsewhere in the local public realm enhancement in front of Nos. 4-12 Donnybrook Road.

2.5.3.2 Response to Objections Raised

1) Request for Oral Hearing

The NTA notes the request for an Oral Hearing. An Bord Pleanála has the discretion to decide whether an Oral Hearing will be held in respect of this application.

2) Justification for CPO

As set out in Paragraph 2 of the statutory notice, which was served, the CPO is *'for the purposes of the construction of the Bray to City Centre Core Bus Corridor Scheme together with all ancillary and consequential works associated therewith for the purposes of facilitating public transport'*. Further, the face of the CPO itself also indicates that it is *'for the purposes of facilitating public transport'*.

Further, as set out in Paragraph 10 of that notice, the EIAR which was prepared in respect of the Proposed Scheme was available for inspection physically and on the NTA's dedicated website for this Proposed Scheme, and that EIAR contains all of the *'precise details of the proposed construction works'* and all of the *'proposed ancillary and consequential works for the Bray to City Centre Core Bus Corridor Scheme'*.

The Proposed Scheme has been designed to deliver upon the scheme objectives set out in Chapter 1 (Introduction) in Volume 2 of the EIAR, which include enhancement of the potential for cycling by providing safe infrastructure for cycling. In some areas, land acquisition is required to deliver what has been determined to be the most appropriate design configuration that meets these objectives. All areas included in the CPO have been carefully considered and only included where deemed absolutely necessary to meet the scheme objectives and to construct the Proposed Scheme with permanent and temporary acquisitions respectively.

The Proposed Scheme design at No.2 Donnybrook Road is presented in the 02-General Arrangement Drawings Sheet 07 in Chapter 4 (Proposed Scheme Description) in Volume 3, Part 1 of 3 of EIAR and shown in and Figure 2.75. The permanent and temporary land take required at this location is shown in the Deposit Map, as shown in Figure 2.76, and details listed in the CPO Schedule as part of the Compulsory Purchase Order information.

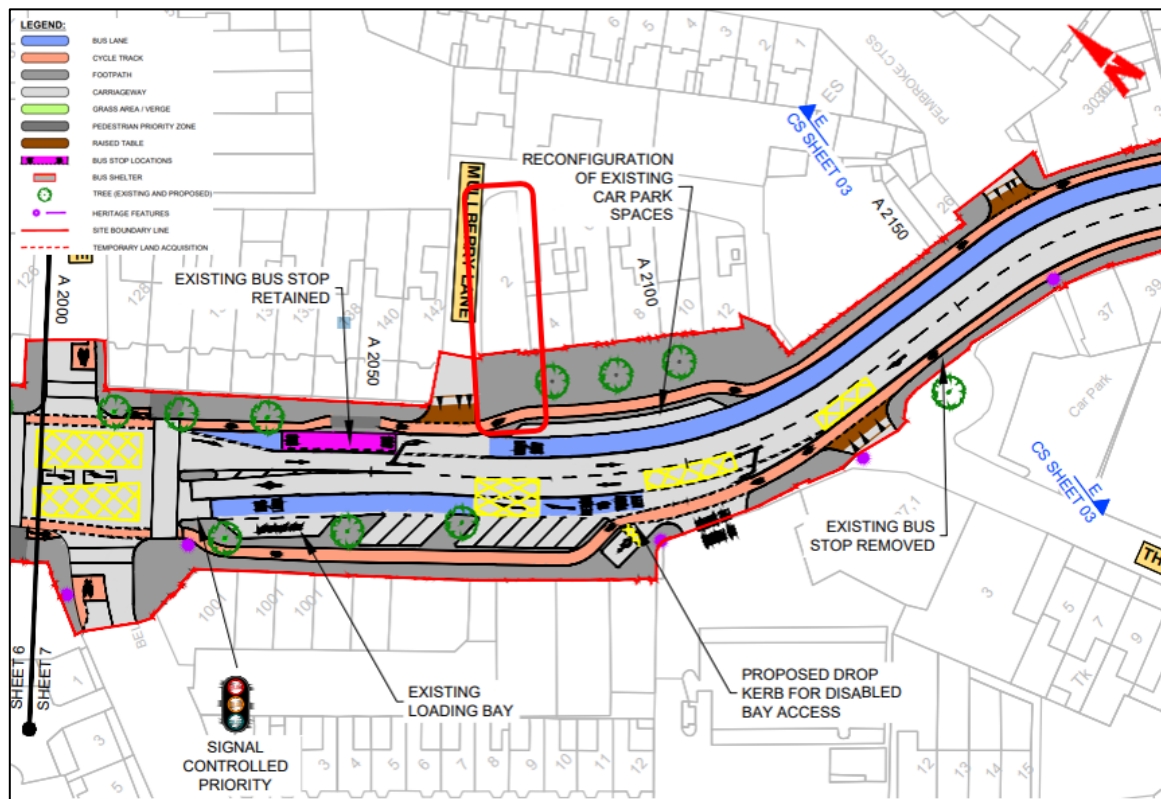


Figure 2.75: Extract from General Arrangement Drawings at 2 Donnybrook Road (Sheet 07)

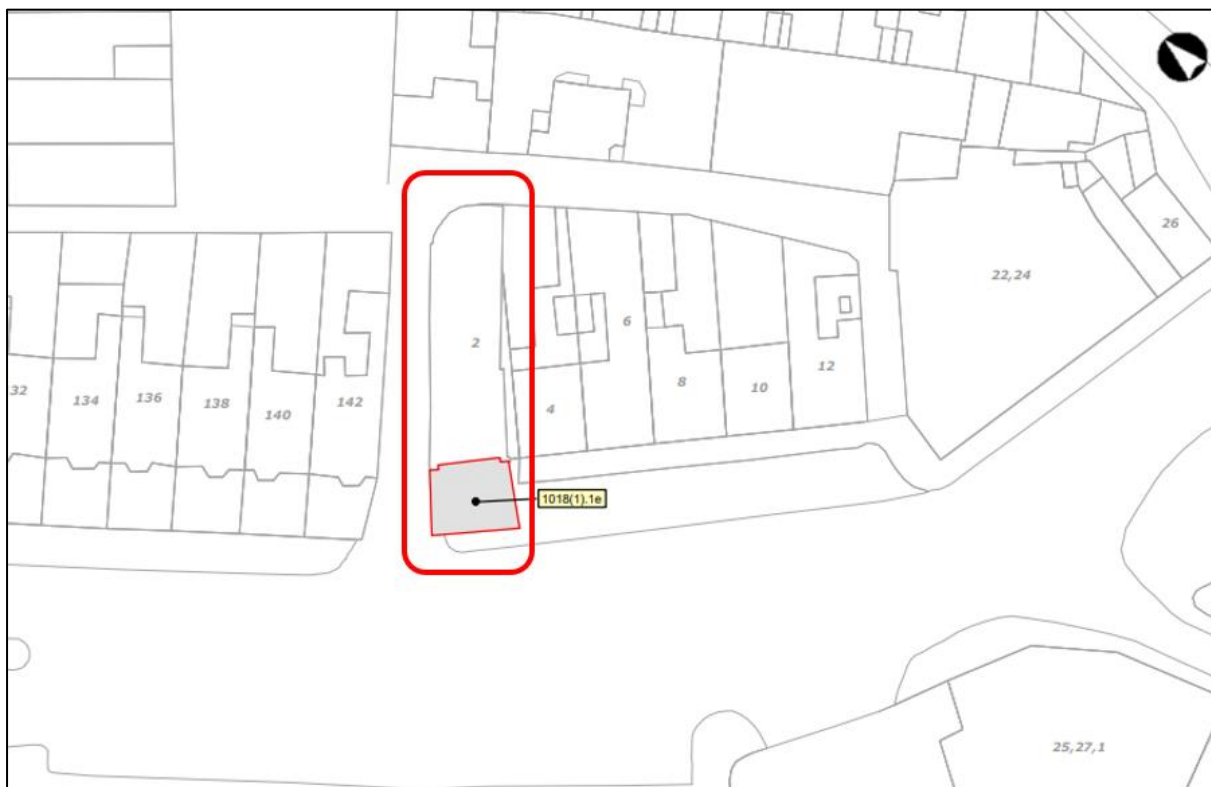


Figure 2.76: Extract from CPO Deposit Maps at 2 Donnybrook Road (Sheets 38)

As part of the Proposed Scheme, the permanent land take is required to allow for construction and achieve the BusConnects standard cross-section at these locations. The standard cross-section provided at this location is the optimum CBC cross-section which meets the CBC Design Guidelines Objectives in accordance with Section 2 (Figure 1) of the Preliminary Design Guidance Booklet for BusConnects Core Bus Corridors as provided in Appendix A4.1 in Volume 4, Part 1 of 4 of the EIAR. The Proposed Scheme typical cross-section at this location is shown in the 04-Typical Cross Sections Drawings Sheet 03 in Chapter 4 (Proposed Scheme Description) in Volume 3, Part 1 of 3 of EIAR and as shown in Figure 2.77.

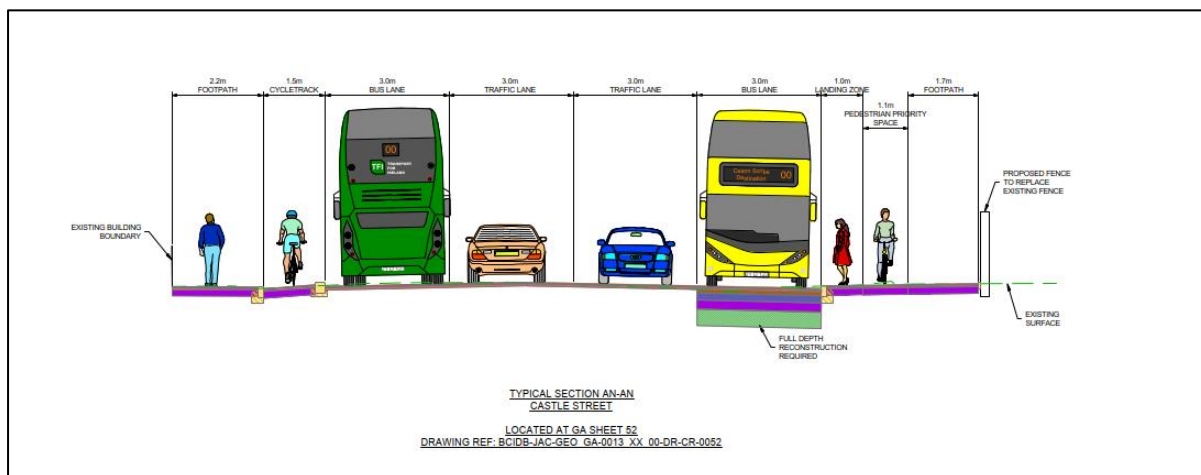


Figure 2.77: Extract from Typical Cross-section Drawing (Sheet 22)

The existing carriageway will be widened on both sides along Donnybrook Road to allow for bus lane, cycle track and footpath in both directions.

Figure 2.77 shows the proposed cross section at No.2 Donnybrook Road. The existing road cross-section will be widened at No.2 Donnybrook Road to allow for an offline section of cycle track that runs behind the reconfigured parking spaces, and a proposed urban realm space to the front of No.2 to 12 Donnybrook Road. As noted in Section 17.3.2 of Chapter 17 (Landscape and Visual) in Volume 2 of the EIAR, the urban realm works will have *'higher quality materials, planting and street furniture provided to enhance the pedestrian experience'*. For safety reasons, where there is on-street parking and a cycle track proposed, the Preliminary Design Guidance Booklet in Appendix A4.1 in Volume 4, Part 1 of 4 of the EIAR notes the following:

'The preferred location for raised adjacent cycle tracks is between the pedestrian footpath and any proposed parking spaces to provide additional protection for cyclists.'

At this location, the cycle track has been diverted to the back of the on-street parking spaces, adjacent to the pedestrian area. A parallel parking arrangement is proposed at this location, this limits the diversion required on the cycle track, and allows for the new urban realm area.

The temporary land take is required for the duration of the construction period to allow working space for the construction works and boundary works/and or accommodation works. Temporary land take will be returned back after construction, reinstated in the same condition as existing.

With regards to the mention of the 'The Board to Clinton v. An Bord Pleanála (2007) IESC 19 with the Supreme Court mentioned in the objection, please note below.

As the Board will be aware, the legal principles which apply when an acquiring authority is considering whether and how to exercise a statutory power to compulsorily acquire lands were most recently set out by the Supreme Court in 2015 in Reid v Industrial Development Authority [2015] IESC 82. Those principles can be summarised as stating that in order for land to be compulsorily acquired, the acquiring authority (in this case, the NTA) must establish:-

- that it is authorised by statute to acquire the land for the purpose for which it is sought to acquire it;
- that the acquisition of the land is legitimately being pursued for that purpose;
- that the acquisition of the land is necessary for that purpose; and

d) that the land to be acquired is the minimum possible required to advance the statutory purpose.

In that regard, the NTA is authorised by section 44 of the Dublin Transport Authority Act 2008 (as amended) to compulsorily acquire land for the purposes of providing public transport infrastructure. The NTA therefore has the requisite statutory authority to make the CPO for the Proposed Scheme for the purpose of providing public transport infrastructure, and the acquisition of the lands required for the Proposed Scheme is legitimately being pursued for that purpose.

The lands to be acquired from Bastille Realty are required for the purpose to achieve the Proposed Scheme objectives as referred above.

Further, the lands to be acquired from Bastille Realty are the minimum required for this purpose, as referred in the response above. Also, alternatives were considered and assessed during the design development phase, refer to response to Section 2.5.3.2 (CPO-007) for Issue No.3 (Constitutional requirements of CPO) and Section 2.5.3.2 (CPO-007) for Issue No.4 (Alternative Design Suggestion) of this CPO-007 response. NTA are satisfied that reasonable alternatives have been considered to inform the Proposed Scheme.

The suggestion in this objection that excluding Bastille Realty's lands from the Compulsory Purchase Order for the Proposed Scheme would not affect the NTA's ability to implement the Proposed Scheme is therefore fundamentally incorrect.

The Supreme Court in Reid also reiterated that the impact on the right to private property must be justified or necessitated by the exigencies of the common good, echoing the earlier (2007) decision of the Supreme Court in Clinton v An Bord Pleanála [2007] IESC 19 (which earlier decision is mentioned in this objection), in which the Supreme Court found that the "acquiring authority must be satisfied that the acquisition of the property is clearly justified by the exigencies of the common good".

The Proposed Scheme is clearly being pursued for the common good and that is detailed throughout the EIAR and in particular in Chapter 2 (Need for the Proposed Scheme) in Volume 2 of EIAR as presented in Section 2.3.3.1 on Need of the Proposed Scheme in this report.

The significant benefits of the scheme are elaborated upon throughout the EIAR with a summary of the key benefits presented in Section 2.3.3.2 on Benefits of the Proposed Scheme in this report. The benefits of the Proposed Scheme clearly demonstrate the common good of the Proposed Scheme as a whole. The impacts on individual property rights are therefore justified and necessitated by the exigencies of the common good.

It is clear therefore that, contrary to what is suggested in this objection, the Proposed Scheme is being pursued cognisant of and in accordance with the principles in relation to compulsory acquisition that were identified by the Supreme Court in the case of Reid v Industrial Development Agency [2015] IESC 82, and in the earlier decision of the Supreme Court in Clinton v An Bord Pleanála [2007] 4 IR 701.

If the CPO is confirmed by An Bord Pleanála, a Notice to Treat will be served on the landowner whose land is being acquired. Following service of the Notice to Treat, the landowner will be required to submit a claim for compensation and as part of this process, the NTA will pay the reasonable costs (as part of the claim) for the landowner to engage its agent/valuer in preparing, negotiating, and advising on compensation.

3) Constitutional requirements of CPO

Refer to Section 2.3.3.22 on Constitutional Requirements of the CPO in this report and also note below.

Purpose of the CPO of the land

Please refer to response in Section 2.5.3.2 (CPO-007) for Issue No.2 (Justification for CPO) in this of the CPO Report, which notes details of the proposed works and cross-section required for the CPO of the Proposed Scheme at the location of No.2 Donnybrook Road.

Proposed Scheme Details

Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR describes the details of the design of the Proposed Scheme in Section 4.5.1 (Section 1 Lesson Street to Donnybrook).

Section 2.5.1 on Description of the Proposed Scheme at this location notes details for the Proposed Scheme at Bastille Realty Limited.

Constitutional Rights

A comprehensive process was undertaken in relation to the route selection for the Proposed Scheme. Section 3.3 of EIAR Chapter 3 (Consideration of Reasonable Alternatives) in Volume 2 of EIAR provides a detailed summary of this, with further details provided in the Preferred Route Option Report provided in the Supplementary Information submitted with the application for the Proposed Scheme. In terms of alternative solutions, Chapter 3 of the EIAR sets out the reasonable alternatives studied and the main reasons for the selection of the Proposed Scheme taking into account the effects on the environment. Within this Chapter consideration is given to strategic alternatives including both light rail and metro. Section 3.2.5 of this chapter states that the appropriate type of public transport provision in any particular case is predominately determined by the likely quantum of passenger demand along the particular public transport route. Section 3.3 of Chapter 3 of the EIAR set out that design development and assessment work was carried on this section of the Proposed Scheme. The design development in Section 1 Lesson Street to Donnybrook (including Donnybrook) to inform the Proposed Scheme is documented in section 3.3 and 3.4 and in particular section 3.3.2.1 and 3.4.1.1 of Chapter 3.

Further, Section 6.2 of the Preferred Route Option Report, part of Supplementary Information documents the design development in in Section 1 (including Donnybrook) of the Proposed Scheme.

Chapter 3 (Consideration of Reasonable Alternatives) in Volume 2 of the EIAR describes the reasonable alternatives studied and the main reasons for the selection of the proposed Bray to City Centre Core Bus Corridor Scheme, taking into account the effects on the environment. It considers the alternatives at three levels:

- Strategic Alternatives;
- Route Alternatives; and
- Design Alternatives.

The reasonable alternatives studied which are relevant to the Proposed Scheme and its specific characteristics are described in the subsequent sections of this Chapter. The strategic alternatives involved study of the following:

- GDA Transport Strategy 2016 – 2035
- GDA Cycle Network Plan (NTA 2013)
- Bus Rapid Transit – Core Network Report (NTA 2012);
- Review of the DART Expansion Programme (2015);
- BRT Alternative
- Metro Alternative
- Light Rail Alternative
- Demand Management Alternative
- Technological Alternative
- Route Alternatives

GDA Cycle Network Plan was key in assessing the cycling infrastructure along the Proposed Scheme. Section 2.2 of the Preferred Route Options Report, part of Supplementary Information notes the following on the GDA CNP:

‘The Greater Dublin Area Cycle Network Plan (the ‘GDA Cycle Network Plan’) was adopted by the NTA in early 2014 following a period of consultation with the public and various stakeholders. This plan forms the strategy for the implementation of a high-quality, integrated cycle network for the GDA.

There are a number of primary (Routes 12, 12A, S01, S03, S04, S05), secondary (Routes C7, S01a,

S02, 13E/N5, S04, S06, 13C, 13G), Inter Urban (Route D4) and Greenway (Dodder Greenway) cycle routes identified either running along or crossing the Proposed Scheme.

During the earlier assessment process which identified the EPR Option, the provision of these cycle routes was considered at all stages. Therefore, as part of the options assessment process, any upgrading of infrastructure to provide bus priority also needs to consider and provide for the required cycling infrastructure, where practicable, to the appropriate level and quality of service (as defined by the NTA National Cycle Manual) required for primary and secondary cycle routes.

It is noted that in preparing the GDA Transport Strategy (2022 - 2042) the NTA also carried out a review of the GDA Cycle Network Plan. This review culminated in the preparation of the 2022 Greater Dublin Area Cycle Network which was published alongside the GDA Transport Strategy (2022 - 2042). With respect to the Proposed Scheme, the 2022 Greater Dublin Area Cycle Network is broadly aligned with the 2013 GDA Cycle Network Plan.

Section 3.3 of Chapter 3 (Reasonable Alternatives) in Volume 2 of the EIAR, goes on to state the following on the Route Alternatives:

‘Following on from the strategic alternatives considered earlier, this section sets out the route alternatives which were considered as part of the process to establish the Proposed Scheme. Development of the Proposed Scheme has evolved in the following stages:

- 1) *Feasibility and Options Reports were concluded in December 2017 and March 2018 (two reports associated with the Proposed Scheme (Bray to UCD CBC in December 2017 and UCD to City Centre (St. Stephen’s Green) CBC in March 2018)), setting out the initial route options and concluding with the identification of the combined Emerging Preferred Route;*
- 2) *A first round of non-statutory Public Consultation was undertaken on the Emerging Preferred Route from 26 February 2019 to 31 May 2019;*
- 3) *Development of Draft Preferred Route Option (May 2019 to March 2020). Informed by feedback from the first round of public consultation, stakeholder and community engagement and the availability of additional design information, the design of the Emerging Preferred Route evolved with further alternatives considered;*
- 4) *A second round of non-statutory Public Consultation was undertaken on the draft Preferred Route Option from 4 March 2020 to 17 April 2020. Due to the introduction of COVID-19 restrictions, some planned in-person information events were cancelled, leading to a decision to hold a third consultation later in the year;*
- 5) *A third round of non-statutory Public Consultation was undertaken on the updated draft Preferred Route Option from 4 November 2020 to 16 December 2020; and*
- 6) *Finalisation of Preferred Route Option. Informed by feedback from the overall public consultation process, continuing stakeholder engagement and the availability of additional design information, the Preferred Route Option, being the Proposed Scheme, was finalised.*

Alternative route options have been considered in a number of areas during the iterative design of the Proposed Scheme, such as the location of offline cycle routes and the road layout in constrained locations. The iterative development of the Proposed Scheme has also been informed by a review of feedback and new information received during each stage of public consultation and as data, such as topographical surveys, transport and environmental information was collected and assessed. In addition, the potential for climate impact was considered in all phases of the design process for the Proposed Scheme. As the design progressed climate was indirectly affected in a positive way by refining the design at each stage through reducing the physical footprint of the Proposed Scheme coupled with the inclusion of technological bus priority measures.

Key environmental aspects have been considered during the examination of reasonable alternatives in the development of the Preferred Route Option for the Proposed Scheme. Environmental specialists have been involved in the iteration of key aspects of the Proposed Scheme with the engineering design team. The following key environmental aspects were considered:

- **Archaeological, Architectural and Cultural Heritage** – There is the potential for impacts on archaeological, architectural and cultural heritage when providing CBC infrastructure. The

assessment had regard to Recorded Monuments and Protected Structures, Sites of Archaeological or Cultural Heritage and on buildings listed on the National Inventory of Architectural Heritage adjacent to the corridor;

- **Flora and Fauna** – The provision of the CBC could have negative impacts on flora and fauna, for example, through construction of new infrastructure through green field sites;
- **Soils and Geology** – Construction of infrastructure necessary for the provision of the CBC has the potential to negatively impact on soils and geology. For example, through land acquisition and ground excavation. There is also the potential to encounter ground contamination from historical industries;
- **Hydrology** – The provision of CBC infrastructure may include aspects (for example structures) with the potential to impact on hydrology;
- **Landscape and Visual** – Provision of CBC infrastructure has the potential to negatively impact on the landscape and visual aspects of the area, for example, by the removal of front gardens or green spaces or the altering of streetscapes, character and features;
- **Noise, Vibration and Air** – Provision of CBC infrastructure (e.g. the construction activities), has the potential to negatively impact on noise, vibration and air quality along a scheme. For example, through construction works;
- **Land Use and the Built Environment** – This criterion assesses the impact of each option on land use character, and measured impacts which would prevent land from achieving its intended use, for example through land acquisition, removal of parking spaces or severance of land; and
- **Climate** – Construction works involve negative GHG emissions impacts, while operational efficiencies of public transport, walking and cycling through modal shift from car usage has the potential to reduce GHG impacts.'

A comprehensive process was undertaken in relation to the route selection for the Proposed Scheme. Section 3.3 in Chapter 3 (Reasonable Alternatives) in Volume 2 of the EIAR provides a detailed summary of this, with further details provided in the Preferred Route Option Report, including Appendix L (the UCD to City Centre Bus Corridor – Route Options Assessment Study Report), provided in the Supplementary Information submitted with the application for the Proposed Scheme.

Section 5.2.1.2 in the Preferred Route Options Report notes:

'From the previous Route Options Assessment Study Report for the City Centre to UCD scheme, the sifting process for the Section 1 (Lesson Street to UCD) study area resulted in one feasible route, namely Leeson Street (Upper & Lower), Morehampton Road, Donnybrook Road, and the R138 Stillorgan Road. This ties in with the E Spine corridor from the BusConnects Network Redesign proposals.'

Figure 2.78 shows an extract from Preferred Route Options Report, part of Supplementary Information presents the Emerging Preferred Route in Section 1 (Lesson Street to UCD) of the Proposed Scheme.

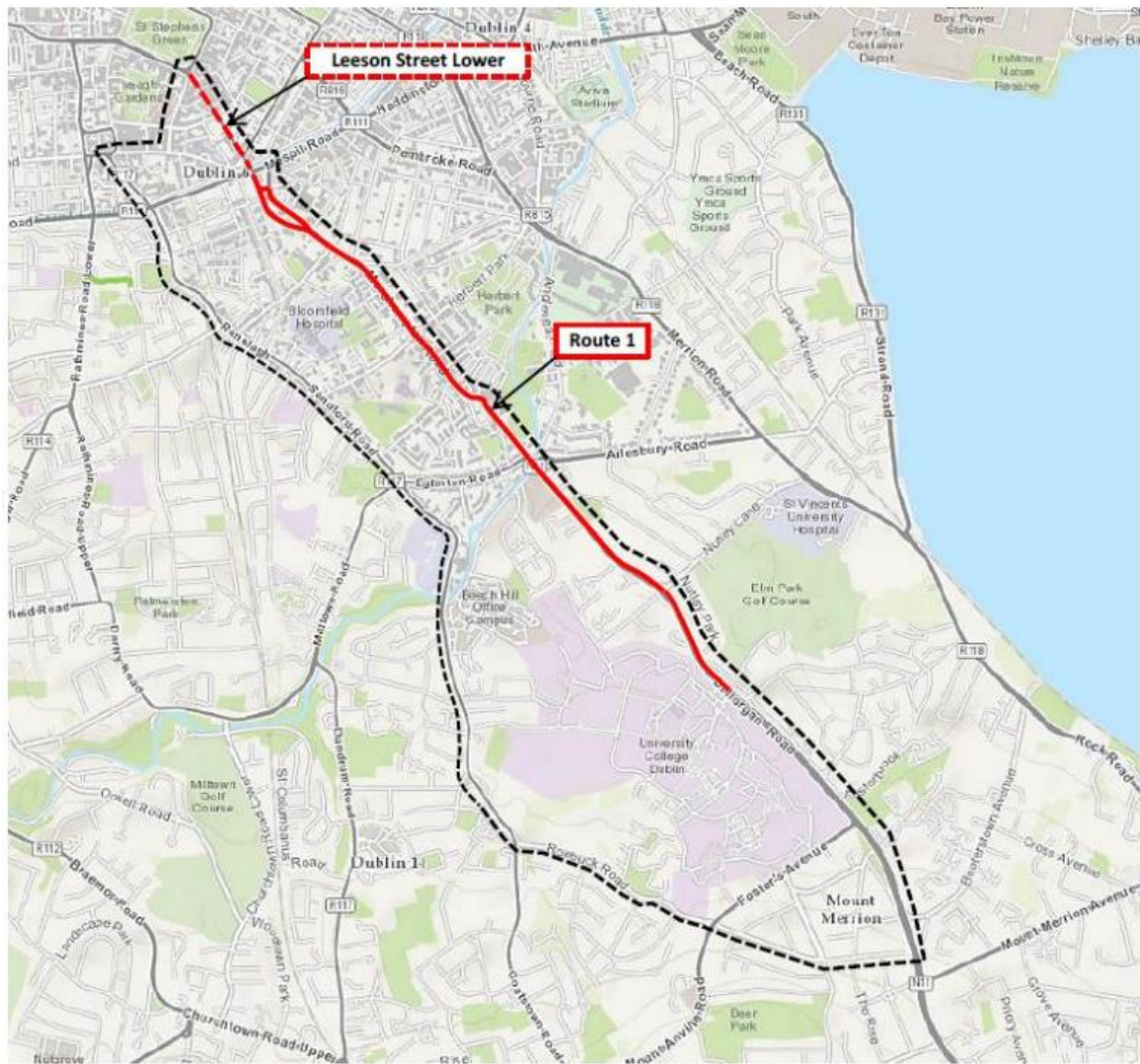


Figure 5.1: Previous UCD to City Centre Route Options Assessment Study Report Viable Route Options for Section 1

Figure 2.78: Extract from Preferred Route Options Report (Figure 5.1 EPR Route Option in Section 1)

Section 3.3.2 in Chapter 3 (Reasonable Alternatives) in Volume 2 of the EIAR outlines the Stage 2 – Route Options Assessment. This process involved a more detailed qualitative and quantitative assessment using criteria established to compare the route options. The Section 1 route in Figure 2.78 was then subdivided into five segments for further development. These segments are shown in Figure 2.79 below. The sections relevant to the Donnybrook area of the Proposed Scheme are:

- Section 1B (Donnybrook Road / Anglesea Bridge to Rampart Lane);
- Section 1C (Donnybrook Road / Rampart Lane to Pembroke Cottages); and
- Section 1D (Morehampton Road / Pembroke Cottages to Appian Way).



Image 3.11: Section 1 Route Options Remaining After Stage 1 Sifting (UCD to City Centre (St. Stephen's Green) CBC Feasibility and Options Report (NTA 2018))

Figure 2.79: Extract from EIAR Chapter 3 (Figure 3.11 Section 1 Route Options)

Section 3.3.2.1 in Chapter 3 (Reasonable Alternatives) in Volume 2 of the EIAR summarises the assessment of these sub-sections 1A to 1E. Sections 1B, Section 1C and Section 1D assessments state:

'Segment 1B runs along Donnybrook Road from Anglesea Bridge to Rampart Lane. Three scheme options were assessed for this segment, Option 1B1, Option 1B2 and Option 1B3:

- Option 1B1 would include cyclists and buses sharing the bus lanes both inbound and outbound throughout the section. This would require the reduction of outbound traffic lanes from two to one;
- Option 1B2 would include segregated cycle and bus facilities on the inbound carriageway, with cyclists and buses sharing the lane on the outbound carriageway. This would also require the reduction of outbound traffic lanes from two to one, but also require land take and impact a loading bay and some parking; and
- **Option 1B3 would include segregated cycle and bus facilities both inbound and outbound.** This would also require the reduction of outbound traffic lanes from two to one, but also require land take and impact a loading bay and some parking.

The assessment concluded that, while Option 1B3 would be the most expensive due to the quantity of land take required, it scores higher under the Transport Reliability and Quality; Cycle Network Integration; and Road Safety sub-criteria due to the full segregation of buses and cyclists in both directions. Option 1B1 scored higher under the Flora and Fauna; Landscape and Visual; and Land Use Character sub-criteria as a result of its lesser impact on trees, footpaths and parking. Despite this, Option 1B3 scored highest and was selected to form part of Route 1.

Segment 1C runs along Donnybrook Road from Rampart Lane to Pembroke Cottages. Two scheme options were assessed for this segment, Option 1C1 and Option 1C2:

- **Option 1C1 would provide adequate bus and cycle facilities through reduced**

carriageway design widths. This option would provide one traffic lane and one shared bus / cycle lane in each direction, avoiding the need to demolish existing footpaths and / or buildings; and

- Option 1C2 would involve full segregated bus and cycle facilities in both directions through widening of the carriageway. This option would require demolition of existing buildings.

The assessment concluded that Option 1C2 scored higher under the Transport Reliability and Quality; Cycle Network Integration; and Road Safety sub-criteria due to the provision of full bus and cycle segregation. However Option 1C1 scored higher under the Capital Cost; Land Use Integration; and Landscape and Visual sub-criteria as it does not require any demolition of the existing buildings. Therefore Option 1C1 scored highest and was selected to form part of Route 1.

Segment 1D runs along Morehampton Road from Pembroke Cottages to Appian Way. Two scheme options were assessed for this segment, Option 1D1 and Option 1D2:

- Option 1D1 would provide full bus and cycle facilities in both directions, with cycle lanes running adjacent to the carriageway. This would require the removal of the existing trees that line the carriageway, but the parking along the road would be preserved; and
- **Option 1D2 would provide full bus and cycle facilities in both directions, with the cycle lanes running between the footpath and the existing trees.** This would result in the preservation of more of the trees, however most parking spaces along this segment would be removed.

The assessment concluded that Option 1D2 scored higher under the Land Use Integration; Flora and Fauna; and Landscape and Visual sub-criteria due to the better preservation of the existing trees and the streetscape. Therefore, Option 1D2 scored highest and was selected to form part of Route 1.'

Section 3.4.1 of Chapter 3 (Reasonable Alternative) in Volume 2 of the EIAR details the development of the Draft Preferred Route Option, noting: 'Following the completion of the public consultation in relation to the Emerging Preferred Route, various amendments were made to the scheme proposals to address a number of the issues raised in submissions, including incorporating suggestions and recommendations from local residents, community groups and stakeholders, and / or arising from the availability of additional information. These amendments were incorporated into the designs and informed a draft Preferred Route Option.'

The Preferred Route Option was divided into four 'sections', with Section 1 (St. Stephen's Green to UCD), the relevant section for Donnybrook.

Section 3.4.1.1 in Chapter 3 (Consideration of Reasonable Alternatives) in Vol 2 of the EIAR goes on to note that three areas of Section 1 were identified for re-examination. One of the three was Section 1C – Eglinton Terrace to Belmont Avenue.

Section 3.4.1.1.2 in Chapter 3 (Consideration of Reasonable Alternatives) in Volume 2 of the EIAR outlines the assessment of this section:

'Section 1C – Eglinton Terrace to Belmont Avenue.

In addition to the Emerging Preferred Route option (1C1), there were four new options considered (1C3, 1C4, 1C5 and 1C6). All of these follow the same route as the Emerging Preferred Route.

Route Option 1C3 (northbound bus lane with southbound queue relocation) would include a northbound bus lane for the entire section with no junction at Eglinton Terrace, only a pedestrian crossing. For southbound buses there would be a Signal Controlled Bus Priority junction at Belmont Avenue as the cross-section width only allows for one outbound lane. There would be cycle lanes included in both directions but they may need to reduce to 1.8m at pinch points.

Route Option 1C4 (queue relocation each side) would provide no dedicated north or southbound bus lanes through the section. Buses would receive Signal Controlled Priority from junctions at Belmont Avenue (southbound) and Eglinton Terrace (northbound). Full 2m cycle provision would be possible through the section.

Route Option 1C5 (southbound bus lane with northbound merge of bus lane) would provide a continuous southbound bus lane, while the northbound bus lane would merge with the northbound general traffic to pass the pinch point. This would require buses and general traffic to merge before

progressing through the narrow section before the bus lane would restart past The Crescent. This option would provide a segregated northbound cycle track after The Crescent, and no segregated southbound cycle track, with cyclists having to share the bus lane.

Route Option 1C6 (southbound bus lane with northbound queue relocation) would have a continuation of the southbound bus lane through the midway bend, with a single general traffic lane only in the northbound direction between Eglinton Road and The Crescent. Northbound bus priority would be provided through a Signal Controlled Bus Priority junction at Eglinton Terrace. Segregated cycle tracks would be provided in both directions.

As with the selection of the Emerging Preferred Route options, each route option was evaluated using a multi-criteria assessment with one of the primary criteria being 'Environment', under which there was a number of subcriteria which each route option was considered against comparatively.

All five options were assessed as performing the same under the Environment criteria, as well as under the Accessibility and Social Inclusion criteria.

Both Option 1C3 and 1C6 scored the highest across the assessment criteria, with both options including a full bus lane in one direction and Signal Controlled Priority in the other. Due to the alignment and the land available, an overall greater length of bus lane can be achieved in Option 1C6, as the northbound bus lane can restart sooner than the southbound bus lane could under Signal Controlled Priority. Therefore 1C6 was brought forward into the Preferred Route Option.'

Option 1C6 is the Preferred Route Option (Proposed Scheme) at this location and presented in the Preferred Route Option drawing Appendix of the Preferred Route Options Report and Proposed Scheme as presented in Chapter 4 (Proposed Scheme Description) in Volume 3, Part 1 of 3 in the EIAR in the General Arrangement Drawings.

The Emerging Preferred Route Option is shown in Appendix N of the Preferred Route Options Report, as part of the Supplementary Information.

Appendix L (UCD to City Centre Core Bus Corridor - Feasibility and Options Report) in the Preferred Route Options Report, as part of the Supplementary Information, summarises the assessment of route options in Bray.

NTA is satisfied that various alternatives have been assessed for the Proposed Scheme in Section 1 of the Proposed Scheme, in particular Morehampton Road and Donnybrook Road.

The Proposed Scheme cross-section and subsequent land acquisition have been considered and deemed necessary to meet the Proposed Scheme objectives and to construct the Proposed Scheme with permanent and temporary acquisitions respectively, as presented in Chapter 4 (Proposed Scheme Description) in Volume 3, Part 1 of 3 in the EIAR in the General Arrangement Drawing in Figure 2.71, in Section 2.5.1 on Description of the Proposed Scheme at this location.

Also, refer to response in Section 2.5.3.2 (CPO-007) for Issue No 4 (Alternative Design Suggestion) in this report, covering the alternatives considered and design development to inform the Proposed Scheme.

NTA are satisfied that reasonable alternatives are considered to inform the Proposed Scheme at Donnybrook in the vicinity of 2, Donnybrook Road property.

If the CPO is confirmed by An Bord Pleanála, a Notice to Treat will be served on each landowner whose land is being acquired. Following service of the Notice to Treat, the landowner will be required to submit a claim for compensation and as part of this process, the NTA will pay the reasonable costs (as part of the claim) for the landowner to engage their agent / valuer in preparing, negotiating, and advising on compensation.

In light of all of the above, the NTA is satisfied that the making of the CPO is reasonable and justified and does not represent a disproportionate interference with the objector's constitutionally protected property rights.

4) Alternative Design Suggestion

In developing the design of the Proposed Scheme, the NTA has balanced the need to provide parking / loading at local shops / services with the need to achieve the objectives of the Proposed Scheme to

provide high quality public transport, cycling and walking facilities through the Proposed Scheme. The impact on parking and loading is detailed in Chapter 6 (Traffic & Transport) in Volume 2 of the EIAR.

Section 6.4.6.1.2.4 states:

'The overall significance of effect is assessed as 'Negative, Moderate and Long-term'. This moderate effect is considered acceptable in the context of the planned outcome of the Proposed Scheme, which is to improve accessibility to the proposed route (on foot, by bicycle and bus) for residents and visitors to local shops and businesses.'

Section 6.4.6.1.1.4 states:

'This qualitative assessment has also taken into account nearby parking, which is defined as alternative parking locations along side roads within 200 – 250m of the Proposed Scheme.'

Section 6.3.2.5 states:

'There are a number of side streets which can be used by local residents and visitors / businesses throughout this section. In total there are approximately 230 parking spaces on streets surrounding R138 Leeson Street Lower, R138 Sussex Street and R138 Leeson Street Upper, approximately 455 parking spaces on streets surrounding R138 Morehampton Road and approximately 229 parking spaces on streets surrounding R138 Donnybrook Road.'

The objection also proposes an alternative design at No. 2 Donnybrook Road (Figure 2.80), retaining the parking spaces and using the approach taken at the existing parking spaces outside No.55 to 61 Donnybrook Road, to the south (Figure 2.80 below), where parking is accessed across the cycle track.

In order to achieve the Proposed Scheme objectives along this section of the corridor, as described in paragraph 4.5.5.1 in Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR states:

'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. Signal Controlled Priority 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.'

The suggested alternative design relates to an off-street carpark arrangement with a single point of access and egress across the cycle track at Café Nero and references the location shown in the 02-General Arrangement Drawings Sheet 07 in Chapter 4 (Proposed Scheme Description) in Volume 3, Part 1 of 3 of the EIAR and shown in Figure 2.80 below.

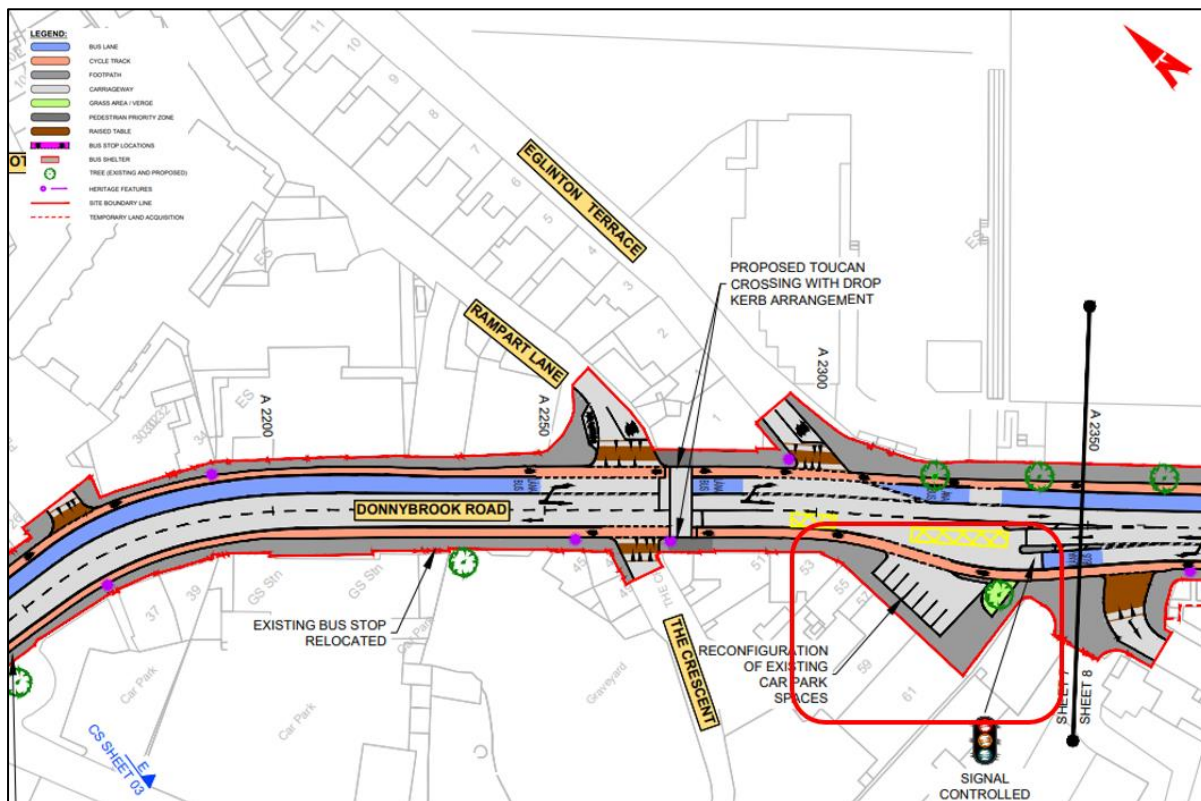


Figure 2.80: Extract from General Arrangement Drawing at No.55 to 61 Donnybrook Road (Sheet 07)

The Proposed Scheme design at No. 2 Donnybrook Road is presented in the 02-General Arrangement Drawings Sheet 06 in Chapter 4 (Proposed Scheme Description) in Volume 3, Part 1 of 3 of the EIAR and shown in Figure 2.81 below. The arrangement at No.2 Donnybrook Road relates to on-street parallel parking, so cannot be designed with the same rational. For safety reasons, where there is on-street parking and a cycle track proposed, as described in Appendix A4.1 (Preliminary Design Guidance Booklet) in Volume 4 of this EIAR, *'the preferred location for raised adjacent cycle tracks is between the pedestrian footpath and any proposed parking spaces to provide additional protection for cyclists'*. At this location, the cycle track has been diverted to the back of the on-street parking spaces, adjacent to the pedestrian area. A parallel parking arrangement is proposed at this location, this limits the diversion required on the cycle track, and also allows for a proposed urban realm area.

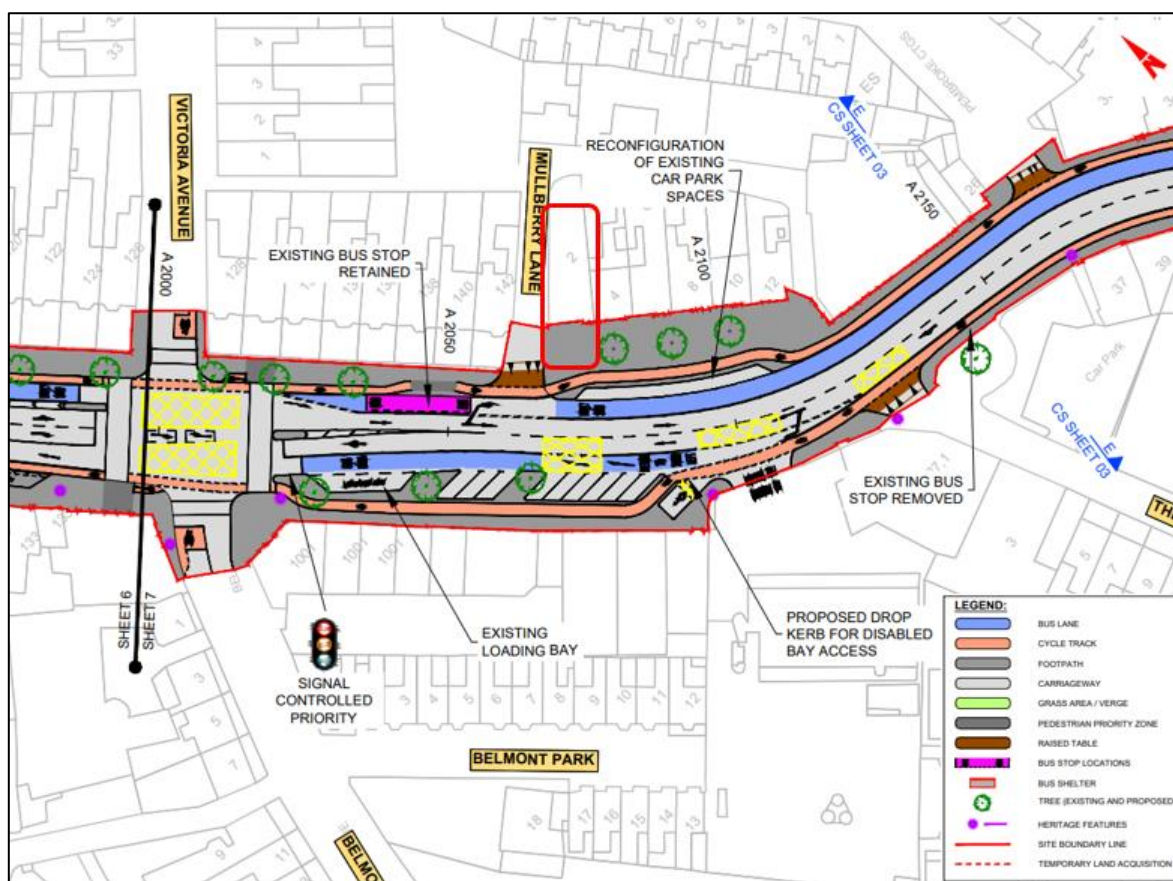


Figure 2.81: Extract from General Arrangement Drawing at No.55 to 61 Donnybrook Road (Sheet 06)

5) Oversupply of Bike Racks in Donnybrook

With regards to the cycling infrastructure, Section 6.4.1.2.2 in Chapter 6 (Traffic & Transport) in Volume 2 of the EIAR states: Overall, it is anticipated that there will be a *'Positive, Moderate and Long-Term'* effect to the quality of the cycling infrastructure along Section 1 of the Proposed Scheme, during the Operational Phase. A detailed breakdown of the assessment along each section can be found in Appendix A6.4.2 (Cycling Infrastructure Assessment) in Appendix A6.4 in Volume 4, Part 2 of 4 of this EIAR. The findings of the cycling assessment align with the objective of the CBC Infrastructure Works, applicable to the Traffic and Transport assessment of the Proposed Scheme, to *'Enhance the potential for cycling by providing safe infrastructure for cycling, segregated from general traffic'* wherever practicable.

As noted in Section 4.6.3 in Chapter 6 (Traffic & Transport) in Volume 2 of the EIAR, bike racks will generally be provided, where practicable, at Bus Stops and key additional locations as noted in an Appendix in the 05-Landscaping General Arrangement drawings in Volume 3 of this EIAR and in accordance with the cycle parking provision shown in the bus stop arrangements shown in Appendix A4.1 Preliminary Design Guidance Booklet (PDGB) for BusConnects Core Bus Corridors of Volume 4 Part 1 of 4 of the EIAR.

2.5.4 CPO-051 – MOLA Architecture

2.5.4.1 Summary of Objections Raised

This CPO Objection relates to the No.2 Donnybrook Road. The Proposed Scheme at this location is described in Section 2.5.1 on Description of the Proposed Scheme at this location above.

The objection to the CPO raises four potential issues:

1) Parking / Impact on Business

The objection raised concerns that the four parking spaces are essential to daily conduct of business. Used by staff attending sites which are inaccessible by public transfer, staff who work remotely and

have to travel into the office and clients. It also noted that the spaces are also a significant attraction to existing and potential customers who decide on impulse to visit the business.

2) Justification for CPO

The objection raised the concern that the CPO of lands from 2-12 Donnybrook Road is unnecessary for roll-out of scheme and wasteful of public resources.

3) Impact on Donnybrook

The objection noted that as Donnybrook emerges from years of commercial decline, the adverse effects of removal of car parking for the entire length of the village will now neutralise the benefits of the proposed residential developments now under construction in the area.

4) No Impact on Existing Bottleneck in Donnybrook

The objection raised the concern that the impacts of the existing bottleneck that occurs at former Kiely's Public House and continues south through the village, would not be improved with the Proposed Scheme.

2.5.4.2 Response to Objections Raised

1) Parking / Impact on Business

Parking

In developing the design of the Proposed Scheme, the NTA has balanced the need to provide parking / loading at local shops / services with the need to achieve the objectives of the Proposed Scheme to provide high quality public transport, cycling and walking facilities through the Proposed Scheme. The impact on parking and loading is detailed in Chapter 6 (Traffic and Transport) of the EIAR.

Section 6.4.6.1.2.4 states:

'The overall significance of effect is assessed as Negative, Moderate and Long-term. This moderate effect is considered acceptable in the context of the planned outcome of the Proposed Scheme, which is to improve accessibility to the proposed route (on foot, by bicycle and bus) for residents and visitors to local shops and businesses.'

Specifically in relation to parking spaces at No.2 Donnybrook Road, Section 6.4.6.1.2.4 states:

- *'.....There are currently 15 commercial (business) parking spaces located along R138 Donnybrook Road. Of the 15 spaces, 12 spaces are adjacent to the northbound carriageway between Eglinton Road and Brookvale Road (six at Fast Fit and six at First Stop) and three are adjacent to R138 Donnybrook Road southbound carriageway between Mulberry Lane and The Crescent (MOLA Architecture). It is proposed to remove a total of ten spaces (three spaces at MOLA Architecture, five spaces at Fast Fit and two spaces at First Stop). The impact of this loss is considered to be Negative, Moderate and Long-term.'*

Section 6.4.6.1.1.4 states:

'This qualitative assessment has also taken into account nearby parking, which is defined as alternative parking locations along side roads within 200 – 250m of the Proposed Scheme.'

Section 6.3.2.5 states:

'There are a number of side streets which can be used by local residents and visitors / businesses throughout this section. In total there are approximately 230 parking spaces on streets surrounding R138 Leeson Street Lower, R138 Sussex Street and R138 Leeson Street Upper, approximately 455 parking spaces on streets surrounding R138 Morehampton Road and approximately 229 parking spaces on streets surrounding R138 Donnybrook Road.'

Impact on Business

Chapter 10 (Population) in Volume 2 of the EIAR includes an assessment of the impact on commercial properties as a result of land take during both the Construction Phase (Section 10.4.3.2.2.1) and the Operational Phase (Section 10.4.4.2.2.1). The commercial properties which were assessed are listed in the Chapter's Appendix A10.1 (Schedule of Commercial Businesses) in Volume 4 Part 3 of the EIAR. The assessment of MOLA Architecture in 2 Donnybrook Road is entry number 110.

This business was not assessed as being significantly impacted by either the construction or operation of the Proposed Scheme as summarised in the aforementioned sections. The impact of land take on commercial receptors across the Donnybrook community area as a whole is considered Negative, Not Significant to Slight and Short-Term during the Construction Phase and Negative, Not Significant and Long-Term during the Operational Phase.

As per Chapter 10 (Population) Appendix A10.2 (Economic Impact of Core Bus Corridors) in Volume 4 Part 3 of the EIAR, numerous case studies have been done to understand the impact of similar schemes on that of local businesses. It was found in Ireland, that businesses have a tendency to overestimate the impact of cars on their business. For example, a survey undertaken of businesses on Henry Street showed that they perceived 40% of customers arrived by bus whereas the actual percentage was 49%. Another example was businesses perceiving that 6% of customers would walk to Henry Street whereas the actual percentage was 19%.

The conclusion from these studies in Section 2 of this report states:

'Evidence from studies in Ireland and internationally suggest that reductions in the numbers of car journeys to the shops should not lead to a reduction in footfall as traders typically overestimate the importance of cars. Many shoppers are already arriving using sustainable transport options and therefore should be quick to take advantage of new transport options. There may be some disruption to business during the construction phase, however once the new routes are open footfall should return to normal and may in fact rise.'

Additionally, research was undertaken for shoppers of Henry Street and Grafton Street to understand how much was spent in shops by people arriving different modes of transport. On average, it was found that car spending was more per trip. However, due to the frequency of visits by bus, bike and walking, the average spend was higher.

The conclusion for this in Section 2 – The Impact on Local Businesses states:

'There is strong international evidence to suggest that the proposed improvements will lead to further increases in the use of sustainable transport. This should, in turn, more than compensates for reductions in visits by car users. Whilst spend per visitor may fall slightly, the overall spend rises due to the increased overall footfall. This effect should occur as soon as the new proposed routes open with shoppers choosing to make even more use of sustainable transport decisions.'

'Whilst there is limited evidence of the impact during the construction work, none of the evidence suggested an increase in business insolvency or a departure of businesses from the area during construction works.'

2) Justification for CPO

Refer to response in Section 2.5.3.2 (CPO-007) for Issue No.2 (Justification for CPO) of this report.

3) Impact on Donnybrook

The methodology for the assessment of community impacts is outlined in Section 10.2.4.1 in Chapter 10 (Population) of Volume 2 of the EIAR.

Section 10.6.2 in Chapter 10 (Population) in Volume 3 of the EIAR notes the following:

'As outlined within Section 10.4.4 and summarised in Table 10.15 the Proposed Scheme will deliver positive impacts in terms of accessibility to community facilities and commercial businesses for pedestrians, cyclists and bus users during the Operational Phase. The Proposed Scheme is also expected to benefit individuals and businesses whose workers live along the corridor. Retail and leisure businesses along the route could gain a double benefit from both increased sales and improved staff productivity (see Appendix A10.2 in Volume 4 of this EIAR).'

These improvements will help to achieve the aims and objectives of the Proposed Scheme by providing an attractive alternative to the use of private vehicles and promoting a modal shift to walking, cycling and public transport, allowing for greater capacity along the corridor to access residential, community and commercial Environmental Impact Assessment Report (EIAR) Volume 2 of 4 Main Report Bray to City Centre Core Bus Corridor Scheme Chapter 10 Page 33 receptors. As discussed in Appendix A10.2 in Volume 4 of this EIAR, the Proposed Scheme will also ensure the connection of people with essential services such as healthcare facilities and jobs (EY 2021).'

In order to accommodate the Proposed Scheme and to ensure it can be readily utilised by sustainable modes of transport, localised significant impacts from permanent land take are expected on a small number of properties. Negative (not significant) impacts are expected on private vehicles travelling in the surrounding road network. However, the design of the Proposed Scheme, which is a result of a detailed design iteration process, ensures that the surrounding road network will have the capacity to accommodate the redistributed traffic during the operation whilst still achieving the aims and objectives of the Proposed Scheme.

Accordingly, it is concluded that the Proposed Scheme will deliver strong benefits for users of sustainable modes of transport, with positive accessibility and amenity impacts for community areas in the study area and align with specific objectives identified in Section 10.1.'

Appendix A10.2 (The Economic Impact of the Core Bus Corridors) in Volume 4, Part 3 of 4 of the EIAR outlines the assessment of the economic impact of the proposed bus corridors, including an assessment of the impact on local business (Section 2 of the report). With respect to the impacts of public transport options on footfall, the report concludes the following:

'Evidence from studies in Ireland and internationally suggest that reductions in the numbers of car journeys to the shops should not lead to a reduction in footfall as traders typically overestimate the importance of cars. Many shoppers are already arriving using sustainable transport options and therefore should be quick to take advantage of new transport options. There may be some disruption to business during the construction phase, however once the new routes are open footfall should return to normal and may in fact rise.'

On the subject of increasing sales, it states the following:

'There is strong international evidence to suggest that the proposed improvements will lead to further increases in the use of sustainable transport. This should, in turn, more than compensates for reductions in visits by car users. Whilst spend per visitor may fall slightly, the overall spend rises due to the increased overall footfall. This effect should occur as soon as the new proposed routes open with shoppers choosing to make even more use of sustainable transport decisions. Whilst there is limited evidence of the impact during the construction work, none of the evidence suggested an increase in business insolvency or a departure of businesses from the area during construction works.'

On the impact from removal of parking spaces, Appendix A10.2 says:

'The construction of the new infrastructure, including cycle lanes, will result in the loss of commercial parking along the routes, however all of the evidence suggests that this will not lead to a loss of business. In fact the reverse has been shown to occur in other countries, with more cyclists visiting a range of shops more often and spending more when suitable bike parking is made available. This does not appear to be only linked to major city centres, with many studies looking at a wide range of communities along transport routes. Increased safety due to reduced car traffic and protected cycle routes, alongside increased parking spaces for bicycles, should encourage a rapid shift to walking and cycling for all age groups.'

Finally on the impact on town centres, which would be applicable to Donnybrook village, it states:

'By creating easy access to local village centres and reducing the level of car traffic in these areas, more people will be attracted to the area and also spend a longer amount of time in each visit. As a consequence, this is likely to have a positive impact on all local businesses along the routes, regardless of size or location. It will also create a nicer atmosphere and a greater sense of community. This impact will be rapidly felt and communities should begin to benefit as soon as the new infrastructure works have been completed.'

Chapter 17 (Landscape (Townscape) & Visual) in Volume 2 of the EIAR assesses the potential landscape and visual impacts of the Proposed Scheme during both the Construction and Operational Phases. The assessment considers the impact on the overall character of the study area, the impacts on streetscape elements and visual impacts.

Section 17.7 notes:

'As described in Chapter 3 (Consideration of Reasonable Alternatives) in Volume 2 of this EIAR and noted in Section 17.4.1.2 of this Chapter, the Proposed Scheme has been subject to an iterative design development process which has sought insofar as practicable to avoid or reduce negative impacts,

including townscape and visual impacts.’ ‘The Proposed Scheme includes for replacement of disturbed boundaries, reinstatement of the Construction Compounds, return of temporary acquisition areas, and for replacement or additional tree and other planting where feasible along the Proposed Scheme.’

It also states:

‘There will be positive long-term effects for sections of streetscape most notable for areas in Donnybrook and Bray. The Proposed Scheme will also provide for a reduction in the car-centric design of the townscape with an enhanced experience for pedestrians and cyclists through measures such as provision of raised crossing points to side junctions, paving schemes which indicate pedestrian priority and aid in reducing traffic speeds, and shorter or more direct crossing points at junctions.’

Section 17.4.4.1.1 in Chapter 17 (Landscape (Townscape) & Visual) in Volume 2 of the EIAR specifically describes the Operational Phase impact on the character of the Leeson Street to Donnybrook (Anglesea Road Junction) section where it states that the *‘Operational Phase of the Proposed Scheme will not alter the overall townscape character along this section of the Proposed Scheme, but there will be localised changes to streetscape amenity’*, going on to rate the significance of impact as *‘Negative, Moderate and Short-Term’*, becoming *‘Positive, Slight/Moderate and Long-Term’* over time as the changes to the streetscape become established.

As the above outlines, a positive impact is expected for the businesses, residents and visitors to Donnybrook village once the Proposed Scheme is operational.

4) No Impact on Existing Bottleneck in Donnybrook

The proposed design between Mullberry Lane and Rampart Lane is presented in the 02-General Arrangement Drawings Sheet 07 in Chapter 4 (Proposed Scheme Description) in Volume 3, Part 1 of 3 of the EIAR and shown in Figure 2.82.

The proposed design at this location is tight section running along Donnybrook Village with built up infrastructure on both sides of the carriageway.

The Proposed Scheme design along Donnybrook Road involves the prioritisation of People Movement through maximising sustainable modes by providing cycle tracks on both sides of Donnybrook Road. By making space for improved cycle infrastructure can significantly benefit sustainable modes and encourage greater use of these modes. Bus lanes are provided in the outbound direction and bus priority in the city bound direction is achieved through signal control priority. Through the provision of improved cycling and pedestrian facilities and bus priority measure along Donnybrook Road all road users get better equitable choices and associated more efficient use of the road space for People Movement.

The proposed design provides for cycle track in both directions with reduced width of 1.5m as per the section 5.3 of the Preliminary Design Guidance Booklet for BusConnects Core Bus Corridors as provided in Appendix A4.1 of the EIAR Volume 4 Part 1 of 4. Desirable footpath width of 2.0m has been provided in this section in general. Table 4.3 (see Table 2.29 below) Chapter 4 Volume 2 of the EIAR notes the reduced cross-section in the Donnybrook section of the Proposed Scheme.

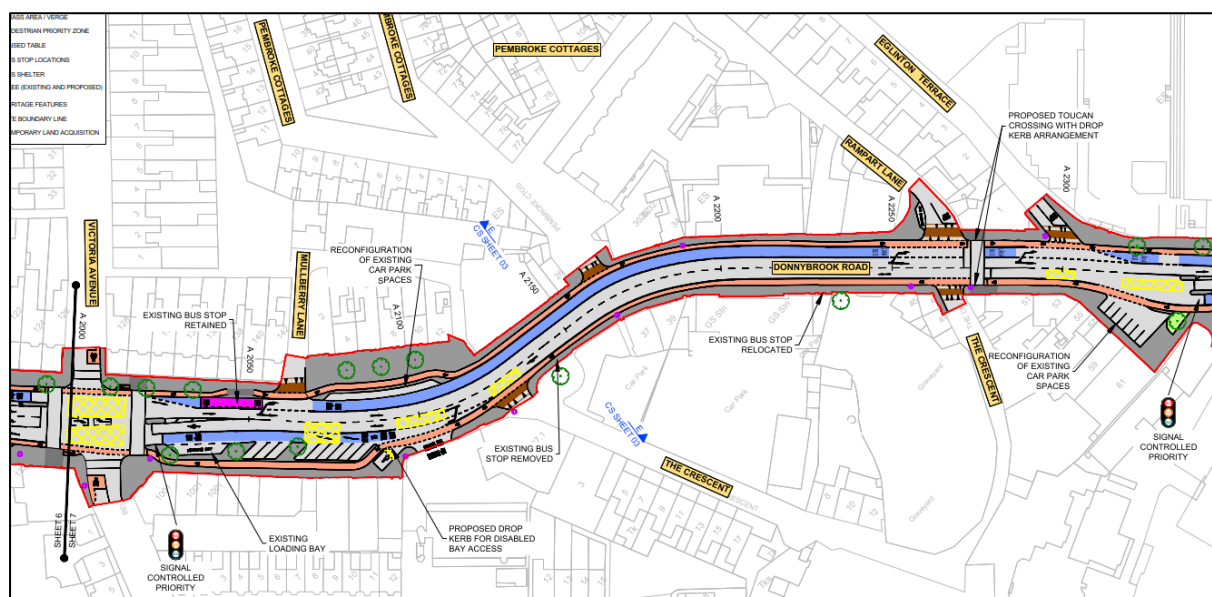


Figure 2.82: Extract from General Drawing Arrangement at Donnybrook Road (Sheet 07)

Table 2.29: Extract from Chapter 4 of EIAR (Table 4.3)

Location	Design Element	DMURS	Design	Justification
B10 – B75	Cycle Track (southbound)	2.0m	Varies Approx. 1.5m – 1.75m	Cycle track narrows to between 1.5m – 1.75m over a length of 60m behind combined bus and coach stop to reduce cyclist speed.
A535 – A560	Footpath (northbound)	2.0m	1.5m	Footpath narrows locally to 1.5m at pinch point on Leeson Street canal bridge. Ties in to existing.
A640 – A690	Cycle Track (northbound)	2.0m	1.5m	Cycle track narrows to 1.5m over a length of 40m behind bus stop and coach stop to reduce cyclist speed.
A1015 – A1050	Cycle Track (southbound)	2.0m	1.5m	Cycle track narrows locally to 1.5m over a length of 10m to tie into existing kerbs and avoid impacting trees.
A1615 – A1690	Cycle track (both directions)	2.0m	Varies Approx. 1.5m – 2m	Cycle track narrows locally to 1.8m over a length of 30m southbound to tie into existing kerbs, and narrows locally to 1.5m over a length of 40m northbound on approach to and behind combined bus stop to reduce cyclist speed.
A1730 – A1790	Cycle track (both directions)	2.0m	1.5m	Cycle track narrows to 1.5m over a length of 60m northbound and southbound to tie into existing kerbs.
A1790 – A1840	Footpath (northbound)	2.0m	1.8m	Footpath narrows to 1.8m over a length of 50m due to space constraints.
A1790 – A1910	Cycle Track (southbound)	2.0m	Varies Approx. 1.5m	Cycle track narrows to 1.5m over a length of 150m to tie into existing kerbs.
A1910 – A2000	Cycle track (both directions)	2.0m	Varies Approx. 1.5m	Cycle track narrows to 1.5m over a length of 40m southbound to tie into existing kerbs, and narrows to 1.5m over a length of 90m northbound on the approach to and behind combined bus stop to reduce cyclist speed.
A2025 – A2045	Cycle Track (northbound)	2.0m	1.5m	Cycle track narrows to 1.5m over a length of 20m due to space constraints.
A2115 – A2250	Cycle track (both directions)	2.0m	Varies Approx. 1.3m – 1.75m	Cycle track narrows to 1.5m over a length of 135m southbound and 60m northbound to tie into existing kerbs. Cycle track narrows at pinch points to between 1.3 – 1.5m width.
A2115 – A2310	Footpath (both directions)	2.0m	Approx. 1.5m	Various pinch point locations along Donnybrook Road.
A2310 – A2360	Cycle Track (southbound)	2.0m	1.5m	Cycle Track narrows locally to avoid impacting existing tree.
A2360 – A2460	Cycle Track (northbound)	2.0m	1.5m	Cycle Track narrows locally to provide full width footpath.
A2520 – A2580	Cycle Track (northbound)	2.0m	1.7m	Cycle Track tapers from full width to reduced width through junction.

Section 6.4.6.2.8.3 in Chapter 6 (Traffic & Transport) in Volume 2 of the EIAR notes that the Local Area Model (LAM) indicates that during the 2028 Opening Year scenario; *‘there are reductions in general traffic noted along the Proposed Scheme during the AM Peak Hour. Along Donnybrook Road there is a reduction of 304 combined flows during the AM Peak Hour in the 2028 Opening Year’.*

Section 6.4.6.2.8.4 in Chapter 6 (Traffic & Transport) in Volume 2 of the EIAR notes that the LAM indicates that during the 2028 Opening Year scenario; *'there are key reductions in general traffic notes along the Proposed Scheme during the PM Peak Hour. Along Donnybrook Road there is a reduction of 920 combined flows during the PM Peak Hour in the 2028 Opening Year'*.

The reduction in flows in both the AM and PM Peak Hours is attributed to the Proposed Scheme associated modal shift and implementation of bus priority measures. The reduction in general traffic flow has been determined as an overall potential; *'Slight to Profound, Positive, and Long-Term'* impact on the direct study area. As a result, there would be an improvement on the impacts of the existing bottleneck that would occur at former Kiely's Public House and through the village.

2.6 CPO-008 – Beechfield Manor Nursing Home

2.6.1 Description of the Proposed Scheme at this location

In order to achieve the Proposed Scheme objectives, St Anne's Roundabout (Dublin Road/ Shanganagh Road/ Corbawn Lane) is being upgraded as part of the Proposed Scheme. The roundabout is proposed to be converted to a signal-controlled junction to manage traffic flow, improve bus progression and safe crossing for pedestrian and cyclists. A dedicated right-turn lane is proposed from Shanganagh Road on to Beechfield Manor. A dedicated left turn lane from Beechfield Manor to Shanganagh Road is also to be provided.

The existing road cross section at this location provides one general traffic lane and footpath in each direction on Shanganagh Road, with signalised pedestrian crossings on Beechfield Manor and the south of the junction on Shanganagh Road.

In order to achieve the required cross section of the Proposed Scheme, land acquisition is necessary from the green area along this section of Shanganagh Road.

The land take required is shown in the following:

- Extracts from the General Arrangement Drawings which are provided as an Appendix in the 02-General Arrangement Drawings Sheet 43 in Chapter 4 (Proposed Scheme Description) in Volume 3, Part 1 of 3 of the EIAR and shown in Figure 2.83.
- The proposed permanent and temporary land acquisition lines overlain on aerial photography are shown in Figure 2.84.
- The existing property frontage and street view is shown in Figure 2.85.

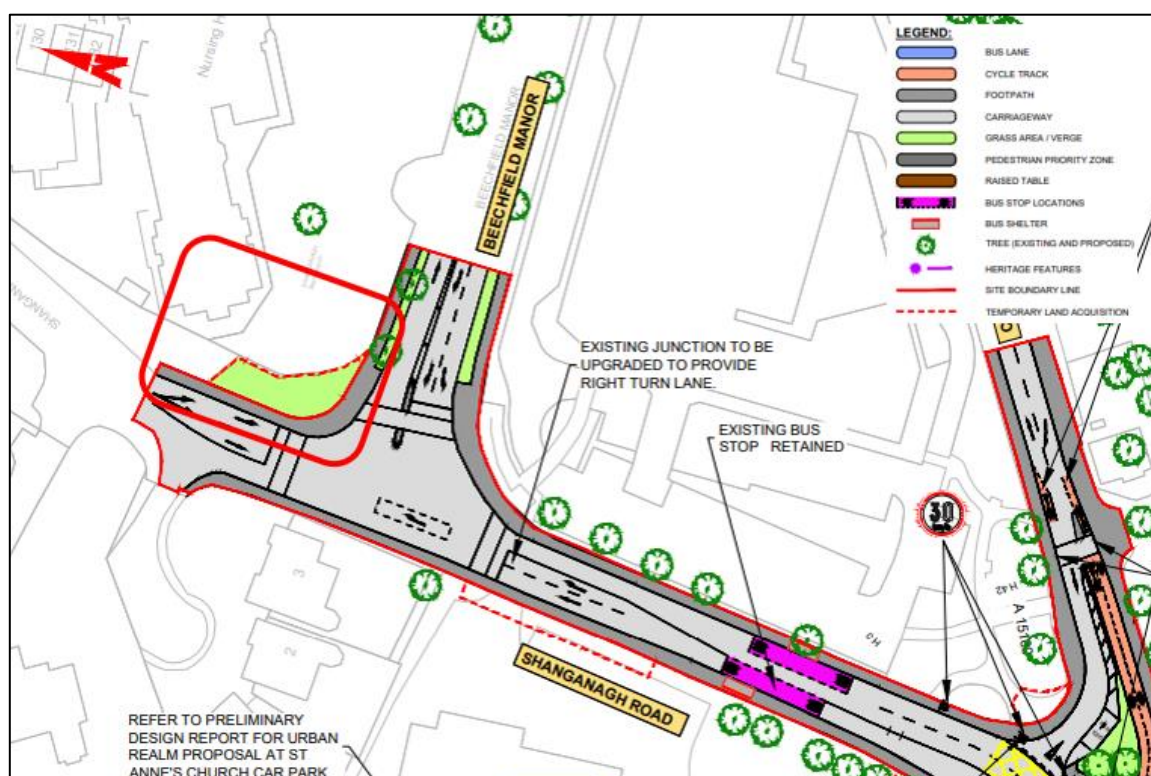


Figure 2.83: Extract from General Arrangement Drawing at Shanganagh Road (Sheet 43)



Figure 2.84: Existing aerial view at Shanganagh Road



Figure 2.85: Existing street view at Shanganagh Road (Image Source: Google)

2.6.2 Summary of Objections Raised

The objection to the CPO raises three potential issues:

1) Land Acquisition and Impact to Boundary Wall

The objection raised concerns regarding the proposed footpath construction undermining the structural integrity of boundary wall on the property. It notes concerns on the impact on the green area.

2) Insufficient EIAR on Noise and Dust Mitigations

The objection commented that there were insufficient provisions in EIAR for noise and dust mitigations over the course of the project.

3) Indemnity

The objection highlighted that the liability for condition of green area at Shanganagh Road boundary. Beechfield Nursing Home Ltd. and Beechfield Owners Management Company CLG should be indemnified against all future liability arising out of any acts of misfeasance in relation to the

reinstatement/condition of the surface of the lands which are subject to temporary acquisition as a result of this project.

2.6.3 Response to Objection Raised

1) Land Acquisition and Impact to Boundary Wall

As set out in Paragraph 2 of the statutory notice, which was served, the CPO is 'for the purposes of the construction of the Bray to City Centre Core Bus Corridor Scheme together with all ancillary and consequential works associated therewith for the purposes of facilitating public transport'. Further, the face of the CPO itself also indicates that it is 'for the purposes of facilitating public transport'.

Further, as set out in Paragraph 10 of that notice, the EIAR which was prepared in respect of the Proposed Scheme was available for inspection physically and on the NTA's dedicated website for this Proposed Scheme, and that EIAR contains all of the 'precise details of the proposed construction works' and all of the 'proposed ancillary and consequential works for the Bray to City Centre Core Bus Corridor Scheme'.

The NTA has also made an application to the Board under Section 51 of the Roads Act 1993 (as amended) for approval of the proposed road development, the Bray to City Centre Core Bus Corridor Scheme, which is currently pending before the Board (ABP-Ref No. HA27.317742).

The Proposed Scheme has been designed to deliver upon the scheme objectives set out in Chapter 1 (Introduction) in Volume 2 of the EIAR. In some areas, land acquisition is required to deliver what has been determined to be the most appropriate design configuration that meets these objectives. All areas included in the CPO have been carefully considered and only included where deemed absolutely necessary to meet the scheme objectives and to construct the Proposed Scheme with permanent and temporary acquisitions respectively.

In this specific area, the proposed cross-section and subsequent land acquisition have been considered and deemed necessary to facilitate the optimum scheme cross-section as presented in an Appendix in 02-General Arrangement Drawings in Chapter 4 (Proposed Scheme Description) in Volume 3, in Part 1 of 3 of the EIAR on Sheet 43 and shown in Figure 2.86. As part of the proposed works the permanent land take is required to widen the footpath in the green area adjacent to the Beechfield Manor Nursing home.

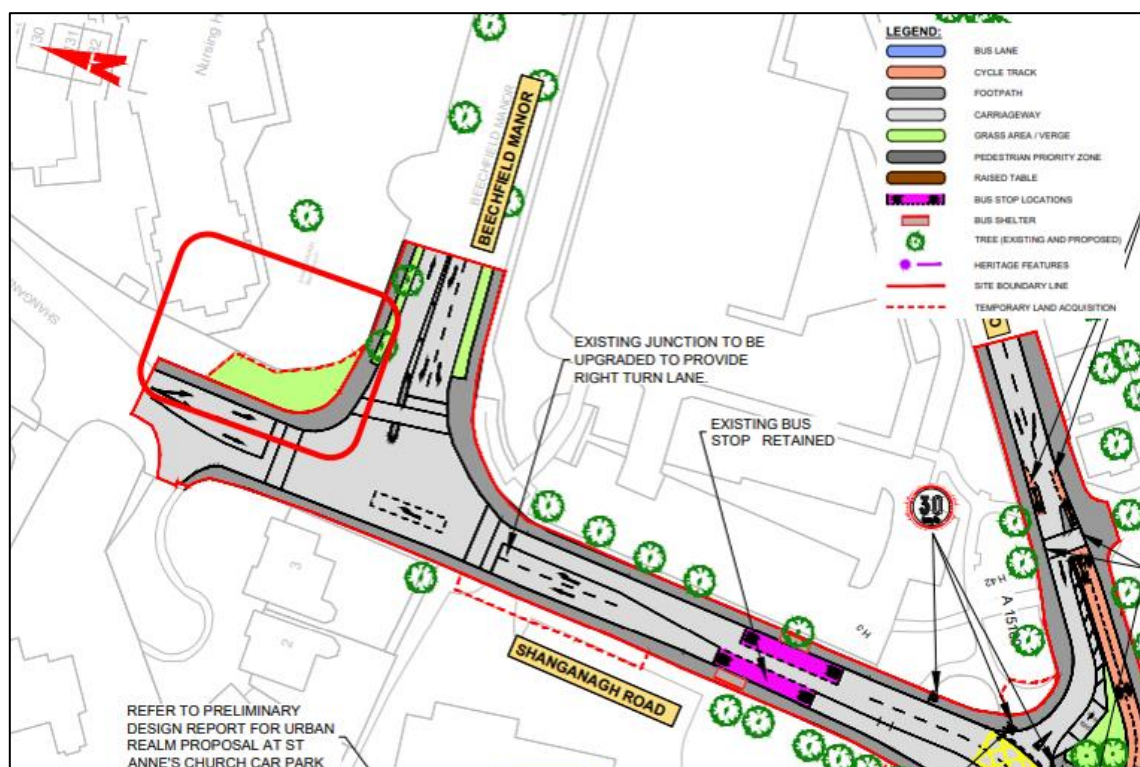


Figure 2.86: Extract from General Arrangement Drawings at Beechfield Manor (Sheet 43)

The permanent and temporary land take required at this location is shown in the Deposit Maps, as shown in Figure 2.87. The permanent land take is shown in Plot 1098(1).1e and temporary land take in 1098(2).2e.

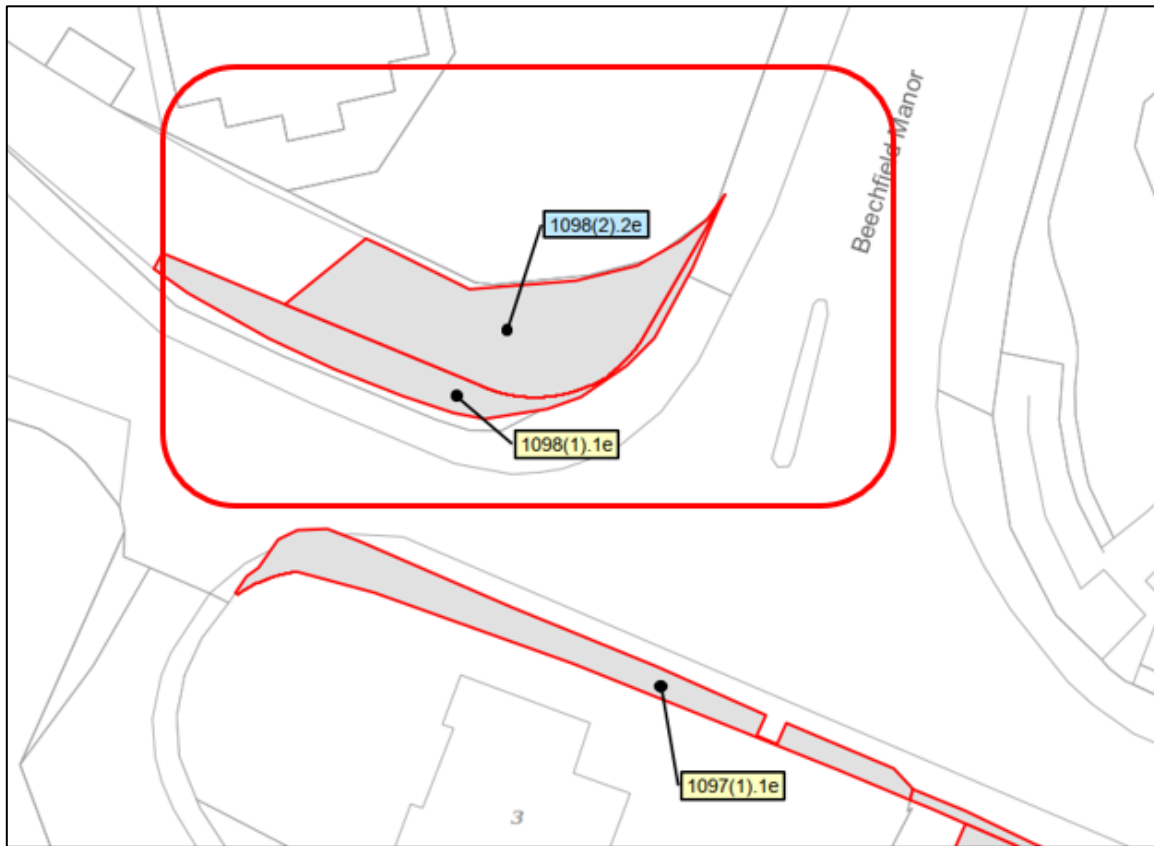


Figure 2.87: Extract from CPO Deposit Maps at Beechfield Manor (Sheets 10)

The temporary land take is required for the duration of the construction period to allow working space for the construction works. Temporary land take will be returned back after construction, reinstated in the same condition as existing.

Impact to Boundary Wall

Figure 2.88 shows an extract from the Fencing and Boundary Treatment Drawings in the EIAR, Volume 3, Figures: Part 1 of 3, Chapter 4 indicating Beechfield Manor. This shows there there will be no impact on the existing boundary wall of Beechfield Manor Nursing Home.

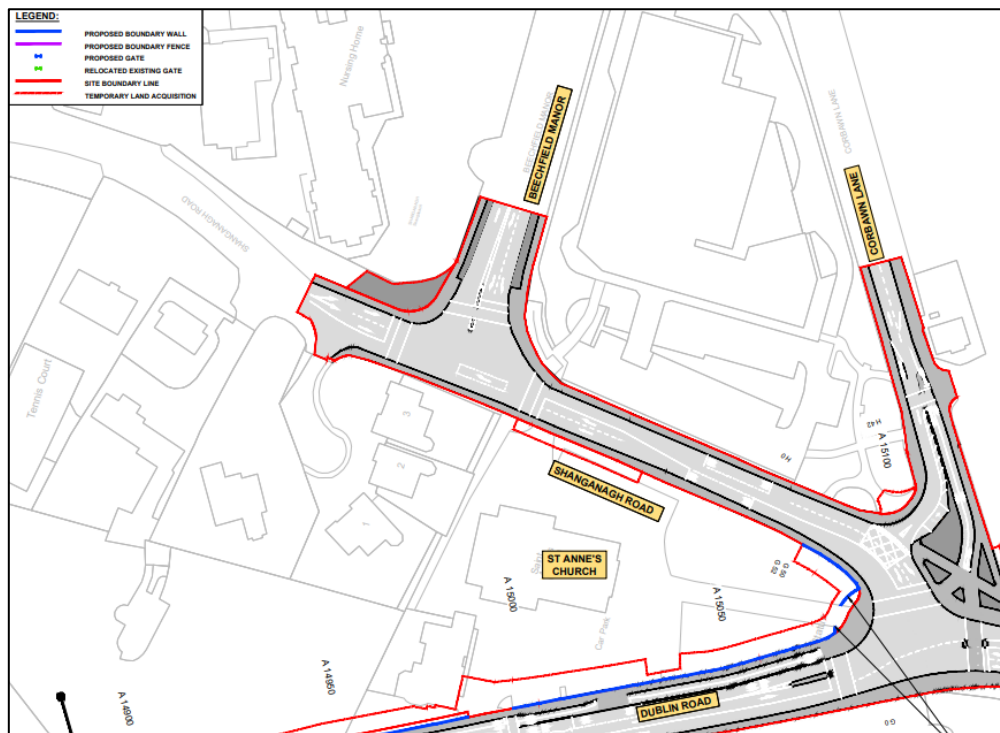


Figure 2.88: Extract from Fencing and Boundary Treatment Drawings at Beechfield Manor (Sheets 43)

Section 4.6.8 of Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR summarises the proposed structures in Table 4.29 including the retaining wall, which shows there is no impact to the existing wall at Beechfield Manor Nursing Home. The structures for the Proposed Scheme are presented in 018-Structure General Arrangement Drawing Sheet 43 Chapter 4 (Proposed Scheme Description) Vol 3 Part 2 of 3 of EIAR, as shown in Figure 2.89.

Assessments of existing structures and proposed structures are included in Chapter 4.6.8 in Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR, along with Chapter 8 (Structures) in the Preliminary Design Report, and Appendix F – Structures Reports in the Preliminary Design Report also. The assessments did not identify any impact to the existing boundary wall at Beechfield Manor Nursing Home.

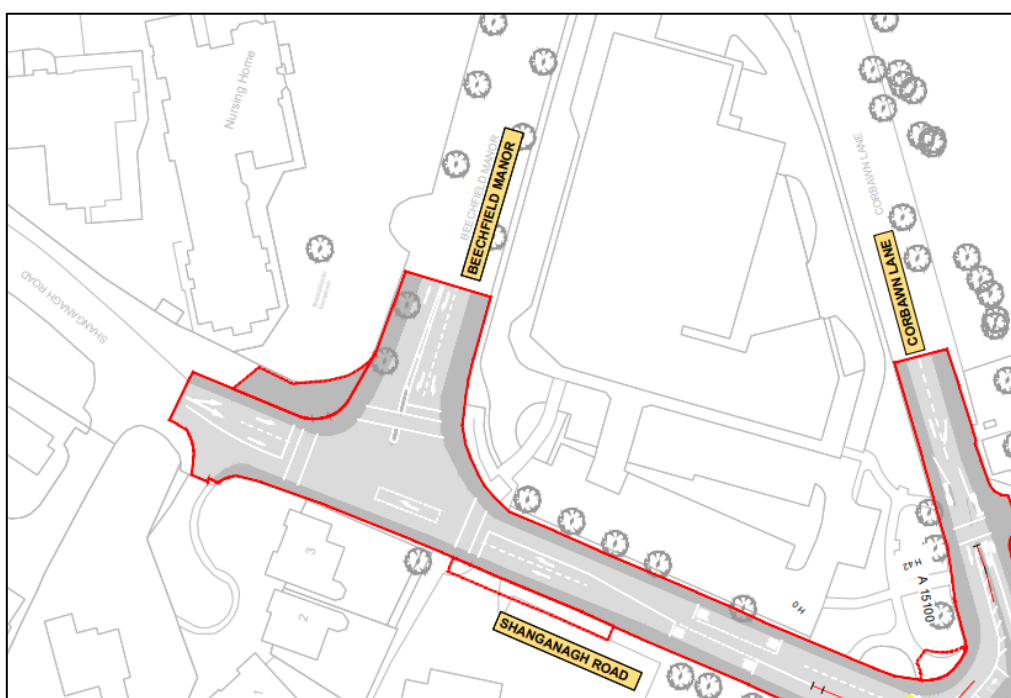


Figure 2.89: Extract from Structures General Arrangement – (Sheets 43)

2) Insufficient EIAR on Noise and Dust Mitigations

Refer to Section 2.3.3.10 on Adequacy of Environmental Assessment in this report with respect to the EIAR being insufficient, and Section 2.3.3.11 on Impact to Environment (Trees, Biodiversity, Climate, Air Quality, Noise, and Landscape) in this report specifically on noise, dust and air pollution impacts and mitigation.

With respect to noise impacts specifically at Beechfield Manor, Chapter 9 (Noise and Vibration) in Volume 2 of the EIAR assesses the impact of noise and vibration at noise sensitive receptors along the Proposed Scheme. As part of the baseline noise surveys undertaken for the Proposed Scheme, there was an attended noise monitoring location in the car park of St Anne's Church (Reference Number CBC0013ANML013), in close proximity to Beechfield Manor Nursing Home as shown in Figure 9.2 (Sheet 11) in Volume 3 of the EIAR. Figure 9.3 in Volume 3 of the EIAR maps the potential noise impacts associated with the predicted Construction Phase traffic, with the roads around Beechfield Manor Nursing Home (Sheet 6) mapped with an impact significance rating of Imperceptible / Positive. Figures 9.4 and 9.5 in Volume 3 of the EIAR map the potential impact significance of traffic noise in the Opening Year (2028) and the Design Year (2043) respectively, with the modelling for the Opening Year giving an impact significance rating of Imperceptible / Positive for Shanganagh Road and Slight for Beechfield Manor. The Design Year modelling shows a slight improvement with a traffic noise impact significance of Imperceptible / Positive on both Shanganagh Road and Beechfield Manor.

Aside from construction traffic, Construction Phase noise from the works has also been assessed in Section 9.4.3.2 of Chapter 9. The type of works likely to impact on Beechfield Manor Nursing Home would be as a result of general road works and road upgrades in the vicinity of the property. The assessment describes the potential Construction Phase impacts in Table 9.46, with the potential daytime impacts assessed as Negative, Moderate to Significant and Temporary at noise sensitive locations closest to the works (within 15m), with the potential impact reducing the further from the works. Evening and Saturday potential noise impacts are assessed as Negative, Significant to Very Significant and Temporary at the nearest receptors (within 25m). In both cases these are the potential impacts in the absence of mitigation. See an extract from the Table 9.46 below describing the potential Construction Phase impacts in the absence of mitigation (see Table 2.30 below)

Table 2.30: Extract from Chapter 9 of EIAR (Table 9.46)

Assessment Topic	Period over which Criterion Applies	Potential Impacts
General Road Works, Urban Realm Landscaping, Bored Piling and Boundary Treatment Works	Monday to Friday: Daytime (07:00hrs – 19:00hrs)	<ul style="list-style-type: none"> Negative, Moderate to Significant and Temporary in the absence of noise mitigation at NSLs within 15m distance from the proposed works; and Negative, Slight to Moderate and Temporary at NSLs at distances between 20m to 40m from the proposed works; and Negative, Not Significant and Temporary at NSLs at distances greater than 40m from the proposed works. <p>All impacts noted above are in the absence of noise mitigation. Refer to Section 9.5.1.1 for the range of noise mitigation measures which will be adopted at specific working areas to reduce noise impacts at NSLs.</p>
	Monday to Friday: Evening: (19:00hrs – 23:00hrs) or Saturdays (08:00hrs – 16:30hrs)	<ul style="list-style-type: none"> Negative, Significant to Very Significant and Temporary at NSLs within 25m distance from the proposed works; Negative, Moderate to Significant and Temporary at NSLs at distances between 25m and 50m from the proposed works; and Negative, Not Significant and Temporary at NSLs at distances greater than 50m from the proposed works. <p>All impacts noted above are in the absence of noise mitigation. Refer to Section 9.5.1.1 for the range of noise mitigation measures which will be adopted at specific working areas to reduce noise impacts at NSLs.</p>

Following implementation of mitigation measures (as outlined in the 'Noise' section of Section 2.3.3.11 on Impact to Environment (Trees, Biodiversity, Climate, Air Quality, Noise, and Landscape) of this report), the predicted Construction Phase impacts associated with road works are summarised in Table 9.50. They reduce to Negative, Slight to Moderate and Temporary at sensitive receptors within 10m of the works, reducing to Negative, Not Significant and Temporary at distances greater than 10m during the daytime. During evenings and Saturdays the post-mitigation predicted impacts at sensitive receptors within 15m is assessed as Negative, Moderate to Significant and Temporary, reducing to Not

Significant beyond 15m. See an extract from the Table 9.46 below describing the potential Construction Phase impacts in the absence of mitigation (see Table 2.31 below).

Table 2.31: Extract from Chapter 9 of EIAR (Table 9.50)

Assessment Topic	Period over which Criterion Applies	Potential Impacts (Pre-Mitigation and Monitoring)	Predicted Impact (Post Mitigation and Monitoring)
General Road Works, Urban Realm Landscaping, Bored Piling and Boundary Treatment Works	Monday to Friday: Daytime (07:00hrs – 19:00hrs)	<ul style="list-style-type: none"> Negative, Moderate to Significant and Temporary in the absence of noise mitigation at NSLs within 15m distance from the proposed works; and Negative, Slight to Moderate and Temporary at NSLs at distances between 20m to 40m from the proposed works; and Negative, Not Significant and Temporary at NSLs at distances greater than 40m from the proposed works. 	<ul style="list-style-type: none"> Negative, Slight to Moderate and Temporary at NSLs within 10m distance from the proposed works. Negative, Not Significant and Temporary at NSLs at distances greater than 10m from the proposed works.
	Monday to Friday: Evening: (19:00hrs – 23:00hrs) or Saturdays (08:00hrs – 16:30hrs)	<ul style="list-style-type: none"> Negative, Significant to Very Significant and Temporary at NSLs within 25m distance from the proposed works; Negative, Moderate to Significant and Temporary at NSLs at distances between 25m and 50m from the proposed works; and Negative, Not Significant and Temporary at NSLs at distances greater than 50m from the proposed works. 	<ul style="list-style-type: none"> Negative, Moderate to Significant and Temporary at NSLs within 15m from the proposed works. Negative, Not Significant and Temporary at NSLs at distances greater than 15m from the proposed works.

3) Indemnity

Figure 2.90 shows an extract from the Landscaping General Arrangement Drawings which are provided as an Appendix in the 05-Landscape Design Drawings on Sheet 43 in Chapter 4 (Proposed Scheme Description) on Sheet 43 in Volume 3, Part 1 of 3 of the EIAR. The temporary land take is required for the construction works, widening of footpath and junction re-configuration works. On completion of works the grassed area will be returned to the owner re-instated to existing condition.

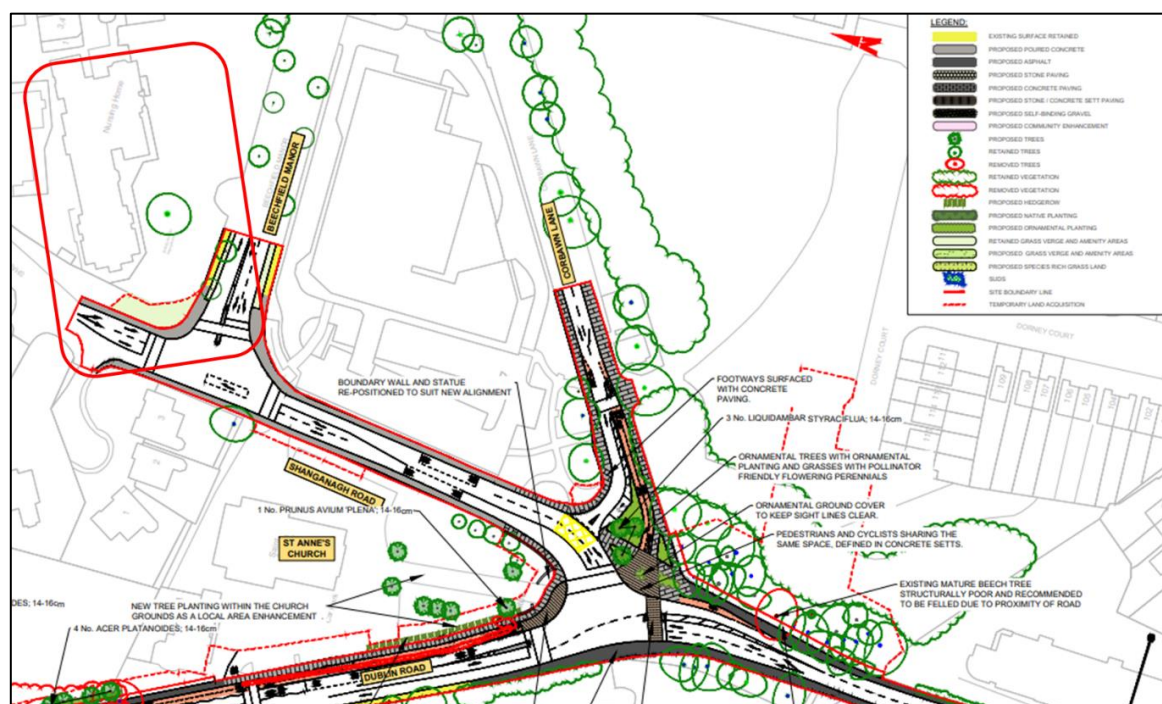


Figure 2.90: Extract from Landscaping General Arrangement Drawings at Beechfield Manor (Sheet 43)

Chapter 5 (Construction) in Volume 2 of the EIAR gives a description of the Construction Phase of the Proposed Scheme, including with respect to temporary land acquisition. Section 5.5.2.1 states, in part, the following:

'Any land temporarily acquired from a landowner will only be utilised for the purposes of undertaking boundary works or accommodation works related to the land in question.'

Any lands acquired temporarily to facilitate construction work will be returned to landowners on completion of the works. Existing boundary walls or fencing being relocated will be constructed to match the existing conditions, unless otherwise agreed. The removal of trees, vegetation, lawns, paving etc. will be minimised in so far as practicable.'

It goes on to state in Section 5.5.3.2, in part, that:

'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.'

If the CPO is confirmed by An Bord Pleanála, a Notice to Treat will be served on the landowner whose land is being acquired. Following service of the Notice to Treat, the landowner will be required to submit a claim for compensation and as part of this process, the NTA will pay the reasonable costs (as part of the claim) for the landowner to engage its agent/valuer in preparing, negotiating, and advising on compensation.

These are matters that can be successfully addressed between Beechfield Manor Nursing Home Ltd, Beechfield Owners Management Company CLG and the NTA, in the absence of any approval condition.

2.7 CPO-010 – Catriona McNally

2.7.1 Description of the Proposed Scheme at this location

In order to achieve the Proposed Scheme objectives, the existing junction has been upgraded to improve cycling and pedestrian infrastructure. Protected cycle crossings have been added on all 4 arms of the junction, as well as a new pedestrian crossing on the south arm of the N11 junction.

In order to achieve the required cross section of the Proposed Scheme, land acquisition is necessary from private properties along this section of Clonkeen Road.

The land take required is shown in the following:

- Extracts from the General Arrangement Drawings which are provided as an Appendix in the 02-General Arrangement Drawings on Sheet 31 in Chapter 4 (Proposed Scheme Description) in Volume 3, Part 1 of 3 of the EIAR and shown in Figure 2.91.
- The proposed permanent and temporary land acquisition lines overlain on aerial photography are shown in Figure 2.92.
- The existing property frontage and street view is shown in Figure 2.93.

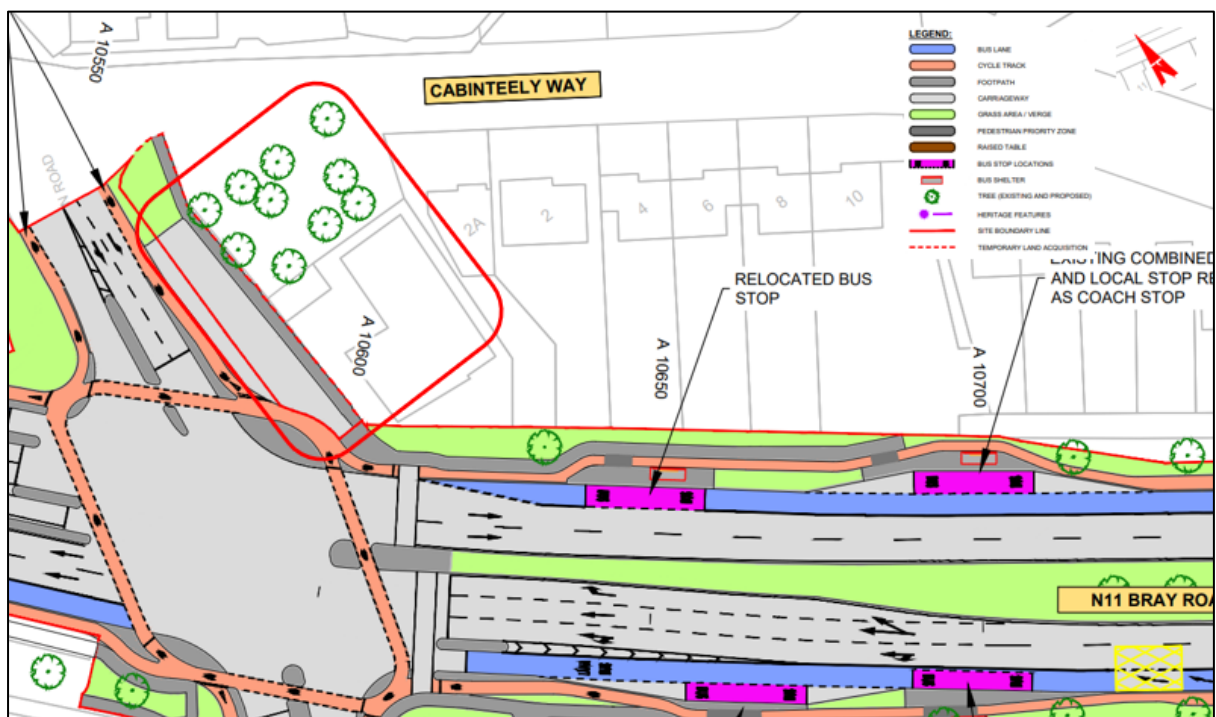


Figure 2.91: Extract from General Arrangement Drawing at Clonkeen Road (Sheet 31)

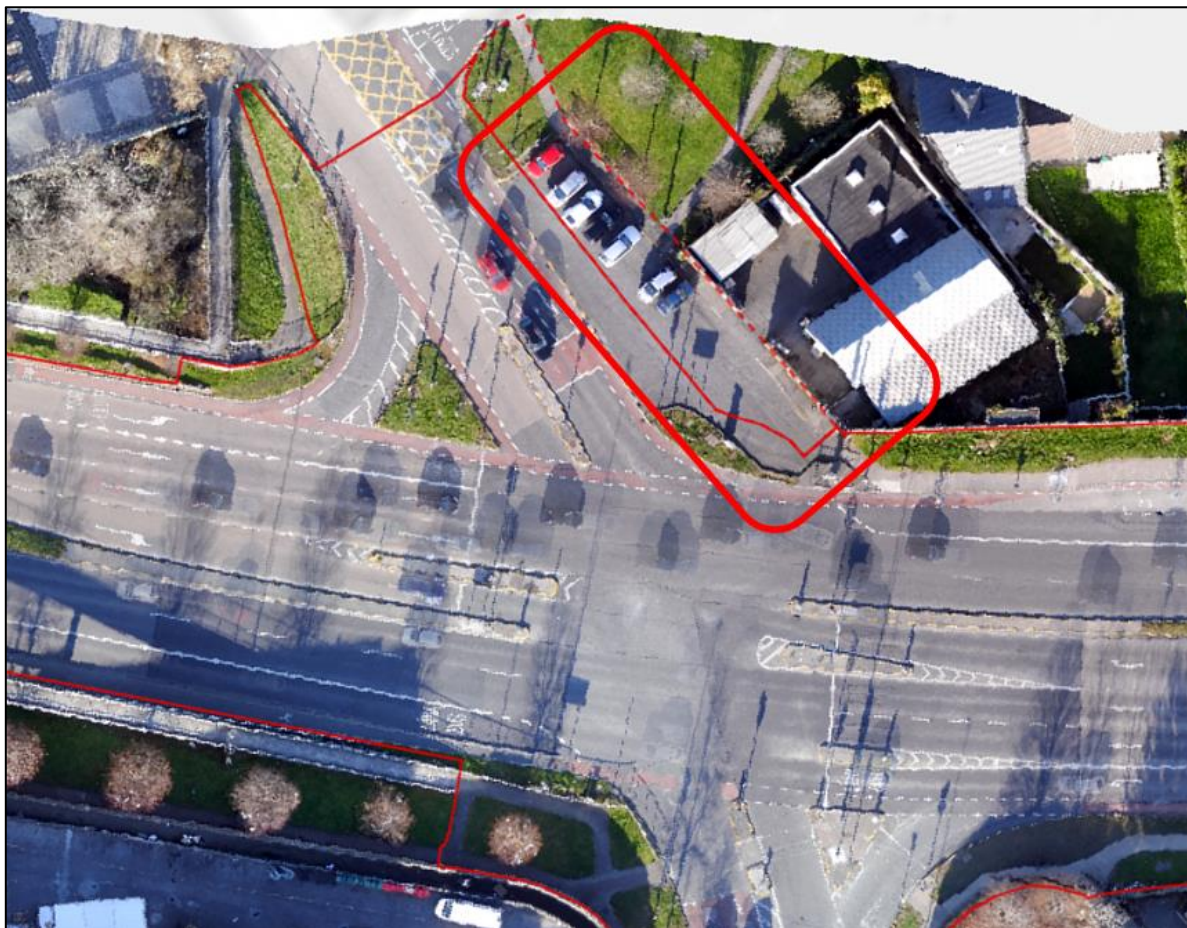


Figure 2.92: Existing aerial view at Clonkeen Road



Figure 2.93: Existing street view at Clonkeen Road (Image Source: Google)

2.7.2 Summary of Objections Raised

The objection to the CPO raises five potential issues:

1) CPO of Parking Area Outside Interlock Hardware

The objection asserts their right to use the parking area for customer and loading which will be impacted.

2) Impact to Access and Parking During Construction

The objection raised concerns that there will be no access for car parking or to facilitate the delivery and collection of goods during the construction works.

3) Impact to Access and Parking After Construction Due to the New Junction Layout

The objection continued to raise concerns with the impact to access after the works, commenting costumers will no longer be able to enter and exit safely, due to the proposed junction layout with cycle lanes.

4) Impact to Business During and After Construction and Value of Property

The objection notes concern that the long-term effect of these works will negatively impact the property in such a way it will limit the respondent's ability to let, commenting that it will negatively affect the existing occupiers and potential future develop options in accordance with the site's zoning designation.

5) Consultation

The objection requests that the residing business at this address be included in discussions regarding access prior to the commencement of the works as well as being given at least 6 weeks notice prior to the date of commencement.

2.7.3 Response to Objection Raised

1) CPO of Parking Area Outside Interlock Hardware

The Proposed Scheme Compulsory Purchase Order CPO is an application under Section 76 of the Third Schedule of the Housing Act 1966 as extended by Section 10 of the Local Government (No 2) Act 1960 and amended by the Planning and Development Act 2000 (as amended).

As set out in paragraph 2 of the statutory notice, which was served upon the objector, the CPO is *“for the purposes of the construction of the Bray to City Centre Core Bus Corridor Scheme together with all ancillary and consequential works associated therewith for the purposes of facilitating public transport”*. Further, the face of the CPO itself also indicates that it is *“for the purposes of facilitating public transport”*.

Further, as set out in paragraph 10 of that notice, the EIAR which was prepared in respect of the Bray to City Centre Core Bus Corridor Scheme was available for inspection physically and on the NTA's dedicated website for this Proposed Scheme, and that EIAR contains all of the *“precise details of the proposed construction works”* and all of the *“proposed ancillary and consequential works for the Bray to City Centre Core Bus Corridor Scheme”* as requested in this objection.

The NTA has also made an application to the Board under Section 51 of the Roads Act 1993 (as amended) for approval of the proposed road development, the Bray to City Centre Core Bus Corridor Scheme, which is currently pending before the Board (ABP-Ref No. HA27.317742).

The Proposed Scheme has been designed to deliver upon the scheme objectives set out in Chapter 1 (Introduction) in Volume 2 of the EIAR. In some areas, land acquisition is required to deliver what has been determined to be the most appropriate design configuration that meets these objectives. All areas included in the CPO have been carefully considered and only included where deemed absolutely necessary to meet the scheme objectives and to construct the Proposed Scheme with permanent and temporary acquisitions respectively.

The permanent and temporary land take is shown in the Deposit Map sheets 21 as shown in Figure 2.94. The lands at plot numbers permanent Plot 1131(1)1e and the temporary Plot 1031(2).2e are proposed to be compulsorily acquired for the specific purposes of widening into the existing parking area to facilitate a cycle track and footpath. As a result, the proposed works would require land take of the parking area outside the premises of Interlock Hardware. The temporary land take is to facilitate the construction of the Proposed Scheme.

The Proposed Scheme as depicted in General Arrangement Drawing on sheets 31 Chapter 4 (Proposed Scheme Description) Volume 3 Figures of the EIAR, as shown in Figure 2.91 above in the Proposed Scheme Description.

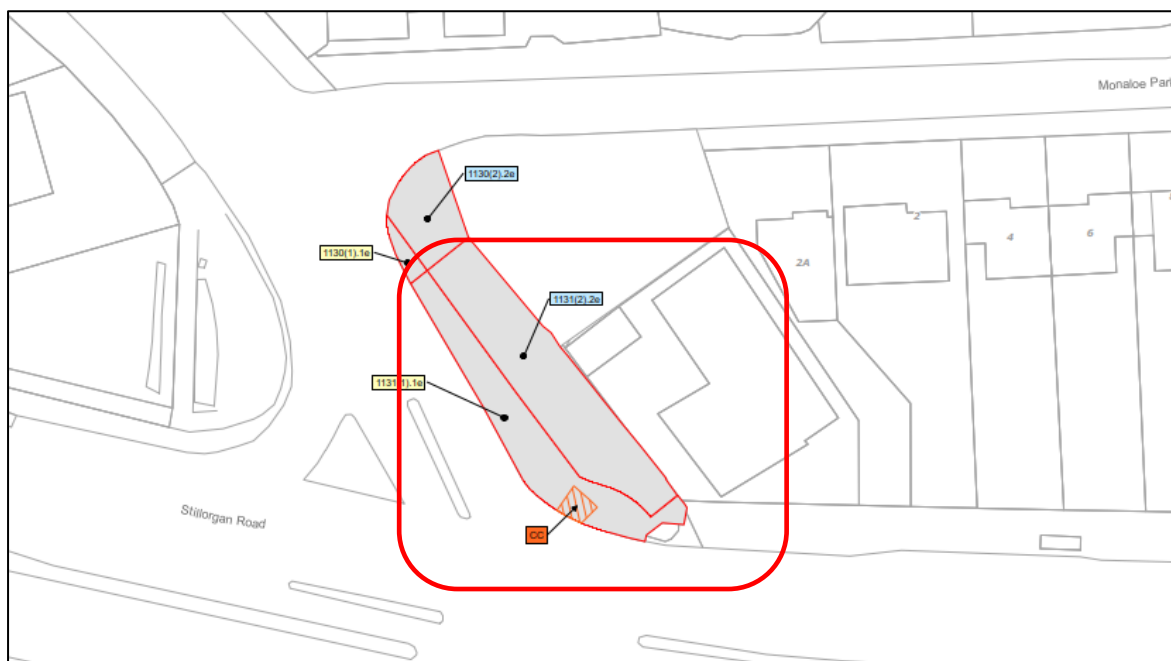


Figure 2.94: Extract from Deposit Map at Interlock Hardware (Sheet 021)

In developing the design of the Proposed Scheme, the NTA has balanced the need to provide parking / loading at local shops / services with the need to achieve the objectives of the Proposed Scheme to provide high quality public transport, cycling and walking facilities through the Proposed Scheme.

The impact on parking and loading is detailed in Chapter 6 (Traffic and Transport) in Volume 2 of the EIAR. Section 6.4.6.1.3.4 summarises impact on parking in Section 2 Donnybrook to Loughlinstown Roundabout and notes:

‘The overall significance of effect is assessed as Negative, Moderate and Long-term. This moderate effect is considered acceptable in the context of the planned outcome of the Proposed Scheme, which is to improve accessibility to this local area (on foot, by bicycle and bus) for residents and visitors to local shops and businesses.’

The assessment does not identify any impact to parking at the Interlock Hardware business. Figure 2.95 below shows the extent of the Proposed Scheme in relation the existing parking arrangements.



Figure 2.95: Existing aerial view at Interlock Hardware, Stillorgan Road

As noted previously, Section 4.6.18.1 of Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR provides a summary of the accommodation works and boundary treatment for the entirety of the Proposed Scheme. Detailed accommodation works plans will be prepared in consultation with the landowner in line with any formal agreements and in accordance with any embedded mitigations identified in the EIAR or conditions/modifications from An Bord Pleanála in relation to the Proposed Scheme application.

If the CPO is confirmed by An Bord Pleanála, a Notice to Treat will be served on the landowner whose land is being acquired. Following service of the Notice to Treat, the landowner will be required to submit a claim for compensation and as part of this process, the NTA will pay the reasonable costs (as part of the claim) for the landowner to engage its agent/valuer in preparing, negotiating, and advising on compensation.

The NTA acknowledges the liaison with the owners and occupiers of Interlock Hardware that has been in place during the planning and design stage of the Proposed Scheme. These are matters that can be successfully addressed between NTA and Interlock Hardware.

2) Impact to Access and Parking During Construction

The temporary land take is required for the duration of the construction period to allow working space for the construction works and boundary works and/or accommodation works. Temporary land take will be returned back after construction, reinstated in the same condition as existing.

During the Construction Phase, 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.

Chapter 5 (Construction) in Volume 2 of the EIAR gives a description of the Construction Phase of the Proposed Scheme, including with respect to temporary land acquisition. Specifically, Section 5.5.2.1 states the following:

'Any land temporarily acquired from a landowner will only be utilised for the purposes of undertaking boundary works or accommodation works related to the land in question. Any lands acquired temporarily to facilitate construction work will be returned to landowners on completion of the works. Existing boundary walls or fencing being relocated will be constructed to match the existing conditions, unless otherwise agreed. The removal of trees, vegetation, lawns, paving etc. will be minimised in so far as practicable.'

It goes on to state in Section 5.5.3.2 that:

'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.'

Section 5.10.1.1 of Chapter 5 (Construction) in Vol 2 of EIAR notes regarding Construction Traffic Management Plan (CTMP):

'The CTMP has been prepared to demonstrate the manner in which the interface between the public and construction-related traffic will be managed and how vehicular movement will be controlled. It will be a condition of the Employer's Requirements that the successful appointed contractor, immediately following appointment, must detail in the CTMP the manner in which it is intended to effectively implement all the applicable mitigation measures identified in this EIAR and any additional measures required pursuant to conditions imposed by An Bord Pleanála, should they grant approval.'

3) Impact to Access and Parking After Construction Due to the New Junction Layout

With regards to the point raised about junction operation and access/ egress at the junction, the junction has been designed as a Protected Junction layout as per the BusConnects Preliminary Design Guidance Booklet (PDGB) of the EIAR and specifically set out in Junction Design Report which has been included in EIAR Volume 4 Appendices Part 1 of 2 Appendix A4.1.

The typical protected junction layout, as shown in Figure 2.96 below, offers significant safety improvements compared to the traditional junction layout. The deflection of the cycle track at the junction allows the protection kerb (Note 4) to be positioned on the corner of the junction. In urban locations subject to spatial constraints, the protection kerb provides a tighter turning radius for vehicles and will force the left-turning motorist to reduce speed before making the tighter turn. This design layout also keeps straight-ahead and right-turning cyclists on the raised-adjacent cycle track as far as the junction, avoiding any cyclist-vehicle conflict at weaving and merging lanes, for example, where access to a dedicated left-turn lane would previously have necessitated a vehicle to cross the cycle lane. Right-turning cyclists will navigate the cycle lane on the junction and turn right (in a controlled manner) after it crosses the side arm. Other benefits to this junction design include:

- Traffic Signal arrangement removes any uncontrolled pedestrian-cyclist conflict;
- Raised and protected cycle track approaching junction;
- Reduced risk of side-swipe due to the removal of cyclist-vehicle conflict at weaving and merging lanes on all approaches;
- Improved right-turning safety; and
- Improved sight lines for left turning traffic.

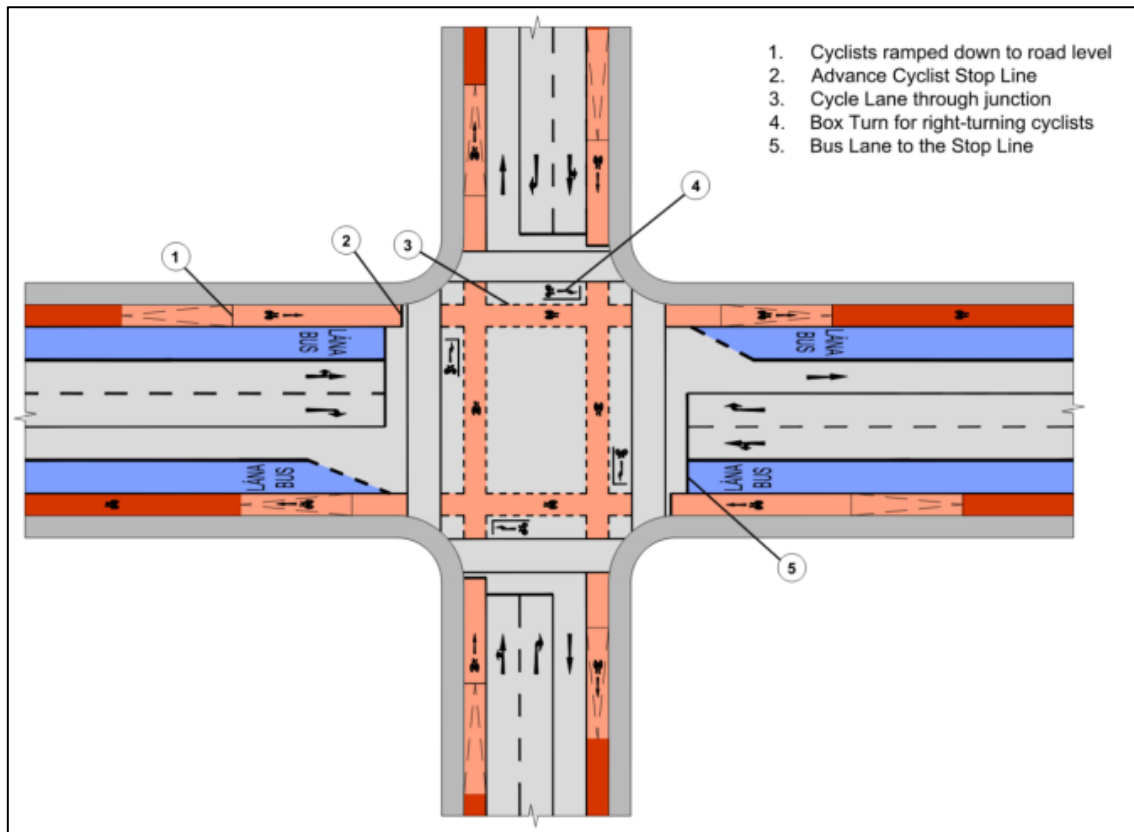


Figure 2.96: Typical Junction Layout from BusConnects Design Guidance Booklet (Image 16 from PDG)

At the Clonkeen Road, the proposed segregated cycle track will ramp up from the existing advisory cycle lane to the upgraded Protected junction layout, as shown in the existing street view in Figure 2.98 and the proposed design shown in Figure 2.97. Access to the Interlock Hardware parking area will be at the northern/ eastern end of the existing car park where the cycle track will ramp down and kerbs will be improved to allow access to the Interlock Hardware car park area.

The Stage 1 Road Safety Audit for the Proposed Scheme is provided as Appendix M2 of the Preliminary Design report included as part of the Supplementary Information. The report does not identify any problems or concerns associated with access/egress at this junction.

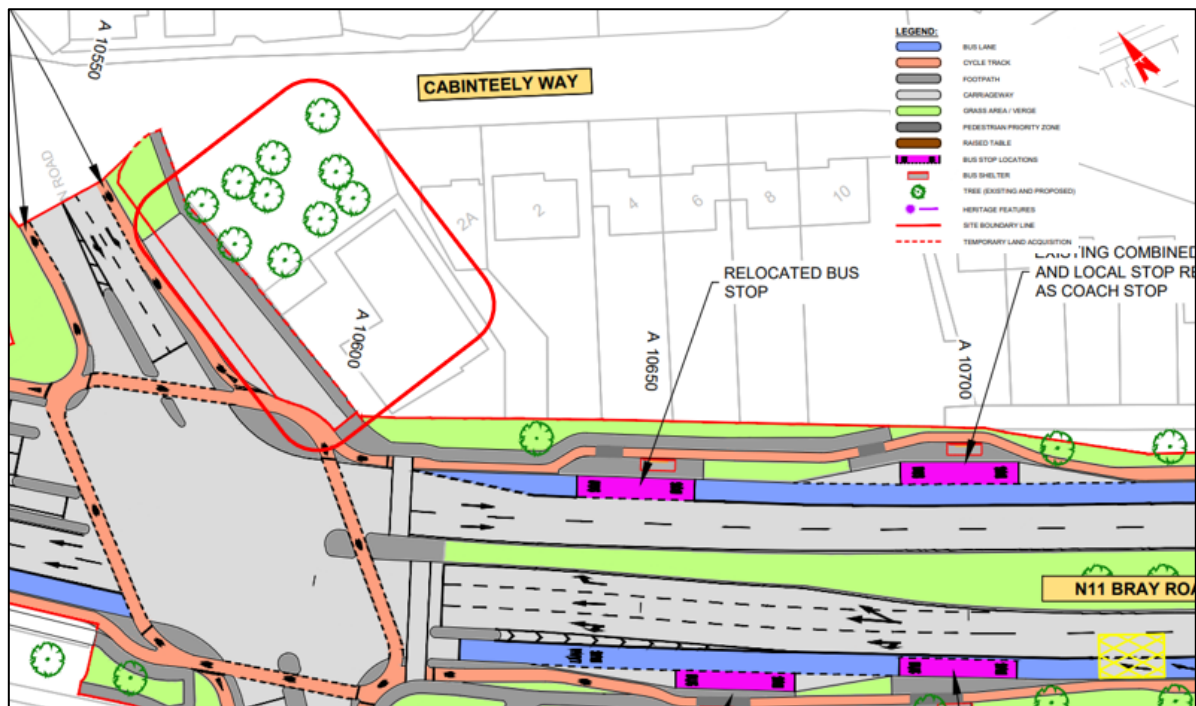


Figure 2.97: Extract from General Arrangement Drawing at Interlock Hardware (Sheet 31)



Figure 2.98: Existing street view at Interlock Hardware, Stillorgan Road (Google Image)

4) Impact to Business During and after Construction and Value of Property

Section 10.4.3.2.2.1 of Chapter 10 (Population) in Volume 2 of the EIAR includes an assessment of the impact on commercial properties as a result of land take during both the Construction Phase and Section 10.4.4.2.2.1 of the Operational Phase. The commercial properties which were assessed are listed in the Chapter's Appendix A10.1 (Schedule of Commercial Businesses) in Volume 4, Part 3 of 4 of the EIAR. Interlock Hardware is ID 165 in Appendix A10.1. As shown in Figure 10.1 in Volume 3 of the EIAR, Interlock Hardware is located within the Cabinteely community area for the purposes of the population assessment.

With respect to the assessment of land take impacts on the listed commercial businesses in Chapter 10 (Population), Section 10.4.3.2.2.1, Table 10.10 (included below) shows all the Construction Phase land take impacts by community area. There are no direct impacts identified to commercial properties in Cabinteely and therefore Interlock Hardware is not one of the businesses assessed as being significantly impacted during the Construction Phase. Section 10.4.3.2.2.1 goes on to state that *'The overall impact of land take during the Construction Phase is expected to be Negative, Not Significant*

to Slight and Short-Term for the following community areas: Donnybrook, Mount Merrion, Foxrock, Cabinteely, Shankill and Little Bray’.

Table 10.10: Land Take Impacts on Commercial Receptors during the Construction Phase

Community Area	Nature of Effect / Number of Commercial Receptors Affected			
	Imperceptible / Not Significant	Slight	Moderate	Significant
Donnybrook	0	0	3	3
Foxrock	0	0	1	0
Little Bray	0	1	3	4
Mount Merrion	0	1	0	0
Shankill	0	1	2	0
TOTAL	0	3	9	7

Section 10.4.4.2.2.1, Table 10.13 (included below) shows all Operational Phase land take impacts by community area, with there again being no direct impacts identified in Cabinteely and therefore Interlock Hardware has not been assessed as being significantly impacted during the Operational Phase.

Table 10.13: Land Take Impacts on Commercial Receptors During the Operational Phase

Community Area	Nature of Effect / Number of Commercial Receptors Affected			
	Imperceptible / Not Significant	Slight	Moderate	Significant
Donnybrook	0	0	3	0
Foxrock	0	1	0	0
Little Bray	0	1	5	1
Shankill	0	1	0	0
Total	0	3	7	1

Section 10.4.4.2.2.1 goes on to state that ‘Overall, the impact of land take on community areas Donnybrook, Cabinteely, Shankill and Little Bray is expected to be Negative, Not Significant and Long-Term.’

As regards the view expressed regarding adverse and negative impact on the value of properties and future development to let or sale, Chapter 10 (Population) in Volume 2 of the EIAR includes Appendix A10.2 (Economic Impact of the Core Bus Corridors) in Volume 4, Part 3 of 4. Section 3 on Page 14 the Appendix discusses the impact of the Proposed Scheme on property prices. The conclusion reached is that in overall terms the public realm improvements planned by the NTA may lead to an increase in value of both residential and retail property prices, especially in the community centres along the corridors, with evidence showing that investing in public realm creates improved spaces that are more desirable for people and business to locate in, thereby increasing the value of properties in the area.

If the CPO is confirmed by An Bord Pleanála, a Notice to Treat will be served on the landowner whose land is being acquired. Following service of the Notice to Treat, the landowner will be required to submit a claim for compensation and as part of this process, the NTA will pay the reasonable costs (as part of the claim) for the landowner to engage its agent/valuer in preparing, negotiating, and advising on compensation.

5) Consultation

If the CPO is confirmed by An Bord Pleanála, a Notice to Treat will be served on the landowner whose land is being acquired. Following service of the Notice to Treat, the landowner will be required to submit a claim for compensation and as part of this process, the NTA will pay the reasonable costs (as part of the claim) for the landowner to engage its agent/valuer in preparing, negotiating, and advising on compensation.

The NTA acknowledges the liaison with the owners and occupiers of Interlock Hardware that has been in place during the planning and design stage of the Proposed Scheme. These are matters that can be successfully addressed between NTA and Interlock Hardware.

2.8 Olcovar Estate, Shankill - CPO-011, CPO-026, CPO-038, CPO-057 and CPO-069

2.8.1 Description of the Proposed Scheme at this location

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.

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 land take required is shown in the following:

- Extracts from the General Arrangement Drawings which are provided as an Appendix in the 02-General Arrangement Drawings Sheet 45 in Chapter 4 (Proposed Scheme Description) in Volume 3, Part 1 of 3 of the EIAR and shown in Figure 2.99.
- The proposed permanent and temporary land acquisition lines overlain on aerial photography are shown in Figure 2.100, and on the Deposit Maps as shown in Figure 2.101.
- The existing property frontage and street view is shown in Figure 2.102.

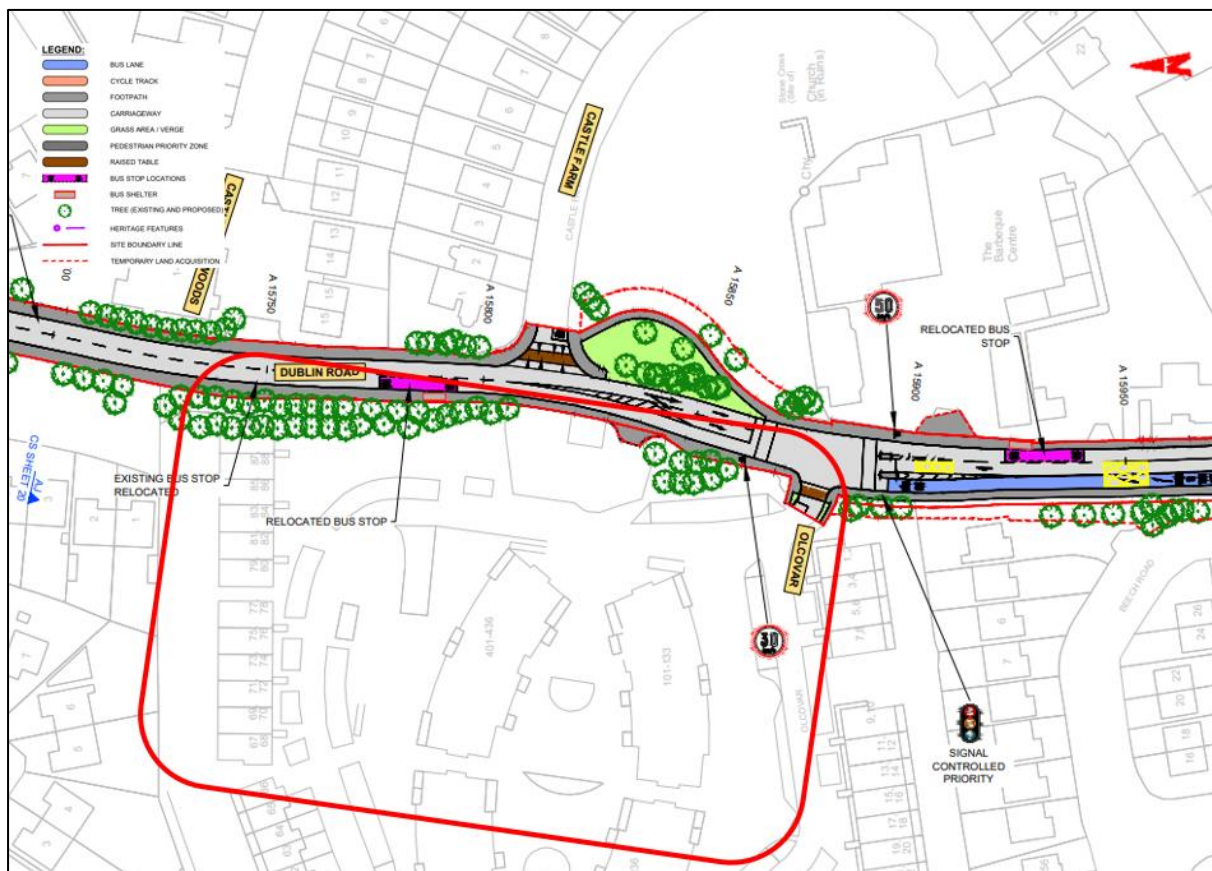


Figure 2.99: Extract from General Arrangement Drawing at Dublin Road (Sheet 45)



Figure 2.100: Existing aerial view at Dublin Road

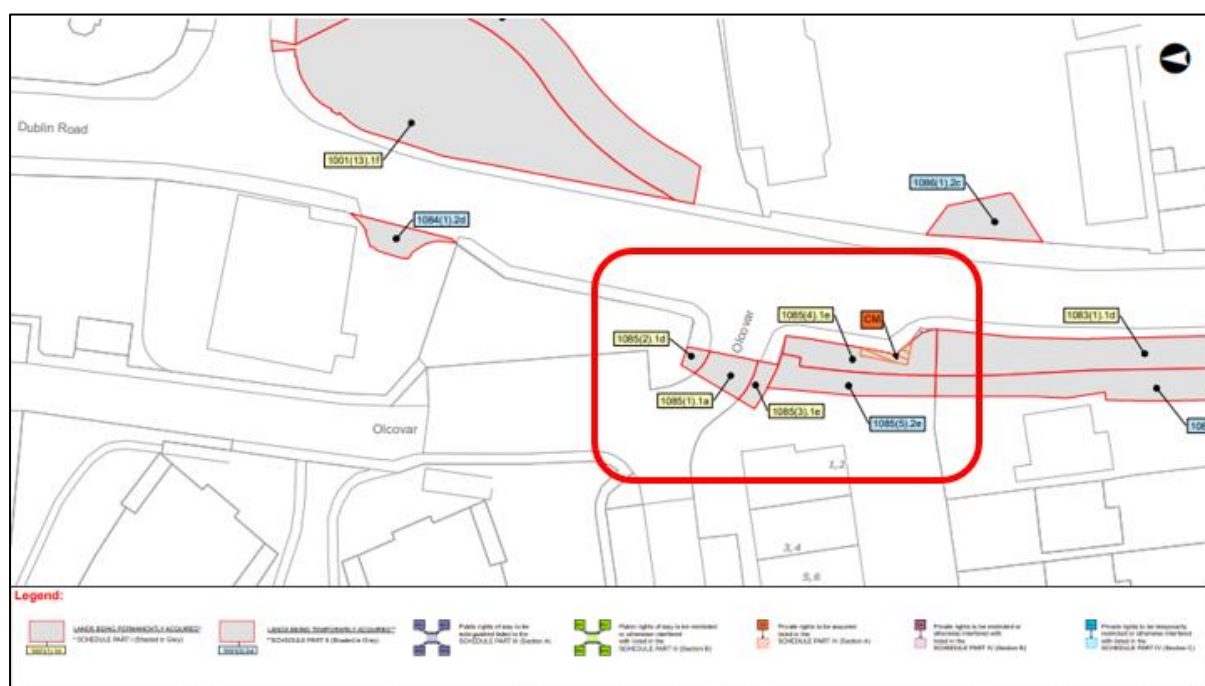


Figure 2.101: Extract from Deposit Map at Olcovar, Dublin Road (Sheet 009)



Figure 2.102: Existing street view at Dublin Road (Image Source: Google)

2.8.2 Objections Raised

Table 2.32 below lists the five objections within which issues were raised in respect of the same proposed CPO plots at Olcovar Estate.

Table 2.32: Objections Made in Respect of proposed CPO plots at Olcovar Estate

No	Name	No	Name	No	Name
011	Céleste Golden	038	Joe O'Sullivan	069	Seán O'Leary
026	Fergus McCarthy	057	Patrick & Sandra Morris		

Objections listed in Table 2.32 above, which relate to the same area, are responded to individually below.

2.8.3 CPO-011 – Céleste Golden

2.8.3.1 Summary of Objections Raised

This CPO Objection relates to the Olcovar Estate, Shankill. The Proposed Scheme at this location is described in Section 2.8.1 (Description of the Proposed Scheme at this location) above.

The objection to the CPO raises 13 potential issues:

1) Need for the Proposed Scheme

The objection raised the concern that the Proposed Scheme is not required through Shankill as the existing services and traffic levels are sufficient, and additional services are not required to travel through Shankill. They also raised the concern that the Proposed Scheme does not warrant the financial cost of the proposal.

The objection raised the concern that the Proposed Scheme has not resolved the issue of the existing bottleneck at Leeson St.

2) Changes in Working Patterns

The objection noted that there has been a significant shift in work and learning patterns towards a more hybrid setting since the pandemic. Concerns were raised that these changes have not been taken into consideration within the plans.

3) N11/M11 Route Option

The objection made the suggestion that the N11/M11 could be used by Bray bus routes to bypass Shankill (Route Option 2A). They also raised the concern that the dismissal of this route option contravenes the public consultation process.

They raised the concern that the Proposed Scheme does not account for the N11/M11 Bus Priority Interim Scheme (BPIS) and should discontinue the Proposed Scheme or integrate it with the BPIS plans.

4) Replacement of Roundabouts

The objection raised the concern that the replacement of roundabouts with signalised junctions will increase traffic speeds and road traffic accidents. They also raised the concern that it will lead to more three point turns in the centre of the village, causing traffic congestion, as the residents currently use the roundabouts to move up and down the village.

5) Traffic Data

The objection raised the concern that the NTA's data on traffic volumes is unintelligible.

6) Alternative Solutions

Suggestion that a shuttle service between Bray and Loughlinstown to cater for local bus users would be a better solution.

Suggestion that money would be better spent on enhancing the local DART and rail services, the provision of the extension to the LUAS and accessibility to the new DART station at Woodbrook.

7) Impact to Community

The objection raised the concern that the Proposed Scheme will have a negative impact on the community by creating a 6-lane highway through Shankill.

8) Impact to Safety

The respondent raised concerns regarding buses speeding along the corridor. Further concern was raised regarding the six lanes of traffic with no median or pedestrian crossing for the cemetery.

9) CPO Detail

The objection raised the concern that the CPO received did not detail the exact amount of land to be compulsorily acquired.

10) Environment Assessment Unsatisfactory

The objection raised the concern that the NTA's Environmental Impact Assessment is unsatisfactory considering the three protected species of bats identified.

11) Impact to Trees & Environment

The objection raised the concern that the NTA are under reporting the number of trees to be removed in the proposal and note that at least 400 trees from the Loughlinstown roundabout to Woodbrook would need to be cut down to accommodate the proposals. They also noted that the felling of mature trees contravenes Dun Laoghaire Rathdown County Councils Biodiversity Action Plan and Tree Strategy. They also raised the concern that some tree species in Shankill are protected.

They also raised the concern that the felling of the wooded areas behind the Old Dublin Road stone walls will impact on the biodiversity of the area, including protected and/endangered species, such as bats, common lizard, badgers, foxes, hedgehogs, shrews, birds and insects.

12) Impact to Heritage & Architecture

The objection raised the concern that the old granite walls throughout the village should not be destroyed as they are part of the heritage and provide a sound barrier to the existing road behind.

13) Request for Oral Hearing

The objection raised the issue that an oral hearing is required.

2.8.3.2 Response to Objections Raised

1) Need for the Proposed Scheme

Refer to Section 2.3.3.1 of this report for further information on the Need of the Proposed Scheme, including the Cost Benefit Analysis.

In relation to the concern that the Proposed Scheme has not addressed the bottleneck/congestion at Leeson St, Section 6.4.6.2.7.3 and Section 6.4.6.2.7.4 in Chapter 6 (Traffic & Transport) in Volume 2 of the EIAR shows that Leeson Street Lower experiences a *'profound reduction in up to -1068 combined traffic flows during the AM Peak Hour and a profound reduction in up to -1108 combined traffic flows during the PM Peak Hour'*. Overall, there is a profound reduction of combined general traffic flows along Leeson Street Lower during the AM and PM Peak Hour in 2028 Opening Year. This is attributed to the Proposed Scheme and the associated modal shift as a result of its implementation. This reduction in general traffic flow has been determined as an overall potential *'Positive, Slight to Profound and Long-Term impact'* on the direct study area.

2) Changes in Working Patterns

Refer to Section 2.3.3.14 of this report for further information on Changes to Working Patterns.

3) N11/M11 Route Option

Refer to Section 2.3.3.1.2 of this report for further information on the Consideration of Alternatives and Options Assessment.

Refer to Section 2.3.3.1.3 of this report for further information on the Alternate N11/M11 Bus Priority Interim Scheme.

Refer to Section 2.3.3.15 of this report for further information on the Public Consultation process and outcomes.

4) Replacement of Roundabouts

Refer to Section 2.3.3.4 in this report for further information on the Upgrade Roundabouts to Signalised Junction and Signal Control Priority. This also outlines that traffic congestion is not increased by the traffic signals and traffic signals offer more control.

Also, refer to Section 2.3.3.5 in this report for further information on the Impact to Traffic Flows, Speed Limit, and Traffic Calming.

5) Traffic Data

Refer to Section 2.3.3.6 in this report for further information on perceived Deficiency in Traffic and Transport Assessment.

6) Alternative Solutions

Refer to Section 2.3.3.9 in this report for further information on Review of Design Alternatives on the suggested alternative design options.

7) Impact to Community

Refer to Section 2.3.3.13 of this report for further information on the Impact to Shankill Village & Community.

8) Impact to Safety

Refer to Section 2.3.3.8 in this report for further information on the Impact to Safety (for Pedestrians & Cyclists).

Also, refer to Section 2.3.3.4 in this report for further information on the Upgrade Roundabouts to Signalised Junction and Signal Control Priority for impacts to traffic speeds from signalisation, and refer to Section 2.3.3.5 in this report for further information on the Impact to Traffic Flows, Speed Limit, and Traffic Calming.

In relation to pedestrian crossing locations for Shanganagh cemetery, refer to the response in Section 2.3.13.2 (CPO-033) for Issue No.7 (Impact to Safety) in this report.

9) CPO Detail

The objection raised the concern that the CPO received did not detail the exact amount of land to be compulsorily acquired.

The CPO and Schedule has been prepared in accordance with the requirements under the Section 76 of the Third Schedule of the Housing Act 1966 (as extended and amended). Deposit Maps are prepared for the Proposed Scheme and individual landowner maps have been issued to the impacted landowner with the CPO pack. The CPO Schedules states the following:

- *'The land described in Part I of the CPO Schedule hereto and coloured grey on the said deposited maps is land being permanently acquired other than land consisting of a house or houses unfit for human habitation and not capable of being rendered fit for human habitation at reasonable expense; and*
- *The land described in Part II of the CPO Schedule hereto and coloured grey on the said deposited maps is land being temporarily acquired other than land consisting of a house or houses unfit for human habitation and not capable of being rendered fit for human habitation at reasonable expense'.*

If the CPO is confirmed by An Bord Pleanála, a Notice to Treat will be served on each landowner whose land is being acquired. Following service of the Notice to Treat, each landowner will be required to submit a claim for compensation and as part of this process, the NTA will pay the reasonable costs (as part of the claim) for the landowner to engage their own agent / valuer in preparing, negotiating, and advising on compensation.

As part of Proposed Scheme, the lands at plot numbers 1085(1).1a, 1085(2).1d, 1085(3).1e, are permanently acquired to tie into the entrance to Olcovar estate. Plot 1085(4).1e is permanently acquired to allow the Dublin Road to be widened locally to provide a signal-controlled bus gate, to allow bus priority along the section of the Dublin Road that does not have a separate bus lane, hence meeting the objectives of BusConnects.

As part of Proposed Scheme, the lands at plot number Plot 1085(5).2e is proposed to be temporary compulsorily acquired for the purpose of construction works. Temporary land take will be returned after construction, reinstated in the same condition as existing.

Figure 2.103 shows the CPO plot at the property at Olcovar, Dublin Road from Deposit Maps sheet 009.

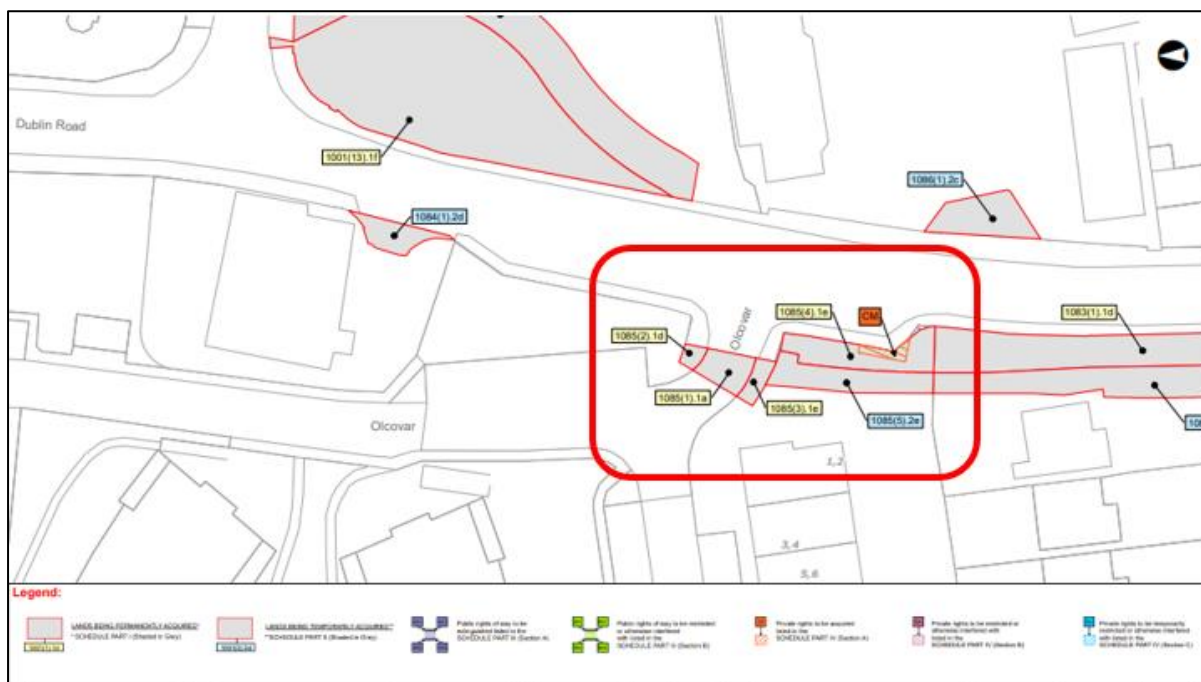


Figure 2.103: Extract from Deposit Map at Olcovar, Dublin Road (Sheet 009)

Figure 2.104 below shows the 02-General Arrangement Drawings in Volume 3, Part 1 of 3 of the EIAR which shows the Proposed Scheme plans at Olcovar (Sheet 45). This shows the section of road widening to the south of the estate entrance, for the proposed signal-controlled priority at the new proposed bus gate.



Figure 2.104: Extract from General Arrangement Drawing at Olcovar, Dublin Road (Sheet 45)

10) Environment Assessment Unsatisfactory

Refer to Section 2.3.3.10 of this report for further information on the Adequacy of Environmental Assessment.

11) Impact to Trees & Environment

Refer to Section 2.3.3.11 of this report for further information on the Impact to Environment (Trees, Biodiversity, Climate, Air Quality, Noise, and Landscape).

12) Impact to Heritage & Architecture

Refer to Section 2.3.3.18 in this report for further information on the Impact to Heritage & Architecture.

Also, refer to Section 2.3.3.11 of this report for further information on the Impact to Environment (Trees, Biodiversity, Climate, Air Quality, Noise, and Landscape), specifically the sub-heading on Noise.

As stated in Section 4.5.3.8.1 of Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR, in relation the Loughlinstown Roundabout to St Anne's Shankill, Including Stonebridge Road:

'Where stone wall boundaries are proposed to be reinstated and set back, the materials are to match existing utilising any existing stone where possible.'

13) Request for Oral Hearing

The NTA notes the request for an Oral Hearing. An Bord Pleanála has the discretion to decide whether an Oral Hearing will be held in respect of this application.

2.8.4 CPO-026 – Fergus McCarthy

2.8.4.1 Summary of Objections Raised

This CPO Objection relates to the Olcovar Estate, Shankill. The Proposed Scheme at this location is described in Section 2.8.1 (Description of the Proposed Scheme at this location) above.

The objection to the CPO raises four potential issues:

1) Impact on Environment

The objection raised the concern that the Proposed Scheme will have a negative impact on noise pollution, air pollution and night-time light pollution.

2) Impact on Privacy

The objection raised the concern that the acquisition of lands adjacent to their property will be an invasion of privacy.

3) Impact on Amenity Areas

The objection raised the concern that the acquisition of lands at Olcovar will result in a loss of amenities.

4) Impact on Property Value

The objection raised the concern that the acquisition of lands adjacent to their property will result in significant devaluation of the property.

2.8.4.2 Response to Objections Raised

1) Impact on Environment

Refer to Section 2.3.3.11 of this report for further information on the Impact to Environment (Trees, Biodiversity, Climate, Air Quality, Noise, and Landscape).

In relation to the transportation noise impacts as a result of the Proposed Scheme, Chapter 9 (Noise & Vibration) in Volume 2 of the EIAR assesses the impact of noise and vibration at noise sensitive receptors along the Proposed Scheme. As part of the baseline noise surveys undertaken for the Proposed Scheme, there was an attended noise monitoring location at the entrance to Castle Farm on

the opposite side of the Dublin Road from Olcovar (Reference Number CBC0013ANML016) and an unattended noise monitoring location just south of Olcovar opposite Beech Road (Reference Number CBC0013UNML003), both in close proximity to the location of the Woodbank Estate as shown in Figure 9.2 (Sheet 12) in Volume 3 of the EIAR.

Figure 9.3 of Chapter 9 (Noise & Vibration) in Volume 3 of the EIAR maps the potential noise impacts associated with the predicted Construction Phase traffic, with Dublin Road near Woodbank (Sheet 7) mapped with an impact significance rating of Not Significant. Figures 9.4 and 9.5 (Noise & Vibration) in Volume 3 of the EIAR map the potential impact significance of traffic noise in the Opening Year (2028) and the Design Year (2043) respectively, with the Dublin Road in front of Woodbank shown on Sheet 7 of both figures. The modelling shows an Imperceptible / Positive impact for both years.

As the assessment described in Chapter 9 has not identified any significant noise impacts related to traffic once the Proposed Scheme is constructed and operational, there are no specific mitigation measures proposed for the Operational Phase. Section 9.6.2 of Chapter 9 states the following with respect to residual operational noise impacts:

'The results of the noise assessment for the Operational Phase confirms that with the introduction of the various measures included as part of the Proposed Scheme, a reduction in traffic noise can be achieved along the Proposed Scheme where highest existing traffic noise levels are experienced. The various design measures associated with the Proposed Scheme also align with the various intervention measures recommended within the WHO Environmental Noise Guidelines (WHO 2018) to reduce traffic noise exposure across populations.'

With respect to nighttime light pollution, the Street Lighting drawings (drawing set 09 accompanying Chapter 4) in Volume 3, Part 1 of 3 of the EIAR, Sheet 45 shows the street lighting design at Olcovar. No new street lighting is proposed along the Dublin Road at this location, although the existing lighting column on the Dublin Road closest to the property will move slightly closer to the property as shown in Figure 2.105 and described in Section 4.6.13 in Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR as follows, 'In locations where road widening and/or additional space in the road margin is required, it is proposed that the public lighting columns will be replaced and relocated to the rear of the footpath to eliminate conflict with pedestrians, eliminating pedestrian obstruction', going on to state that 'Lighting schemes will comply with the Guidance Notes for the Reduction of Light Pollution (Institution of Lighting Professionals 1992)'. This will result in a similar level of nighttime lighting as the existing situation along the Dublin Road.

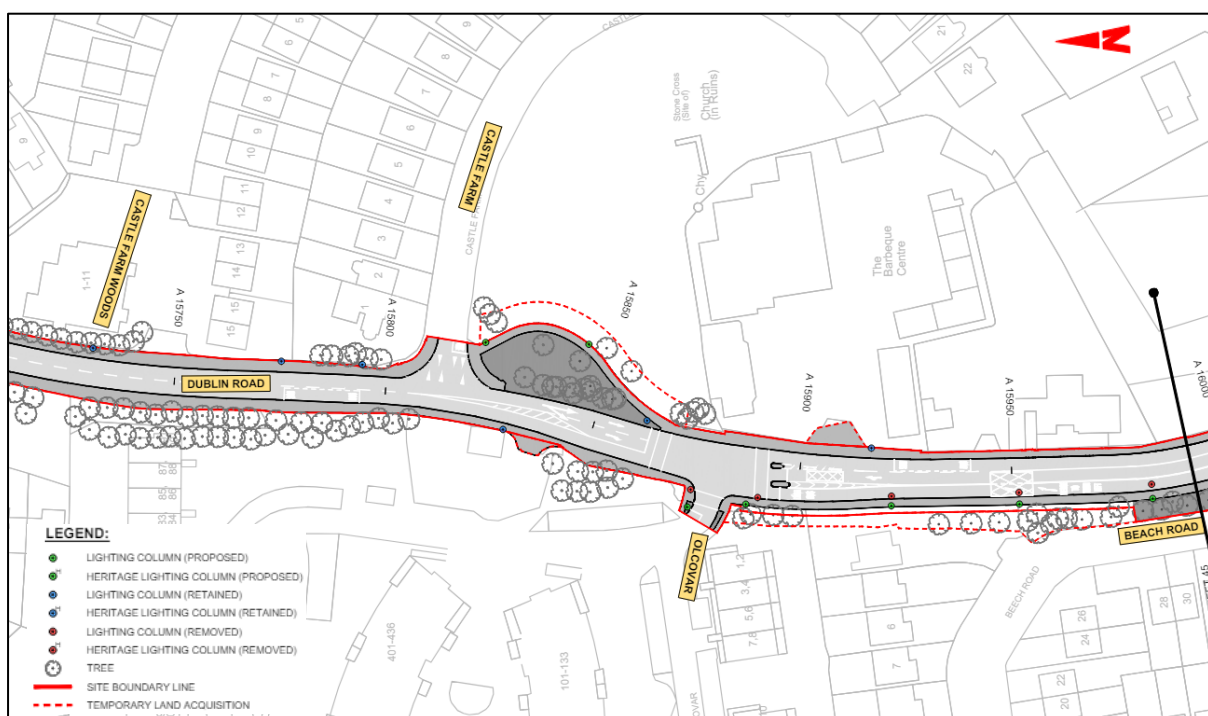


Figure 2.105: Extract from Street Lighting drawings (Sheet 45)

2) Impact on Amenity Areas

Refer to Section 2.3.3.12 of this report for further information on the Impact to Green Amenity Areas.

Refer to Section 2.8.3.2 (CPO-011) for Issue No.9 (CPO Detail) in this report for further details on Proposed Scheme at Olcovar and detail of the permanent and temporary land acquisition plots.

Figure 2.106 below shows an aerial image at Olcovar estate, showing the extent of the permanent and temporary land acquisition in relation to the existing green area and existing footpath. The only area of green amenity space in Olcovar impacted by the Proposed Scheme is to the south of the estate entrance. The main Olcovar amenity spaces are located further north, adjacent to the boundary, and in the core of the development surrounded by the residential units.

As part of the Proposed Scheme, the permanent land take is required to allow for construction of bus lanes in each direction. The land take at this location has been minimised by allowing for shared space for all vehicles on Dublin Road, rather than the full optimum CBC cross-section with both cycle track and bus lane.



Figure 2.106: Aerial view at Olcovar with extents of Permanent and Temporary Land Acquisition

The 05-Landscaping General Arrangement Drawings in Volume 3, Part 1 of 3 of the EIAR shows the proposed landscape plans, including areas of tree removal and locations and details of proposed new tree and vegetation planting. Figure 2.107 below, shows Sheet 45 of the Landscaping General

Arrangement Drawings, which shows the section of the Proposed Scheme at Olcovar, including areas of tree removal and locations and details of proposed new tree and vegetation planting along the boundary wall of the estate, south of the entrance.

The existing green space parallel to Dublin Road acts as a buffer to the existing row of mature trees. The proposed scheme will require those specific trees to be removed and replacement tree planting set further back in the remaining green space. The space will function in the same way manner all be it with a reduced width.

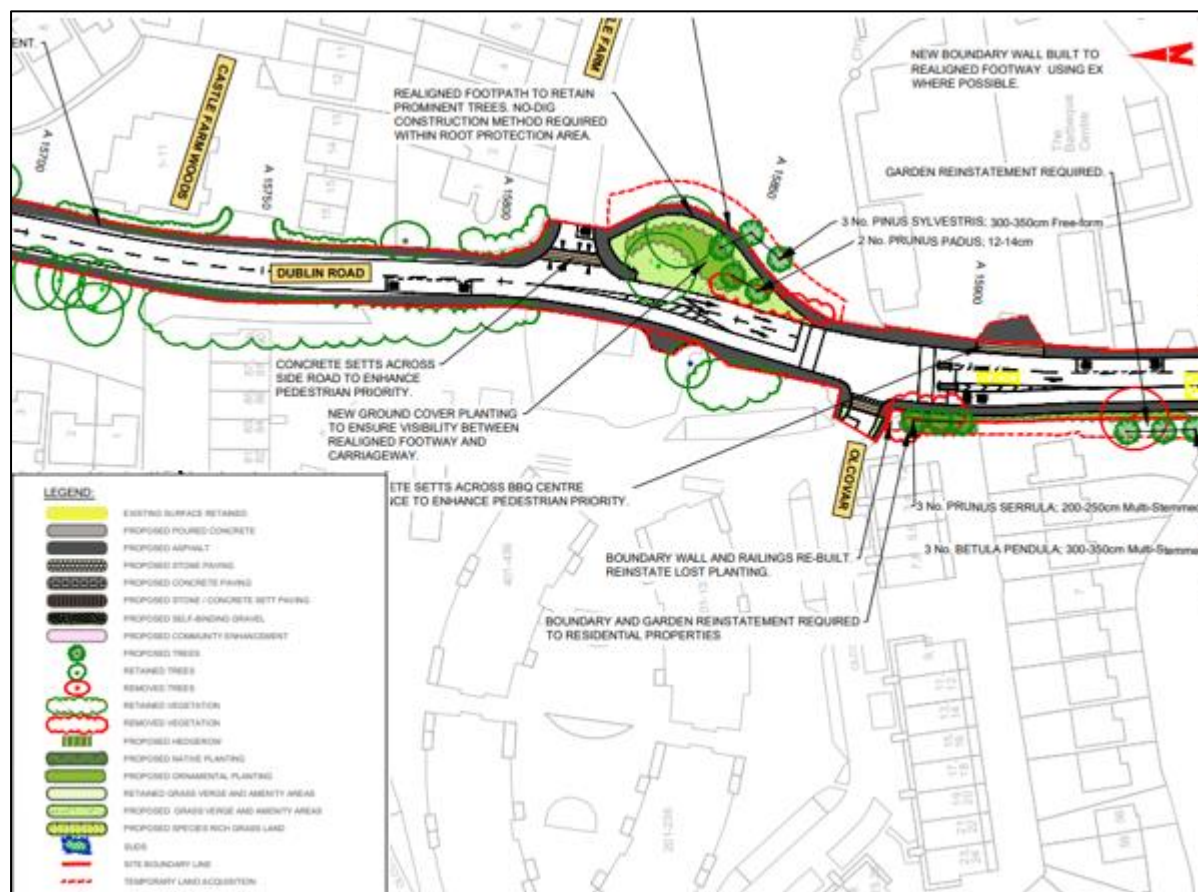


Figure 2.107: Extract from Landscaping General Arrangement Drawings at Olcovar (Sheet 45)

3) Impact on Privacy

Refer to Section 2.8.4.2 (CPO-026) for Issue No.2 (Impact on Amenity Areas) in this report.

Figure 2.108 shows an extract from 07-Fencing and Boundary Treatment Drawings, Volume 3, Part 1 of 3 of the EIAR. This shows the like-for-like relocation and reinstatement of the existing boundary wall and fence, to the south of the estate entrance.

The proposed planting along with the reinstatement of the set-back boundary wall will help screen the properties from passing traffic, hence there should not be any impact to privacy.

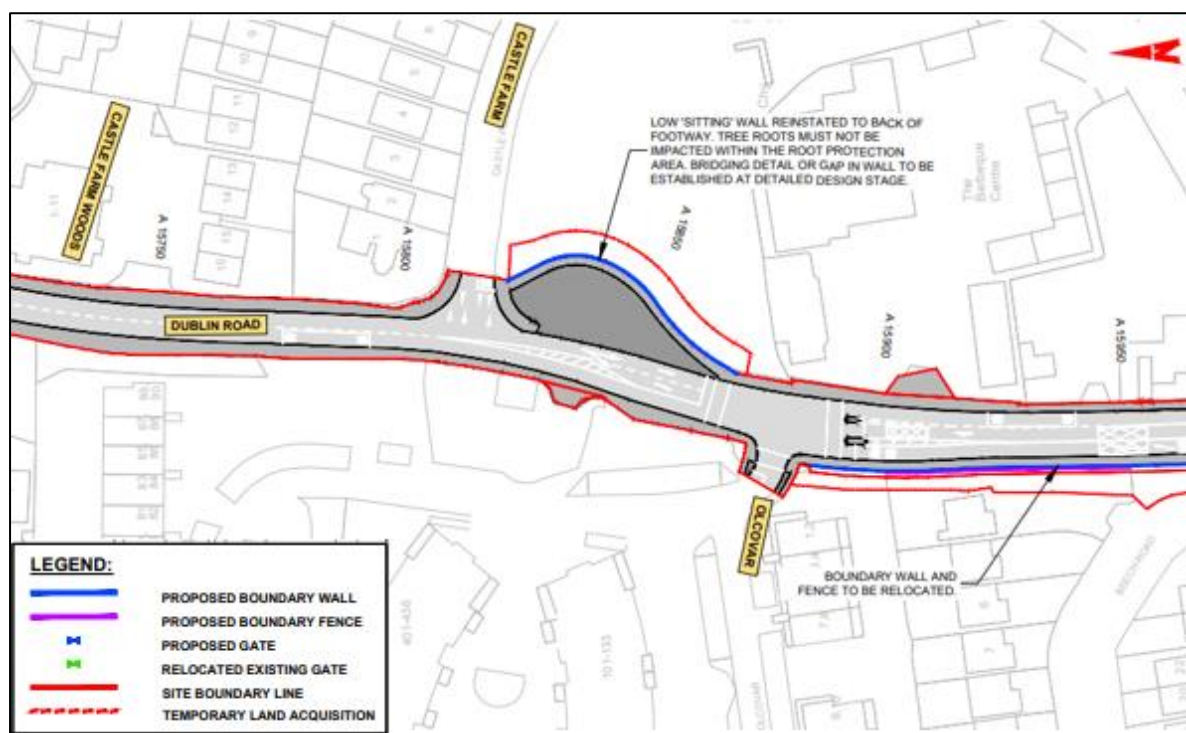


Figure 2.108: Extract from Fencing and Boundary Treatment Drawings at Olcovar (Sheet 45)

4) Impact on Property Value

Refer to Section 2.3.3.19 of this report for further information on the Impact on Property Values.

2.8.5 CPO-038 – Joe O’Sullivan

2.8.5.1 Summary of Objections Raised

This CPO Objection relates to the Olcovar Estate, Shankill. The Proposed Scheme at this location is described in Section 2.8.1 on Description of the Proposed Scheme at this location above.

Refer to Section 2.8.3.1 (CPO-011) in this report for a summary of objections raised.

2.8.5.2 Response to Objection Raised

Refer to Section 2.8.3.2 (CPO-011) in this report for a summary of responses to objections raised.

2.8.6 CPO-057 – Patrick & Sandra Morris

2.8.6.1 Summary of Objections Raised

This CPO Objection relates to the Olcovar Estate, Shankill. The Proposed Scheme at this location is described in Section 2.8.1 on Description of the Proposed Scheme at this location above.

The objection to the CPO raises four potential issues:

1) Impact to Noise and Air Pollution

The objection raised concerns for the impact to transport and pedestrian noise pollution as well as air pollution impacting the residents of Olcovar.

2) Invasion of Privacy

The objection raised concern regarding the invasion of privacy to the residents of Olcovar.

3) Impact to Community

The respondent highlighted the impact to the quality of life of the residents in Olcovar as well as the loss of amenities and the impact of the CPO.

4) Impact to Property Value

The respondent raised concern that the CPO will result in the devaluation of the property.

2.8.6.2 Response to Objections Raised

1) Impact to Noise and Air Pollution

Refer to Section 2.3.3.11 of this report for further information on the Impact to Environment (Trees, Biodiversity, Climate, Air Quality, Noise, and Landscape), specifically on air pollution.

Refer to response in Section 2.8.4.2 (CPO-026) for Issue No.1 (Impact on Environment) in this report for details on the specific impact from noise at Olcovar.

2) Invasion of Privacy

Refer to response in Section 2.8.4.2 (CPO-026) for Issue No.3 (Impact on Privacy) in this report for details on the impact to privacy at Olcovar.

3) Impact to Community

Refer to Section 2.3.3.13 of this report for further information on the Impact to Shankill Village & Community.

4) Impact to Property Value

Refer to Section 2.3.3.19 in this report for further information on the Impact on Property Values.

2.8.7 CPO-069 – Seán O’Leary

2.8.7.1 Summary of Objections Raised

This CPO Objection relates to the Olcovar Estate, Shankill. The Proposed Scheme at this location is described in Section 2.8.1 (Description of the Proposed Scheme at this location) above.

Refer to Section 2.8.3.1 (CPO-011) in this report for a summary of objections raised.

2.8.7.2 Response to Objection Raised

Refer to Section 2.8.3.2 (CPO-011) in this report for a summary of responses to objections raised.

2.9 CPO-012 - Chris Horn

2.9.1 Description of Proposed Scheme at this Location

In order to achieve the Proposed Scheme objectives along this section of the corridor, it is proposed to provide northbound and southbound bus lanes, segregated cycle tracks behind the tree line and general traffic lanes in each direction.

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.

A new pedestrian crossing is proposed south of Allies River Road with a relocated bus stop to the south of Shanganagh Cemetery.

The existing road cross section in this location provides a footpath on each side of the road with general traffic lanes in each direction. Currently a bus lane starts at Askefield House and runs northbound with an advisory cycle lane running in the southbound direction.

In order to achieve the required cross section of the Proposed Scheme, land acquisition is necessary from private properties along this section of Dublin Road.

The land take required is shown in the following:

- Extracts from the General Arrangement Drawings which are provided as an Appendix in the 02-General Arrangement Drawings Sheet 47 in Chapter 4 (Proposed Scheme Description) in Volume 3, Part 1 of 3 of the EIAR and shown in Figure 2.109.
- The proposed permanent and temporary land acquisition lines overlain on aerial photography are shown in Figure 2.110.
- The existing property frontage and street view is shown in Figure 2.111.

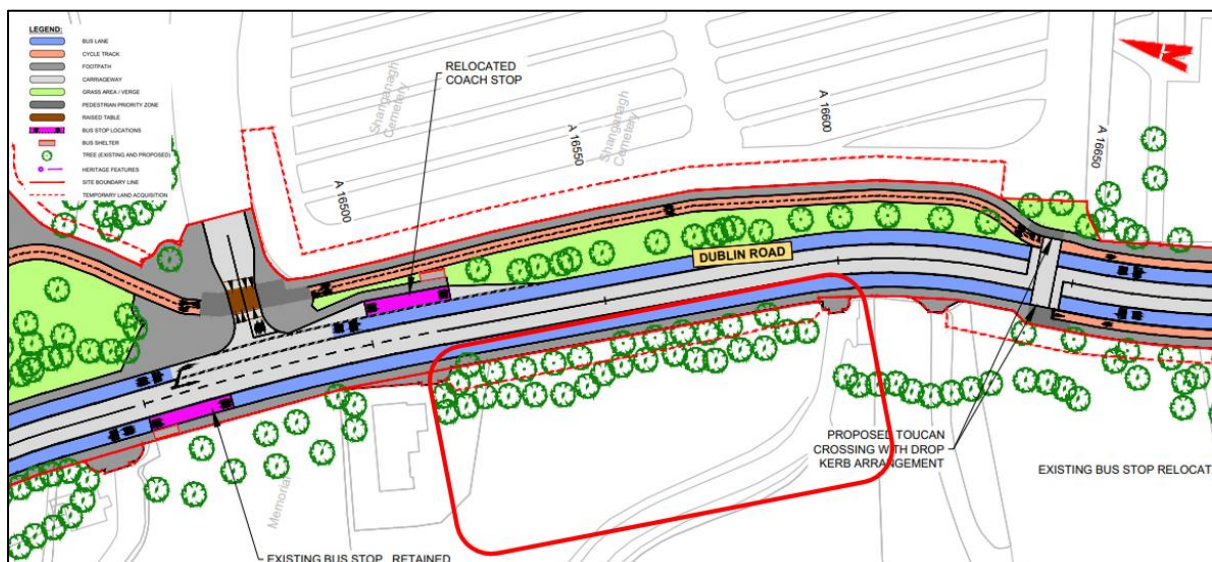


Figure 2.109: Extract from General Arrangement Drawing at Askefield House on Dublin Road (Sheet 47)



Figure 2.110: Existing aerial view at Askefield House on Dublin Road



Figure 2.111: Existing street view at Askefield House entrance and Askefield Lodge on Dublin Road (Image Source: Google)

2.9.2 Summary of Objections Raised

The objection to the CPO raises four potential issues:

1) Impact to Property, Boundary Wall, Gate and Trees

The objection raised concerns regarding the loss of land and the impact of the ambience of the entrance to the property noting impacts to the stone granite wall, woodland pathway, gate and loss of trees. The objection notes the property as being a 'listed property'.

The respondent further raised concerns regarding the safety to existing domestic animals on the property, noting that the boundary wall must be secure at all times in the proposals to prevent the animals escaping / getting injured.

2) Impact to Safety and Need for Pedestrian Crossing and Traffic Calming

The objection welcomes the two proposed toucan crossings near the two-housing development (Shanganagh Castle and Woodbrook SHD), however, requests an additional toucan crossing at the junction with Shanganagh Park/ Shanganagh Cemetery due to pedestrian footfall.

The objection raised concerns that the current proposals would make Dublin Road less safe for pedestrians and cyclists at the location of his property. The objection raised concerns regarding the impact to public safety due to the existing traffic speeds (50km/hr) through the area, therefore the respondent suggests both traffic calming measures (such as 'speed bumps') and / or a proposed reduction to 30km/hr speed limits.

3) Impact to Shankill Village Environment

The objection raised concern regarding impact to the ambience of Shankill village. The Proposed Scheme has raised concerns that it will result in impact to public realm and will not encourage key community focal points.

4) N11 / M11 Interim Bus Priority Suggestions

The objection suggests the incorporation of the N11 / M11 BPIS to remove bus traffic from Dublin Road, bypassing Shankill.

2.9.3 Response to Objection Raised

1) Impact to Property, Boundary Wall, Gate and Trees

The Proposed Scheme Compulsory Purchase Order CPO is an application under Section 76 of the Third Schedule of the Housing Act 1966 as extended by Section 10 of the Local Government (No 2) Act 1960 and amended by the Planning and Development Act 2000 (as amended).

As set out in paragraph 2 of the statutory notice, which was served upon the objector, the CPO is 'for the purposes of the construction of the Bray to City Centre Core Bus Corridor Scheme together with all ancillary and consequential works associated therewith for the purposes of facilitating public transport'.

Further, as set out in paragraph 10 of that notice, the EIAR which was prepared in respect of the Proposed Scheme was available for inspection physically and on the NTA's dedicated website for this Proposed Scheme, and that EIAR contains all of the 'precise details of the proposed construction works' and all of the 'proposed ancillary and consequential works for the Bray to City Centre Core Bus Corridor Scheme'.

The NTA has also made an application to the Board under Section 51 of the Roads Act 1993 (as amended) for approval of the proposed road development, the Bray to City Centre Core Bus Corridor Scheme, which is currently pending before the Board (ABP-Ref No. HA27.317742).

The Proposed Scheme has been designed to deliver upon the Proposed Scheme objectives set out in Chapter 1 (Introduction) of the EIAR, which include enhancement of the potential for cycling by providing safe infrastructure for cycling. In some areas, land acquisition is required to deliver what has been determined to be the most appropriate design configuration that meets these objectives. All areas included in the CPO have been carefully considered and only included where deemed absolutely necessary to meet the Proposed Scheme objectives and to construct the Proposed Scheme with permanent and temporary acquisitions respectively.

The permanent and temporary land take required from the Askefield House landholding is shown in the Deposit Maps and details listed in the CPO Schedule, as shown in Figure 2.112. The permanent land take is shown in Plot 1074(1).1d and 1078(1).2d and the temporary land take is shown in Plot 1074(2).2d.

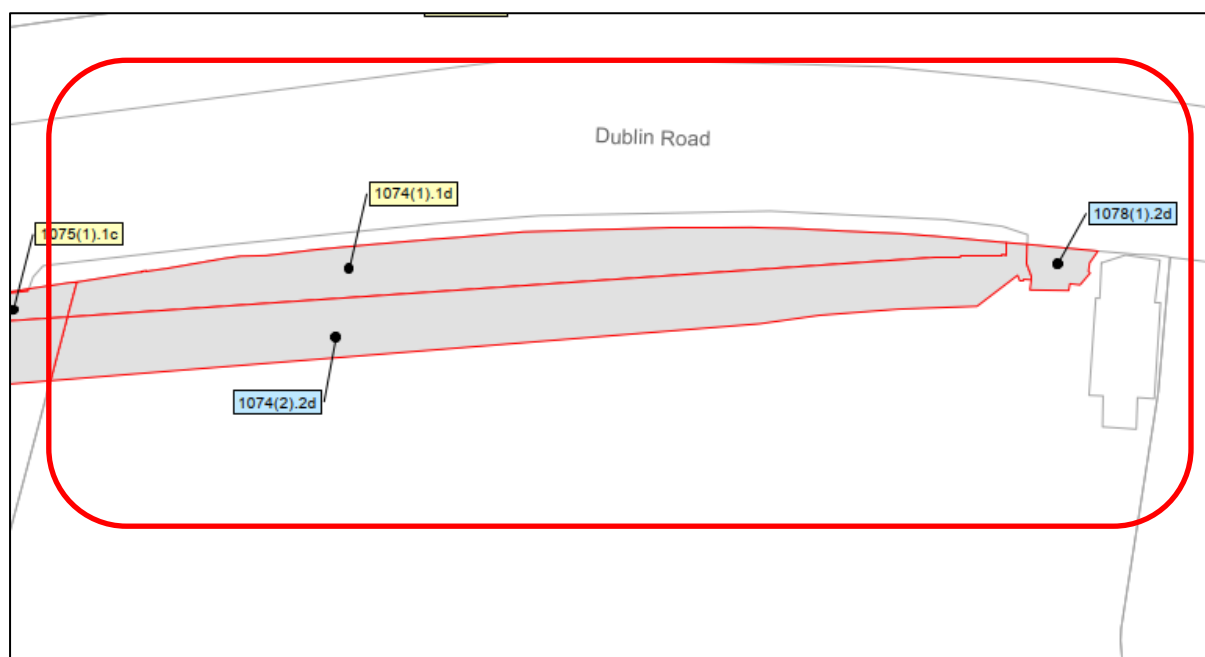


Figure 2.112: Extract from Deposit Map at Askefield House on Dublin Road (Sheet 07)

As part of the BusConnects Bray to City Centre CBC works, permanent land take (shown in the CPO maps) is required to provide for the desirable minimum width of the bus lane and footpath hence meeting the objectives of BusConnects, as shown in Figure 2.109 extract from 02-General Arrangement Drawing in Volume 3, Part 1 of 3 of EIAR on Sheet 47. The proposal at the location of the Askefield House is to widen the road on the west side to provide for continuous bus lane, and footpath. The permanent land take will impact the property boundary wall, gate, garden and trees fronting the property boundary wall.

The proposed works would require set-back of the existing boundary wall. The boundary wall will be reinstated using existing stone, where possible.

As noted in Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR, the reinstatement of property frontage including boundary walls, gates, railings driveway, footpath and landscaping will be on a like-for-like basis, and detailed accommodation works plans will be prepared in consultation with landowners in line with any formal agreements and in accordance with any embedded mitigations identified in the EIAR or conditions/modifications from An Bord Pleanála in relation to the Proposed Scheme application. The reinstatement of the boundary treatment will ensure a physical boundary is provided between the Proposed Scheme and the property, on a 'like for like' basis.

The Proposed Scheme Boundary Treatment design at the location of the Askefield House is shown in the 07- Fencing and Boundary Treatment Drawing in Volume 3, Part 1 of 3 of EIAR on Sheet 47 and shown in Figure 2.113, which shows a continuous boundary wall set-back with the gate.

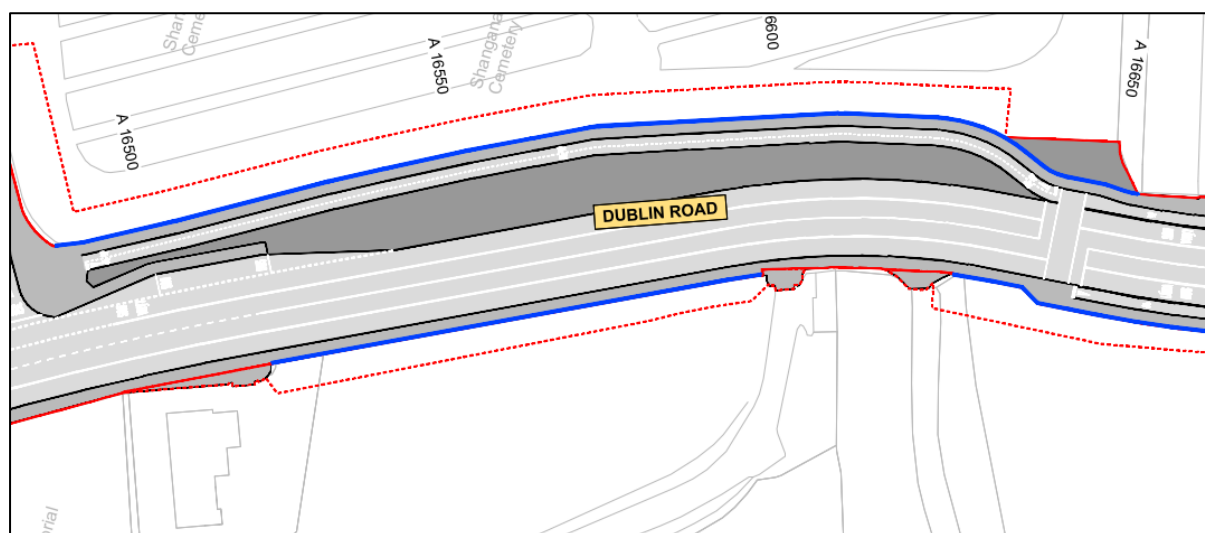


Figure 2.113: Extract from Boundary Treatment Drawing at Askefield House on Dublin Road (Sheet 47)

The proposed works would require loss of mature trees along the boundary parallel to Dublin Road on the west side of the road. The loss of this linear group of trees will be limited to those closest to the road. Existing trees located far enough back from the proposed wall line will be retained. A new belt of mixed native woodland trees are proposed in the residual green area in front of the property frontage and reinstatement of the garden where it is affected. A mix of whips and standard trees (trees with a girth of 8-10cm, and a height of 2.5-3m) is proposed to reinstate the vegetated boundary. The new planting will be positioned behind the new stone boundary wall which replicates the current arrangement of landscape elements.

An Arboricultural Impact Assessment was undertaken and is included as Appendix A17.1 in Volume 4 Part 4 of 4 of the EIAR. The assessment includes an inventory of all trees on the Proposed Scheme, with all trees at this location assessed for age, quality and usable life expectancy. It should be noted that trees with a stem diameter less than 75mm (when measured at 1.5m above ground) and ornamental garden plants are not surveyed. The trees are located along the property boundary parallel to Dublin Road. They have been surveyed as a mixed species group deemed to be category B with the exception of two individual category A grade beech trees. A proportion of the group closest to the road, including the two beech trees, are proposed to be removed to allow for the road widening. Existing trees set further back from the scheme extents will be retained and protected. In order to re-establish the woodland edge, it is proposed to re-plant a belt of native tree whips as well as individual standard trees (trees with a girth of 8-10cm, and a height of 2.5-3m).

The following new trees along with a belt of native planting are proposed to be planted inside of the new set back boundary wall of Askefield House:

- 5 no Prunus Avium
- 1 no Fagus Sylvatica
- 3 no Acer Pseudoplatanus

The Proposed Scheme Landscape design at the location of the Askefield House is shown in the 05-Landscape Drawings in Volume 3, Part 1 of 3 of the EIAR on Sheet 47 and shown in Figure 2.114.

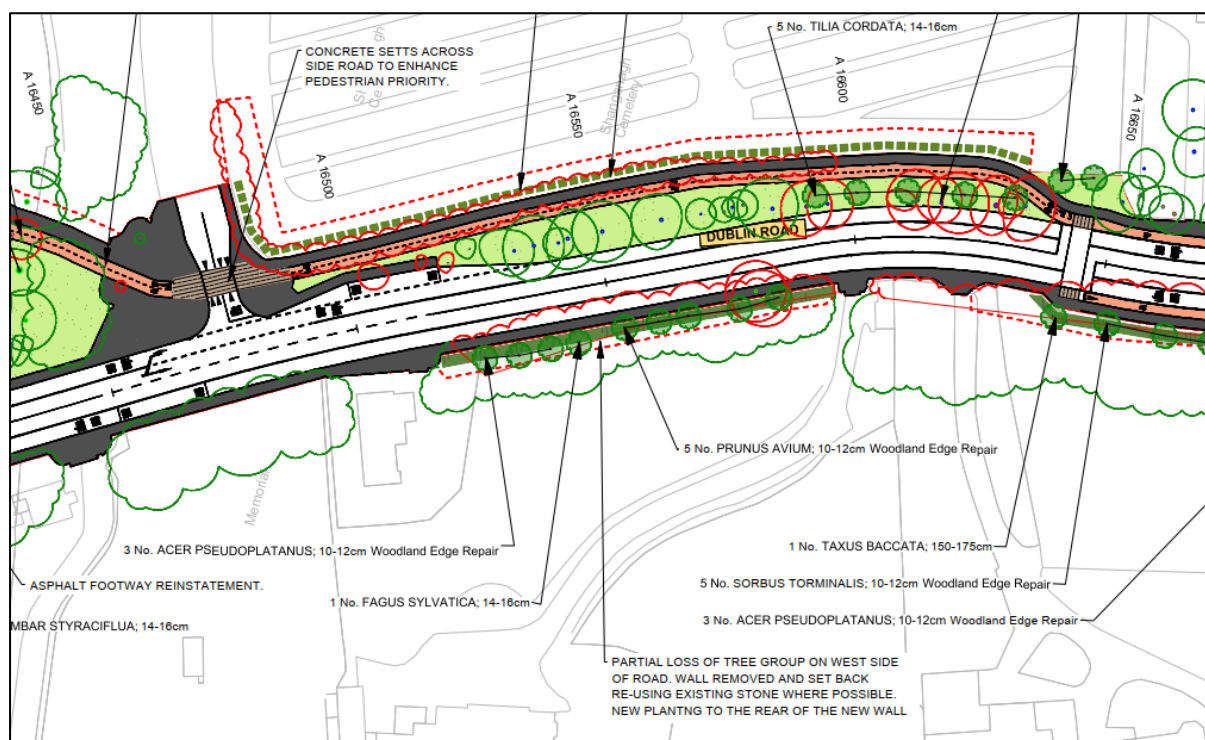


Figure 2.114: Extract from Landscape Drawings at Askefield House on Dublin Road (Sheet 47)

The CPO of lands at this location at Askefield House will result in further consultation with the landowner to ensure all boundaries and other aspects of the property affected by the land acquisition are reinstated on a like for like basis. Section 17.5.1 of Chapter 17 Landscape (Townscape) & Visual of Volume 2 of the EIAR states *'where properties are subject to permanent and/or temporary acquisition appropriate measures will be put in place by the appointed contractor to provide for protection of features, trees and vegetation to be retained, and for continued access during construction and for adequate security and screening of construction works. All temporary acquisition areas will be fully decommissioned and reinstated at the end of the Construction Phase or at the earliest time after the reinstatement works are completed to the satisfaction of the NTA'*.

With respect to the heritage significance of the property including the boundary walls and gate lodge, these are assessed in Chapter 16 (Architectural Heritage) in Volume 2 of the EIAR, mapped as being of heritage significance in Figure 16.1 in Volume 3 of the EIAR, and listed in Appendix A16.2 (Inventory of Architectural Heritage Sites) in Volume 4, Part 3 of 4 of the EIAR. Chapter 16 has assessed the impacts on the following heritage features associated with Askefield House:

- Askefield House (Reference DLR RPS 1860 and NIAH 60260170);
- Askefield House Gate Lodge (Reference DLR RPS 2001 and NIAH 60260171); and
- Boundary wall to Askefield (Reference CBC0013BTH032).

Section 16.4.3.5 of Chapter 16 describes the potential Construction Phase impacts on designed landscapes. The assessment identifies a direct impact on the boundary wall, describing it as follows:

'The proposed land take on the west side of the Dublin Road will directly impact on the demesne wall (CBC0013BTH032) to Askefield House (DLR RPS 1860), necessitating its removal and reinstatement. It is of Medium Sensitivity. Trees along the boundary will be retained for the most part though some will be removed and replaced. The magnitude of impact is Medium. The potential Construction Phase impact will be Direct, Negative, Moderate and Temporary.'

The assessment also identifies indirect impacts on Askefield House and Gate Lodge in Section 16.4.3.5 as follows:

'Indirect Construction Phase impacts are anticipated where there is potential for damage to the designed landscapes, and where an adverse visual impact is anticipated during construction. Twelve designed landscapes of Medium Sensitivity were identified in the study area where there is potential for damage during the Construction Phase, these include Morehampton Grove (CBC0013BTH147),

Ardmore House (DLR RPS 19), Woodview House (DLR RPS 9), Belfield House (DLR RPS 41), St Helen's (NIAH 2460), the entrance gates and gate lodge formerly associated with Dorney Court (also known as Claremont), Corbawn Lane (DLR RPS 2010, 2077), Shanganagh Park Gates and Railings (NIAH 60260149), the boundary wall and gate piers of the Orchard (DLR RPS 1987), the boundary wall and gate piers of Askefield House (DLR RPS 1860, 2001), the boundary wall of the Aske (DLR RPS 1866), the entrance gates and boundary wall to Woodbrook House (DLR RPS 1870, 2090) and the entrance gates to Wilford House (DLR RPS 1873). They are listed Table 16.10 and described in Appendix A16.2 Inventory of Architectural Heritage Sites in Volume 4 of this EIAR. The magnitude of impact would be Medium. The potential Construction Phase impact will be Indirect, Negative, Moderate and Temporary.'

Section 16.5.1.5 describes the proposed mitigation measures to reduce the heritage impacts outlined above on the designed landscapes. With respect to the direct impact on the boundary wall, it describes the following mitigation:

'Mitigation includes recording the existing fabric in position prior to the works, labelling the affected masonry and fabric. Recording is to be undertaken by an appropriate architectural heritage specialist engaged by the appointed contractor. The architectural heritage specialist will oversee any labelling, taking-down and reinstatement of the affected masonry. Works to historic fabric will be carried out in accordance with the methodology provided in Appendix A16.3 Methodology for Works Affecting Sensitive and Historic Fabric in Volume 4 of this EIAR. With mitigation, the impact magnitude is reduced from Medium to Low. The predicted post mitigation impact is Direct, Negative, Slight and Long-Term.'

Regarding the identified indirect impact described above, Section 16.5.1.5 describes the required mitigation measures as follows:

'Mitigation includes recording, protection and monitoring of the sensitive fabric prior to and for the duration of the Construction Phase. Recording, overseeing of protective measures and monitoring is to be undertaken by an appropriate architectural heritage specialist engaged by the appointed contractor in accordance with the methodology provided in Appendix A16.3 Methodology for Works Affecting Sensitive and Historic Fabric in Volume 4 of this EIAR, reducing the magnitude of the impact from Medium to Negligible. The predicted residual Construction Phase Impact is Indirect, Negative, Not Significant and Temporary.'

Following the implementation of the mitigation measures described above, Chapter 16 does not identify any significant residual impacts on the heritage importance of Askefield House, Lodge and boundary wall.

2) Impact to Safety and Need for Pedestrian Crossing and Traffic Calming

Refer to Section 2.3.3.8 on Impact to Safety (for Pedestrians & Cyclists), specifically under the heading 'Pedestrian Infrastructure in Shankill (footpath width and crossings)' and also note below.

Pedestrian Crossing

Two new toucan crossings are proposed on Dublin Road at Shanganagh Park (Chainage 16+280) and at the southern end of the Shanganagh Cemetery (Chainage 16+500) within a distance of 250 meters, which are deemed to be sufficient to meet pedestrian desire line and are shown in Figure 2.115 and Figure 2.116.

The Stage 1 Road Safety Audit for the Proposed Scheme is provided as Appendix M2 of the Preliminary Design report included as part of the Supplementary Information. The report does not identify any problems or concerns associated with pedestrian safety at the junction with Shanganagh Park.

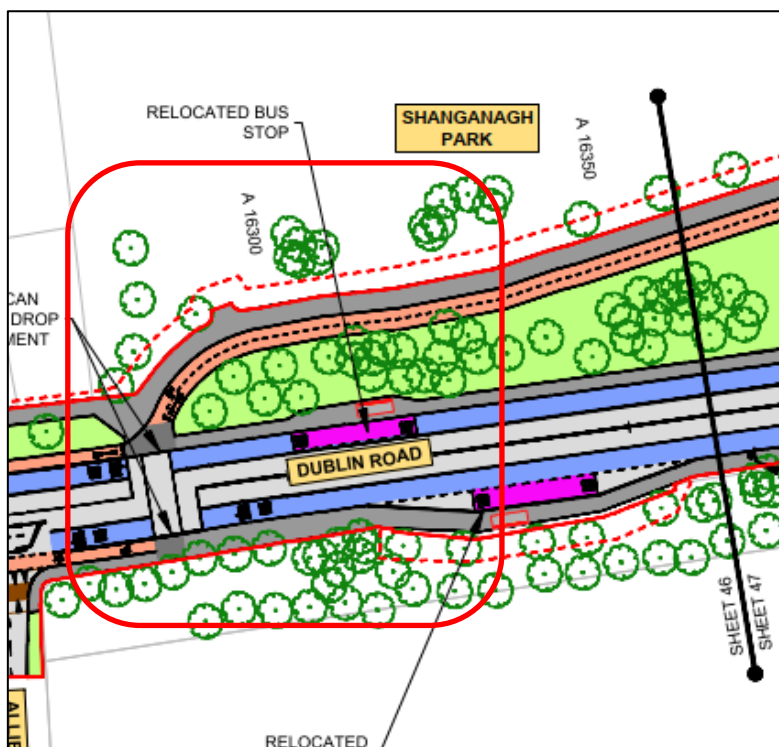


Figure 2.115: Extract from General Arrangement Drawings showing Proposed Toucan Crossing at Chainage 16+280 (Sheet 47)

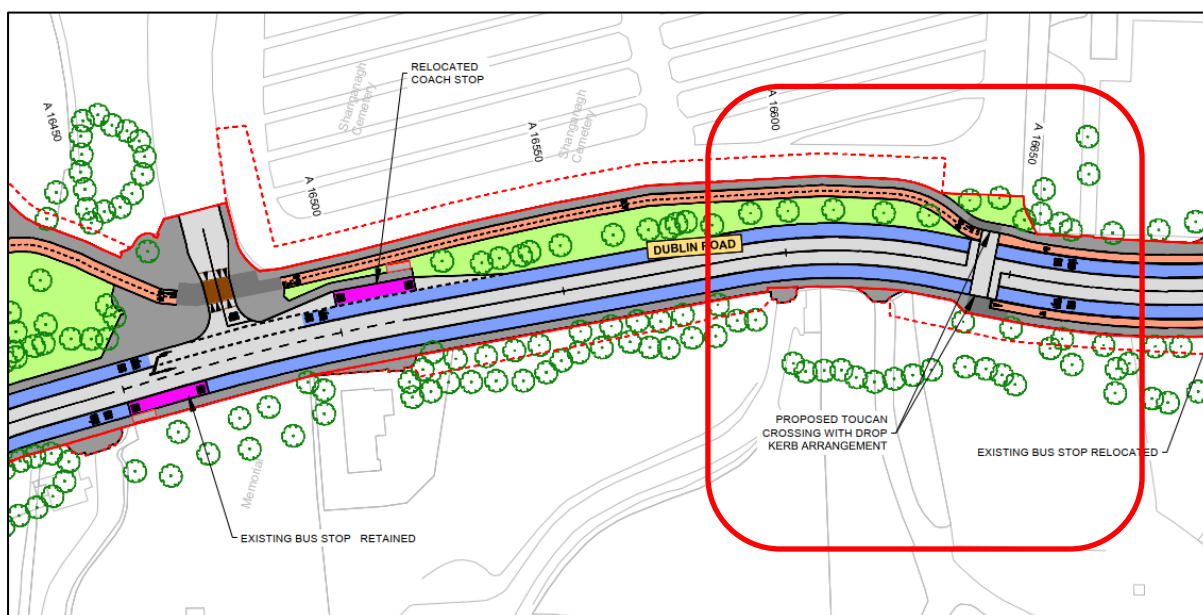


Figure 2.116: Extract from General Arrangement Drawings showing Proposed Toucan Crossing at Chainage 16+500 (Sheet 47)

The assessment of the qualitative impacts on the walking infrastructure for Section 3 at Dublin Road / in the vicinity of Shanganagh Cemetery of the Proposed Scheme are summarised in Table 2.33, along with the accompanying sensitivity for each junction and the resultant significance of effect.

Table 2.33: Extract from Chapter 6 (Table 6.33)

Junctions	Chainage	Do Minimum LoS	Do Something LoS	Magnitude of Impact	Sensitivity	Significance of impact
R119 Dublin Road / Allies River Road 3-arm Priority Junction	A16250 - A16290	D	B	Medium	Low	Positive Moderate
R119 Dublin Road mid-link crossing Southeast of the R119 Dublin Road / Allies River Road Junction	A16280	No existing facility	A	High	Low	Positive Moderate
R837 Dublin Road mid-link crossing Southeast of Shanganagh Cemetery access	A16640 - A16650	No existing facility	A	High	Low	Positive Moderate
R119 Dublin Road / Shanganagh Cemetery Junction 3-arm Priority Junction	A16450 - A16500	F	B	High	Low	Positive Moderate
R119 Dublin Road / Mullen's Laurel Park 3-arm Priority Junction (north)	A17080 - A17100	E	B	Medium	Low	Positive Moderate

As noted in Table 2.33 above the pedestrian crossing improvement on Dublin Road in vicinity of Shanganagh Cemetery demonstrates improved LoS A with overall Positive Moderate impact.

Overall, it is anticipated that there will be a Positive, Moderate and Long-term effect to the quality of the pedestrian infrastructure along Section 3 of the Proposed Scheme, during the operational phase, which aligns with the overarching aim to provide enhanced walking infrastructure on the corridor.

Speed Limit

Refer to Section 2.3.3.5 in this report on the Impact to Traffic Flows, Speed Limit, and Traffic Calming under the heading 'Speed Limit' and also note below.

The Proposed Scheme design along this section provides northbound and southbound bus lanes, segregated cycle tracks behind the tree line and general traffic lanes in each direction and footpath in both directions. Two new toucan crossings are proposed on Dublin Road as mentioned in the response above.

The existing speed limit on this section of Dublin Road is 50km/h. The Proposed Scheme does not include any changes to this existing speed limit and no safety concerns relating to traffic speed have been identified during the design development. It is further noted that the Stage 1 Road Safety Audits undertaken for the Proposed Scheme, included as Appendix M of the Preliminary Design Report provided as part of the Supplementary Information, did not highlight any safety issues with the speed limit at this location.

Traffic Calming Measures

Refer to Section 2.3.3.5 in this report on the Impact to Traffic Flows, Speed Limit, and Traffic Calming under the heading 'Traffic Calming Measures'.

3) Impact to Shankill Village Environment

Refer to Section 2.3.3.13 in this report on the Impact to Shankill Village & Community.

4) N11 / M11 Interim Bus Priority Scheme Suggestions

Refer to Section 2.3.3.1.3 in this report on the Alternate N11/M11 Bus Priority Interim Scheme.

2.10 CPO-013 - Circle K Bray

2.10.1 Description of the Proposed Scheme at this location

In order to achieve the scheme objectives along this section of the corridor, it is proposed for the Corke Abbey Avenue / Old Connaught Avenue junction with the Dublin Road to cater for the proposed bus and cycle lanes, and to remove the left turn slips in and out of Corke Abbey Avenue. Bus stop locations have been reviewed, and in certain areas adjusted, to ensure optimum spacings.

The proposed works will impact the existing Circle K Petrol Station on the eastern side of the Dublin Road. 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 this EIAR for detail on the proposals at this location.

The existing road cross section in this location provides a footpath on each side of the road with general traffic lanes in each direction. Currently a cycle lane runs southbound, beginning outside Circle K Petrol Station.

In order to achieve the required cross section of the Proposed Scheme, land acquisition is necessary from private properties along this section of Dublin Road.

The land take required is shown in the following:

- Extracts from the General Arrangement Drawings which are provided as an Appendix in the 02-General Arrangement Drawings Sheet 50 and 51 in Chapter 4 (Proposed Scheme Description) in Volume 3, Part 1 of 3 of the EIAR and shown in Figure 2.117 and Figure 2.118.
- The proposed permanent and temporary land acquisition lines overlain on aerial photography are shown in Figure 2.119.
- The existing property frontage and street view is shown in Figure 2.120.



Figure 2.117: Extract from General Drawing Arrangement at Dublin Road (Sheet 50)

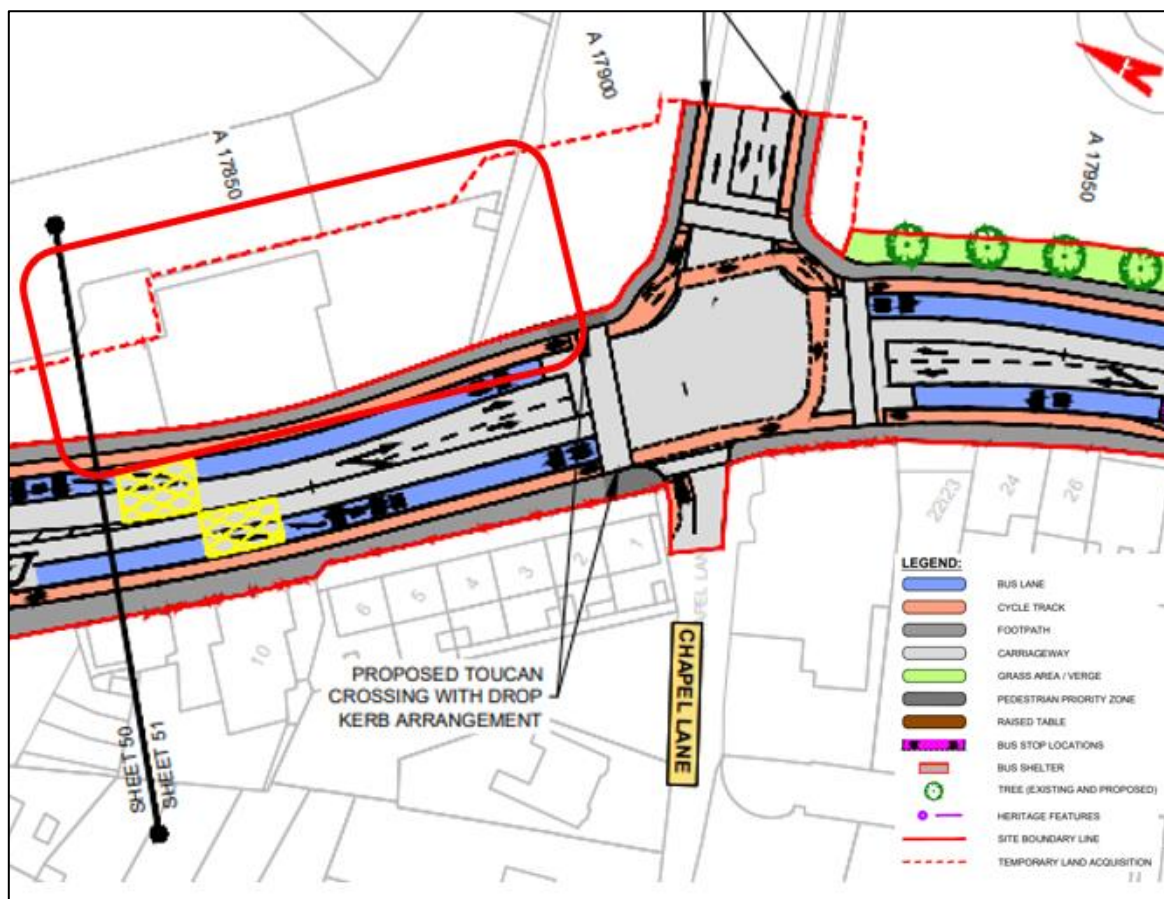


Figure 2.118: Extract from General Drawing Arrangement at Dublin Road (Sheet 51)

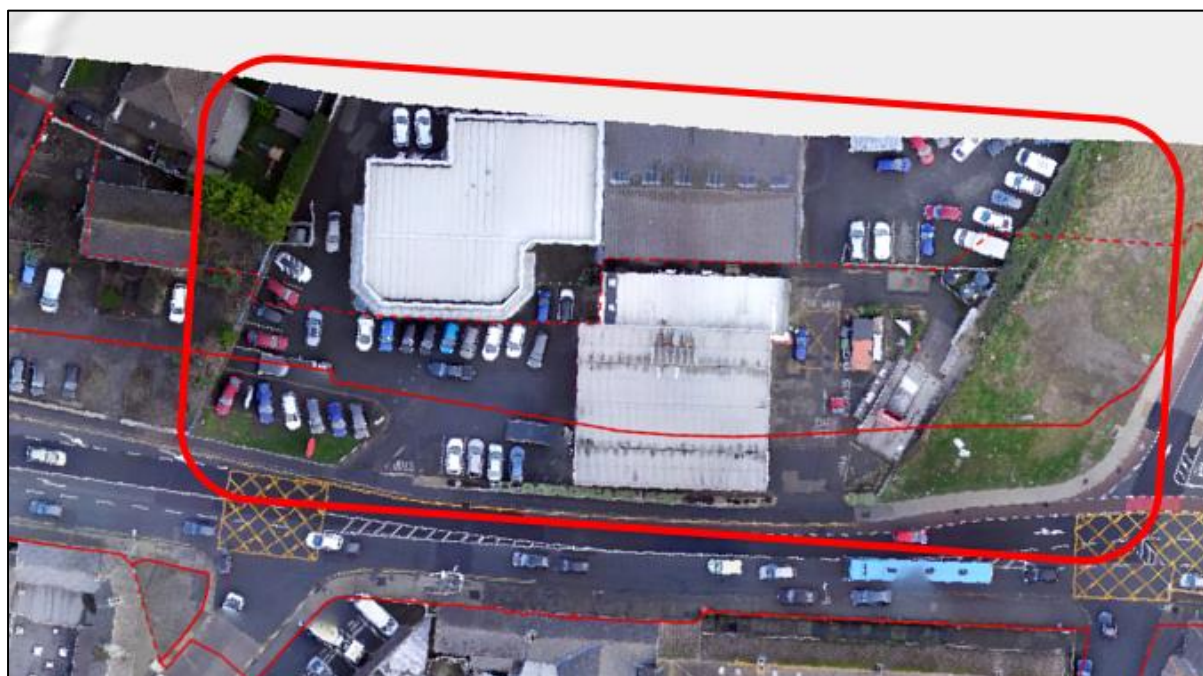


Figure 2.119: Existing aerial view at Dublin Road



Figure 2.120: Existing street view at Dublin Road (Image Source: Google)

2.10.2 Summary of Objections Raised

The objection to the CPO raises four potential issues:

1) Impact to Business Due to Temporary Land Take/Closure of Business During Construction

The objection notes that the temporary acquisition of the entire site during the construction phase which is set to last for 9 months will force a business closure and difficulty to recover this business post construction and will have significant impact on its future viability.

2) Future Viability of the Operation of the Circle K Business

The objection notes that the loss of land both permanently and temporarily to accommodate the Proposed Scheme will have serious implications for the overall business and its future viability, to the extent that the use may no longer be viable. The objection goes on to note that proposed permanent land take will result in the loss of significant infrastructure, which is integral to the operation to the business, which could lead to business being not viable.

The objection notes that the temporary acquisition of the service station is premised on the risk associated with works involving the removal of the fuel dispensers and underground petrol tanks and pipes. The objection notes that it is their opinion that the building will require demolition as part of the BusConnects works, including the forecourt canopy. The objection notes removal of parking will have an impact to the business.

Due to the combination of issues and the nature of the interrelationship between all elements of infrastructure on the Circle K petrol station site, the objection notes that the BusConnects works in relation to the permanent land take will lead to the total demolition and reconstruction of the entire Service Station facility.

The objection notes that the permanent land take will greatly reduce the amount of open space available in the forecourt which presents a serious safety hazard in an area which is shared by both pedestrians and vehicles.

On positive note, the objection acknowledges that the EIAR states that the entire station is to be temporarily acquired and decommissioned during the works and that these works are to be carried out by a competent contractor. The objection further acknowledges that Health and Safety considerations

relating to site construction activity within the temporary land take area will necessitate permanent fuel tank decommission and ultimately tank replacement at the end of the temporary CPO period.

3) Alternate Design Proposal

The objection suggests removal of both cycle lanes on either side of R761 will reduce the impact of the potential permanent CPO at Circle K site. As is common in other urban areas, cyclists can travel along the designated bus lane.

4) Relocation of Bus Stop and Access/Egress to the Site

The submission notes concerns that the proposed location of the bus stop will create a conflict between pedestrians and motorist and leads to an inherent road safety hazard. The submission raised concern that proposed bus stop in its current location will block sightlines for vehicles exiting the service station and will be a significant safety concern and could lead to collisions between vehicles exiting the service station and traffic on the road.

The submission notes a lack of tactile paving across the entrance.

The submission notes that it is not clear if vehicles will be allowed to turn right into the service station as they currently do, following the completion of the Proposed Scheme and noted safety concerns.

2.10.3 Response to Objection Raised

1) Impact to Business Due to Temporary Land Take/Closure of Business During Construction

The Proposed Scheme design at the location of Circle K Service Station is presented in the EIAR Volume 3 Chapter 4 - 02 General Arrangement Sheet 50 and 51 shown in Figure 2.117 and Figure 2.118. As part of the BusConnects Bray to City Centre CBC works, the CPO of the temporary land take is required to facilitate the construction of the Proposed Scheme and to reconfigure and reinstate the site as an operational petrol station. The remainder operational site will be returned to Circle K on completion of construction works at this location.

Section 5.3.4.2 of Chapter 5 (Construction) Volume 2 of the EIAR notes the construction works involved at the Circle K Service Station site on Dublin Road:

'The construction activities at Section 4b will comprise reconstruction and resurfacing of the roads, footpaths, and cycle tracks, and new kerbs. Construction activities will also consist of additional signage, new road markings, new and amended traffic signal infrastructure, new street furniture and landscaping works. Considerable clearance works are required at Circle K Bray, including the demolition of the forecourt awning, demolition of four pumps, removal of the car wash area and removal of a number of underground tanks. The car park access and parking arrangement at Circle K Bray will be rearranged and a new kerb separation with railing will be constructed in front of the proposed property boundary. The forecourt canopy will be rebuilt over the operational pumps. Urban realm enhancement works will be carried out at the Dublin Road.'

The Circle K Service Station operation will be impacted during the construction works and will be closed for business during this period. Circle K will re-gain possession of the remaining site, which is reconfigured, re-instated with pumps re-commissioned and operational as a petrol station, on completion of the BusConnects construction works.

Section 5.5.4.2.2 of Chapter 5 (Construction) in Volume 2 of the EIAR notes the following:

'The service station operation will be impacted during the construction works.'

The proposed general arrangement for the residual Circle K Service Station site post construction of the Proposed Scheme is presented in 21 – Circle K General Arrangement Drawings Sheet 01 Chapter 4 (Proposed Scheme Description) in Volume 3, Part 2 of 3 of the EIAR and shown in Figure 2.121 below.

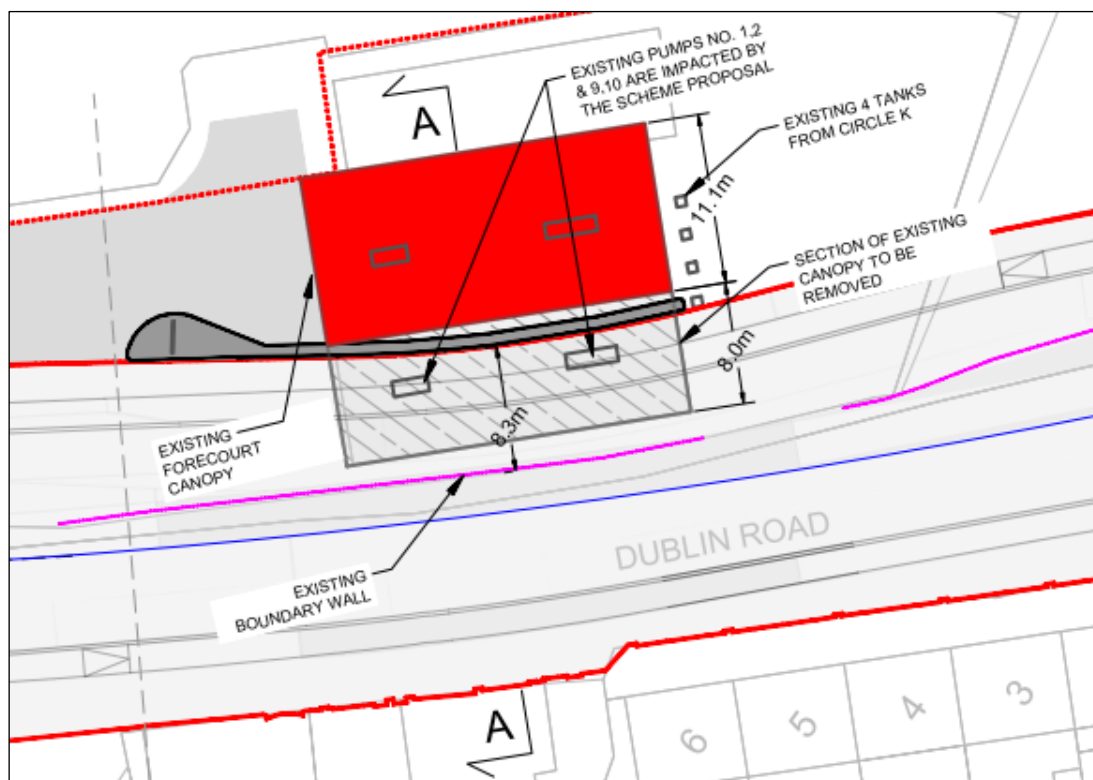


Figure 2.121: Extract from Circle K General Arrangement Drawing (Sheet 01)

An indicative programme for the Construction Phase of the Proposed Scheme is provided in Table 5.2 (see Table 2.34 below) of the EIAR Volume 2 Chapter 5 (Construction). The programme identifies the approximate duration of works at each section. The total Construction Phase duration for the overall Proposed Scheme is estimated at approximately 36 months. However, construction activities in individual sections will have shorter durations as outlined in Section 5.3 of the EIAR Volume 2 Chapter 5 (Construction). The location of each section/sub-section along the Proposed Scheme is shown in Figure 5.1 in Volume 3 of the EIAR.

The Circle K Service Station on the Dublin Road, Bray is located in Section 4b: Old Connaught Avenue to Upper Dargle Road). The duration for construction works in Section 4b is 9 months, however, individual sections will have shorter durations.

Table 2.34: Extract from EIAR Chapter 5 Construction Programme (Construction, Page 7)

Section Ref.	Approximate Construction Duration	Approximate Length (m)	Year 1				Year 2				Year 3			
			Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Section 1a	15 months	1,300												
Section 1b	15 months	1,300												
Section 2a	15 months	5,800												
Section 2b	12 months	5,700												
Section 3a	12 months	1,270												
Section 3b	9 months	500												
Section 3c	18 months	1,800												
Section 4a	12 months	300												
Section 4b	9 months	400												
Section 4c	9 months	350												

The temporary land take is required for the duration of the construction period to allow working space for the construction works and boundary works and/or accommodation works at the petrol station. Temporary land take will be returned after construction.

Chapter 5 (Construction) in Volume 2 of the EIAR gives a description of the Construction Phase of the Proposed Scheme, including with respect to temporary land acquisition. Specifically, Section 5.5.2.1 states the following:

'Any land temporarily acquired from a landowner will only be utilised for the purposes of undertaking boundary works or accommodation works related to the land in question.'

Any lands acquired temporarily to facilitate construction work will be returned to landowners on completion of the works. Existing boundary walls or fencing being relocated will be constructed to match the existing conditions, unless otherwise agreed. The removal of trees, vegetation, lawns, paving etc. will be minimised in so far as practicable.'

Chapter 10 (Population) in Volume 2 of the EIAR includes an assessment of the impact on commercial properties as a result of land take during both the Construction Phase (Section 10.4.3.2.2.1) and the Operational Phase (Section 10.4.4.2.2.1). The commercial properties which were assessed are listed in the Chapter's Appendix A10.1 (Schedule of Commercial Businesses) in Volume 4 Part 3 of the EIAR in which this Circle K is business ID Number 208.

With respect to the assessment of land take impacts on the above listed commercial businesses in Chapter 10 (Population) in Volume 2 of the EIAR, Section 10.4.3.2.2.1 states that *'7 commercial receptors, a Circle K filling station and Ford Motors, AXA insurance, Dargle Centre and Castle Street Shopping Centre in Bray, and the Circle K filling station, FirstStop and FastFit in Donnybrook, are expected to experience a Negative, Significant, Short-Term land take effect during the Construction Phase.'* Those potential impacts will reduce following the completion of construction at those locations.

Section 10.4.4.2.2.1 states that *'one commercial receptor are expected to experience a Negative, Significant and Long-Term impact by permanent land take. The Circle K filling station on the east side of the Dublin Road in Little Bray will require permanent removal of four of its pumping stations, which is expected to have an adverse impact on the business.'*

If the CPO is confirmed by An Bord Pleanála, a Notice to Treat will be served on the landowner whose land is being acquired. Following service of the Notice to Treat, the landowner will be required to submit a claim for compensation and as part of this process, the NTA will pay the reasonable costs (as part of the claim) for the landowner to engage its agent/valuer in preparing, negotiating, and advising on compensation.

2) Long Term Future Viability of the Operation of the Circle K Business

NTA notes the acknowledgement of the CPO. As set out in paragraph 2 of the statutory notice, which was served upon the objector, the CPO is *'for the purposes of the construction of the Bray to City Centre Core Bus Corridor Scheme together with all ancillary and consequential works associated therewith for the purposes of facilitating public transport'*. Further, the face of the CPO itself also indicates that it is *'for the purposes of facilitating public transport'*.

Further, as set out in paragraph 10 of that notice, the EIAR which was prepared in respect of the Bray to City Centre Core Bus Corridor Scheme was available for inspection physically and on the NTA's dedicated website for this Proposed Scheme, and that EIAR contains all of the 'precise details of the proposed construction works' and all of the *'proposed ancillary and consequential works for the Bray to City Centre Core Bus Corridor Scheme'*.

The Proposed Scheme has been designed to deliver upon the scheme objectives set out in Chapter 1 (Introduction) in Volume 2 of the EIAR, which include enhancement of the potential for cycling by providing safe infrastructure for cycling. In some areas, land acquisition is required to deliver what has been determined to be the most appropriate design configuration that meets these objectives. All areas included in the CPO have been carefully considered and only included where deemed absolutely necessary to meet the scheme objectives and to construct the Proposed Scheme with permanent and temporary acquisitions respectively.

The permanent land take is required to allow for the construction of the Proposed Scheme and achieve the BusConnects standard cross-section at this location, which includes a bus lane, traffic lane, cycle track and footpath in both directions. The existing carriageway will be widened on the east side (within the Circle K's landholding) to allow for bus lane, cycle track and footpath. The standard cross-section provided at this location is the optimum CBC cross-section which meets the CBC Design Guidelines Objectives in accordance with Section 2 (Fig 1) in Appendix A4.1 (Preliminary Design Guidance Booklet) of the EIAR Volume 4 Part 1 of 4. The Proposed Scheme typical cross-section at this location is shown in the EIAR Volume 3 Chapter 4 - 04 Typical Cross-section Drawing sheet 04 of 22 as shown in Figure 2.122.

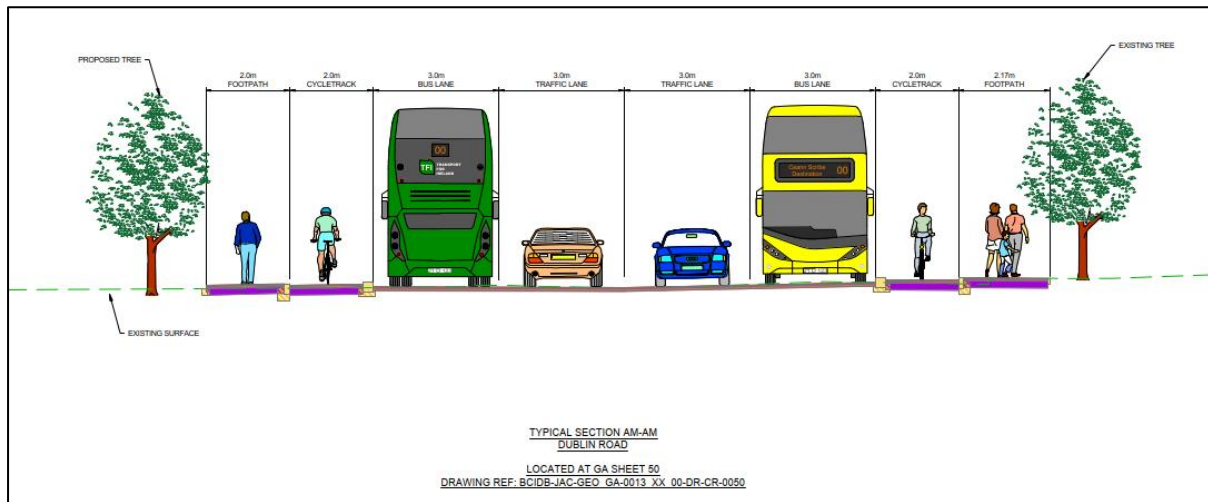


Figure 2.122: Extract from Typical Cross-section Drawing (Sheet 22)

The permanent and temporary land take required from Circle K's landholding is shown in the Deposit Maps, as shown in Figure 2.123. Plot 1042(1).1c is the permanent land take and Plot 1042(2).2c is the temporary land take.

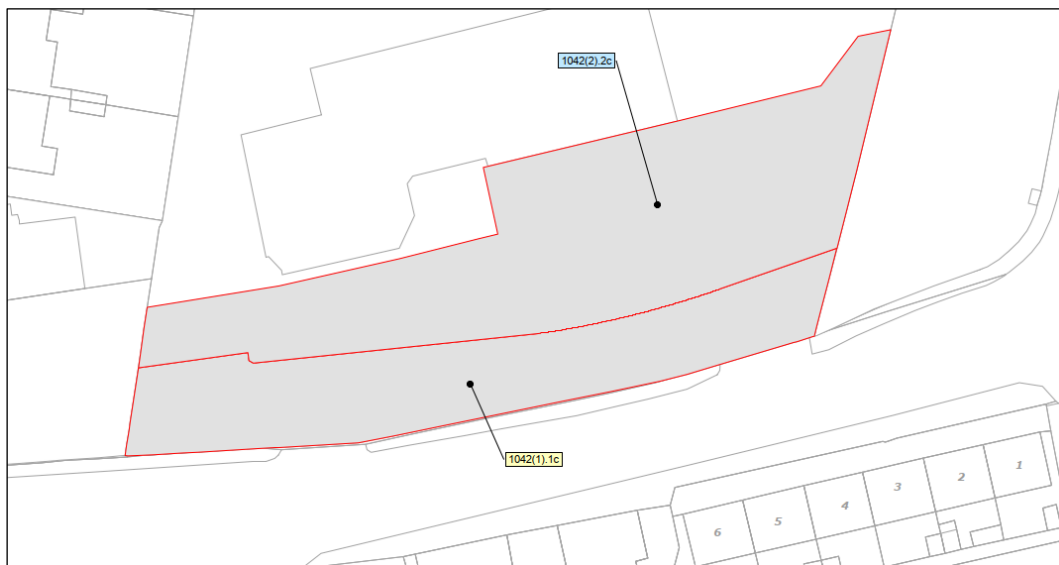


Figure 2.123: Extract from the CPO Deposit Map

The Circle K Service Station operation will be impacted during the construction works. Circle K will re-gain possession of the remainder site, which is reconfigured, re-commissioned and operational as a petrol station site, on completion of the Proposed Scheme construction works. The reconfiguration of the Circle K Service station site will be done in consultation with Circle K and best practices and standards for design of petrol station.

The proposed general arrangement for the residual Circle K Service Station site post construction of the Proposed Scheme is presented Appendix in the 21-Circle K General Arrangement Drawings Sheet 01 Chapter 4 (Proposed Scheme Description) in Volume 3, Part 2 of 3 of EIAR and shown in

Figure 2.124 and Figure 2.125.

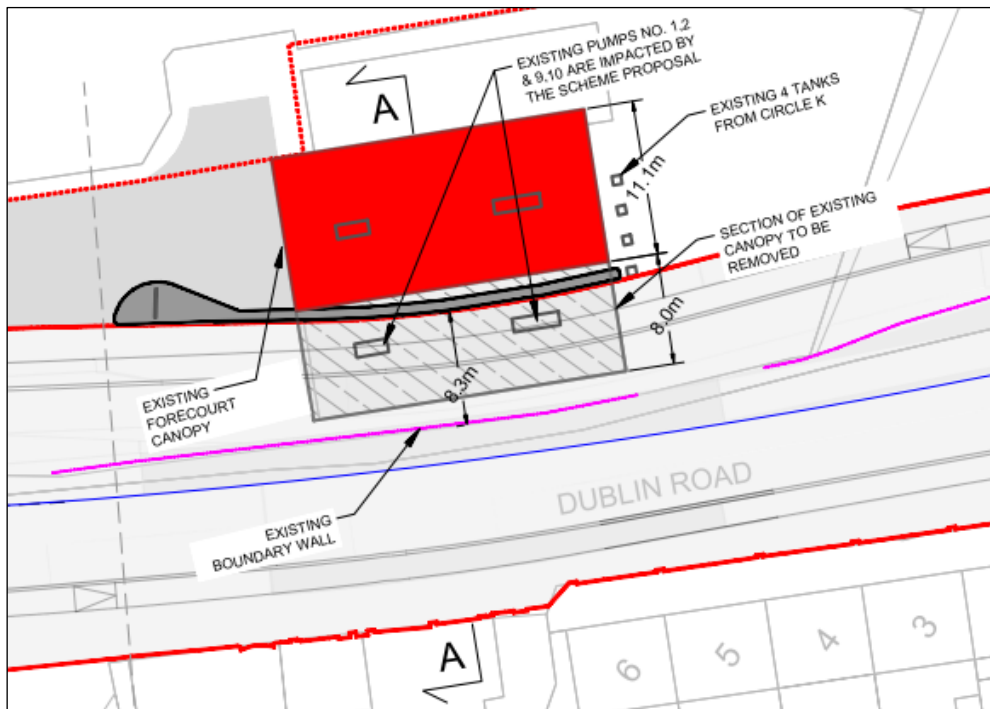


Figure 2.124: Extract from the Circle K General Arrangement Drawings (Sheet 01)

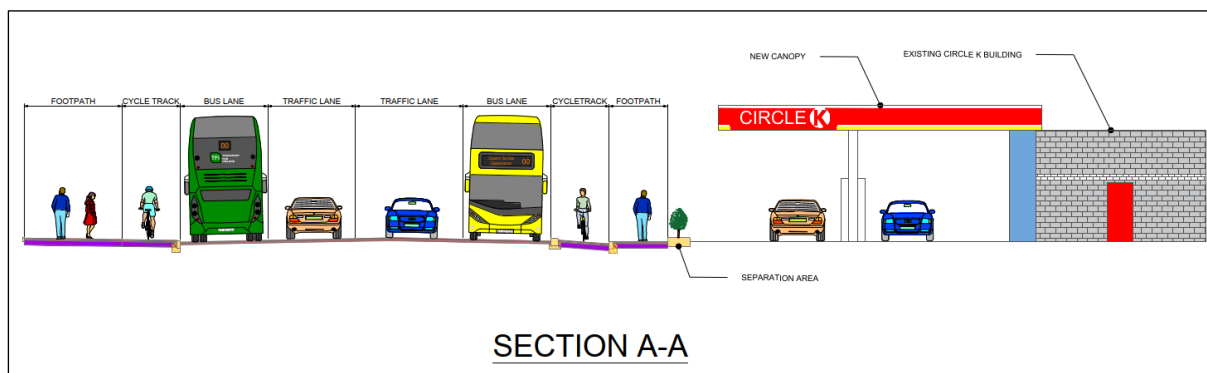


Figure 2.125: Extract from Circle K General Arrangement Drawings (Sheet 01)

Section 5.3.4.2 of the EIAR, Volume 2, Chapter 5 (Construction) notes the construction works involved at the Circle K Service Station site on Dublin Road:

'The construction activities at Section 4b will comprise reconstruction and resurfacing of the roads, footpaths, and cycle tracks, and new kerbs. Construction activities will also consist of additional signage, new road markings, new and amended traffic signal infrastructure, new street furniture and landscaping works. Considerable clearance works are required at Circle K Bray, including the demolition of the forecourt awning, demolition of four pumps, removal of the car wash area and removal of a number of underground tanks. The car park access and parking arrangement at Circle K Bray will be rearranged and a new kerb separation with railing will be constructed in front of the proposed property boundary. The forecourt canopy will be rebuilt over the operational pumps. Urban realm enhancement works will be carried out at the Dublin Road.'

Section 5.5.2.10.2 of the EIAR, Volume 2, Chapter 5 (Construction) notes the demolition works involved at the Circle K Service Station site on Dublin Road:

'The existing Circle K service station on the east side of the Dublin Road in Bray will be modified, to facilitate carriageway widening works. Considerable clearance works are required at Circle K Bray, including the demolition of the forecourt awning, demolition of four pumps, removal of the car wash area, removal of underground tanks and reconfiguration of the parking spaces. The low height kerb separation and railing will also be demolished and removed.'

Demolition of elements of the service station will commence from the roof structure working downwards. The overhead awning will be removed first. The appointed contractor will require the use of excavators and/or other suitable equipment for the demolition works. The remaining concrete and masonry structures will then be demolished and temporarily stockpiled in an appropriate location within the Proposed Scheme boundary. All material will be removed off site to an appropriately licensed facility. The pumps will be decommissioned and demolished.

Due to the removal of the underground tanks there is risk of contamination. Decommissioning of the pumps and the underground tanks will be undertaken in accordance with the appropriate legislation.'

Section 5.5.4.2.2 of the EIAR, Volume 2, Chapter 5 (Construction) notes the structural works involved at the Circle K Service Station site on Dublin Road:

'The existing Circle K service station on the east side of the Dublin Road in Bray will be modified, to facilitate carriageway widening works. Considerable clearance works and demolition works are required at Circle K Bray, as described in Section 5.5.2.10.2.

Following the clearance works and demolition works, the forecourt canopy will be rebuilt over the remaining four operational pumps. The car wash, service station and existing access will be reconfigured. The car park access and parking arrangement at Circle K Bray will be repositioned and a new kerb separation with railing will be constructed in front of the boundary.

The Circle K Bray service station works will be undertaken in the following sequence:

- Site clearance and excavation;*
- Decommissioning of four pumps. Removal of the underground tanks and connections relevant to these pumps;*
- Utility diversions;*
- Drainage and service ducting, in particular the underground tank connections to the operational pumps;*
- Structural works – preparation and pouring of the structure foundations and concrete columns. Once completed, the forecourt canopy will be modified;*
- Kerbs and paved area works;*
- Street furniture and landscaping; and*
- Finishing works – pulling of cabling, and installation and commissioning of the mechanical and electrical infrastructure.*

The service station operation will be impacted during the construction works.'

Section 5.10.1 of the EIAR, Volume 2, Chapter 5 (Construction) states the following on the Construction Environment Management Plan:

'As stated in Section 5.1, a CEMP has been prepared for the Proposed Scheme and is included as Appendix A5.1 in Volume 4 of this EIAR. The CEMP will be updated by the NTA prior to finalising the Construction Contract documents for tender, so as to include any additional measures required pursuant to conditions attached to An Bord Pleanála's decision. It will be a condition of the Employer's Requirements that the successful appointed contractor, immediately following appointment, must detail in the CEMP the manner in which it is intended to effectively implement all of the applicable mitigation measures identified in this EIAR. The CEMP has regard to the guidance contained in the Guidelines for the Creation, Implementation and Maintenance of an Environmental Operating Plan (NRA 2007), and the handbook published by CIRIA in the UK, Environmental Good Practice on Site Guide, 4th Edition (CIRIA 2015).

Details of mitigation measures proposed to address potential impacts arising from construction activities are described in Chapter 6 to Chapter 21, as appropriate, and are summarised in Chapter 22 (Summary of Mitigation & Monitoring Measures) of this EIAR.

A number of sub-plans have also been prepared as part of the CEMP and these are summarised in the following sections. For the avoidance of doubt, all of the measures set out in the CEMP and the sub-

plans appended to this EIAR will be implemented in full by the appointed contractor to the satisfaction of the NTA.'

Section 5.10.2 Chapter 5 (Construction) in Volume 2 of the EIAR describes the Construction Phase mitigation measures as follows:

'Mitigation and monitoring measures have been identified as environmental commitments and overarching requirements which shall avoid, reduce or offset potential impacts which could arise throughout the Construction Phase of the Proposed Scheme. These mitigation and monitoring measures which are relevant to the Construction Phase of the Proposed Scheme are detailed in Chapter 6 to Chapter 21, and are summarised in Chapter 22 (Summary of Mitigation & Monitoring Measures) and in Appendix A5.1 CEMP in Volume 4 of this EIAR.'

Section 22.12 of the Chapter 22 (Summary of Mitigation & Monitoring Measures) in Volume 2 of the EIAR includes the following monitoring and mitigation during the construction stage at the Circle K site, Dublin Road, Bray, as shown in Figure 2.126.

LSGH6	14.5.1.2	Circle K in Bray (Section 4 (Bray North (Wilford Roundabout) to Bray South (Fran O'Toole Bridge)))	<u>Excavation of Potentially Contaminated Ground</u> The decommissioning works at Circle K in Bray will require mitigation if ground contamination is encountered during the construction works. A ground investigation shall be undertaken prior to the construction works to inform a remedial strategy for the decommissioning and removal of any below ground infrastructure associated with the storage of fuel under the forecourt. This remedial strategy will include any measures required to remediate soil contamination and/or determine the appropriate ultimate disposal options for contaminated material.
-------	----------	--	--

Figure 2.126: Extract from Chapter 22 (Summary of Mitigation & Monitoring Measures) Page 18

Section 5.10.5 Chapter 5 (Construction) in Volume 2 of the EIAR describes the construction health and safety requirements as follows:

'The requirements of Number 10 of 2005 – Safety, Health and Welfare at Work Act 2005, and S.I. No. 291/2013 – Safety, Health and Welfare at Work (Construction) Regulations, 2013 (hereafter referred to as the Regulations), and other relevant Irish and European Union safety legislation will be complied with at all times. As required by the Regulations, a Safety and Health Plan will be formulated which will address health and safety issues from the design stages through to the completion of the Construction Phase. This plan will be reviewed as the Proposed Scheme progresses. The contents of the Safety and Health Plan will follow the requirements of the Regulations. In accordance with the Regulations, a 'Project Supervisor Design Process' has been appointed and 'Project Supervisor Construction Stage' will be appointed, as appropriate.'

Loss of Parking

In developing the design of the Proposed Scheme, the NTA has balanced the need to provide parking / loading at local shops / services with the need to achieve the objectives of the Proposed Scheme to provide high quality public transport, cycling and walking facilities through the Proposed Scheme.

The impact on parking and loading is detailed in Chapter 6 (Traffic and Transport) in Volume 2 of the EIAR.

Section 6.4.6.1.6.4 states:

'The overall significance of effect is assessed as Negative, Moderate and Long-term. This moderate effect is considered acceptable in the context of the planned outcome of the Proposed Scheme, which is to improve accessibility to this local area (on foot, by bicycle and bus) for residents and visitors to local shops and businesses.'

Specifically in relation to loading bays and commercial parking spaces, Section 6.4.6.1.6.4 states:

'There are currently seven commercial parking spaces located to the east of Dublin Road. It is proposed to remove five spaces at this location and to provide two commercial parking spaces. The impact of the loss of these spaces balanced with the loss of five additional commercial spaces (detailed above) is considered to have a Negative, Moderate and Long-term.'

Section 6.4.6.1.1.4 states:

'This qualitative assessment has also taken into account nearby parking, which is defined as alternative parking locations along side roads within 200 – 250m of the Proposed Scheme.'

Section 6.3.5.5 states:

'There are a number of side streets which can be used by local residents and visitors / businesses throughout this section. In total there are approximately 137 parking spaces on streets surrounding Dublin Road and approximately 215 parking spaces on streets surrounding Castle Street.'

Table 6.42 notes the proposed amendments to parking / loading will result in a loss of 46 spaces along Section 4. Where parking is removed, the impact varies between negligible and moderate. The overall significance of effect is assessed as Negative, Moderate and Long-term. This moderate effect is considered acceptable in the context of the planned outcome of the Proposed Scheme, which is to improve accessibility to this local area (on foot, by bicycle and bus) for residents and visitors to local shops and businesses.

Viability of the business

Refer to response in Section 2.10.3 (CPO-013) for Issue No.1 (Impact to Business Due to Temporary Land Take/Closure of Business During Construction) in this report for further information on the and also note below.

As noted in Chapter 10 Population in Volume 2 of EIAR, during the operational stage one commercial receptor are expected to experience a Negative, Significant and Long-Term impact by permanent land take. The Circle K filling station on the east side of the Dublin Road in Little Bray will require permanent removal of four of its pumping stations, which is expected to have an adverse impact on the business.

If the CPO is confirmed by An Bord Pleanála, a Notice to Treat will be served on the landowner whose land is being acquired. Following service of the Notice to Treat, the landowner will be required to submit a claim for compensation and as part of this process, the NTA will pay the reasonable costs (as part of the claim) for the landowner to engage its agent/valuer in preparing, negotiating, and advising on compensation.

The NTA acknowledge the positive and constructive liaison that has occurred with the Circle K management throughout the design and planning process to date. These are matters that can be successfully addressed between the Circle K and the NTA.

3) Alternate Design Proposal

Chapter 3 (Consideration of Reasonable Alternatives) in Volume 2 of the EIAR describes the alternatives considered when designing the Proposed Scheme. In Section 4 (Bray North to Bray South) of the Proposed Scheme, the Emerging Preferred Route (EPR) Option has been taken forward as the Preferred Route Option. The EPR at this location includes for a dedicated bus lane in each direction, a segregated cycle track and footpath in each direction, and this allows sustainable transport modes to achieve priority and safety. The EPR option requires the full widening to occur on the eastern side of the existing carriageway.

An alternative option with no segregated cycle tracks was considered in this section where the cyclists would share the bus lane. This option would provide for journey time reliability for the buses, however this alternative does not provide segregated cycling infrastructure in this section of the Proposed Scheme, which is identified as a Primary Cycle Route in the 2022 Greater Dublin Area Cycle Network.

In the alternate option, cyclists would have to share the bus lane on a proposed Primary Cycle Route and therefore it will not meet the Proposed Scheme objectives and would impact the safety of the cyclists in particular on the immediate approaches to a significant junction accessing the M11. The Proposed Scheme performs better in terms of integration with the transport network and safety.

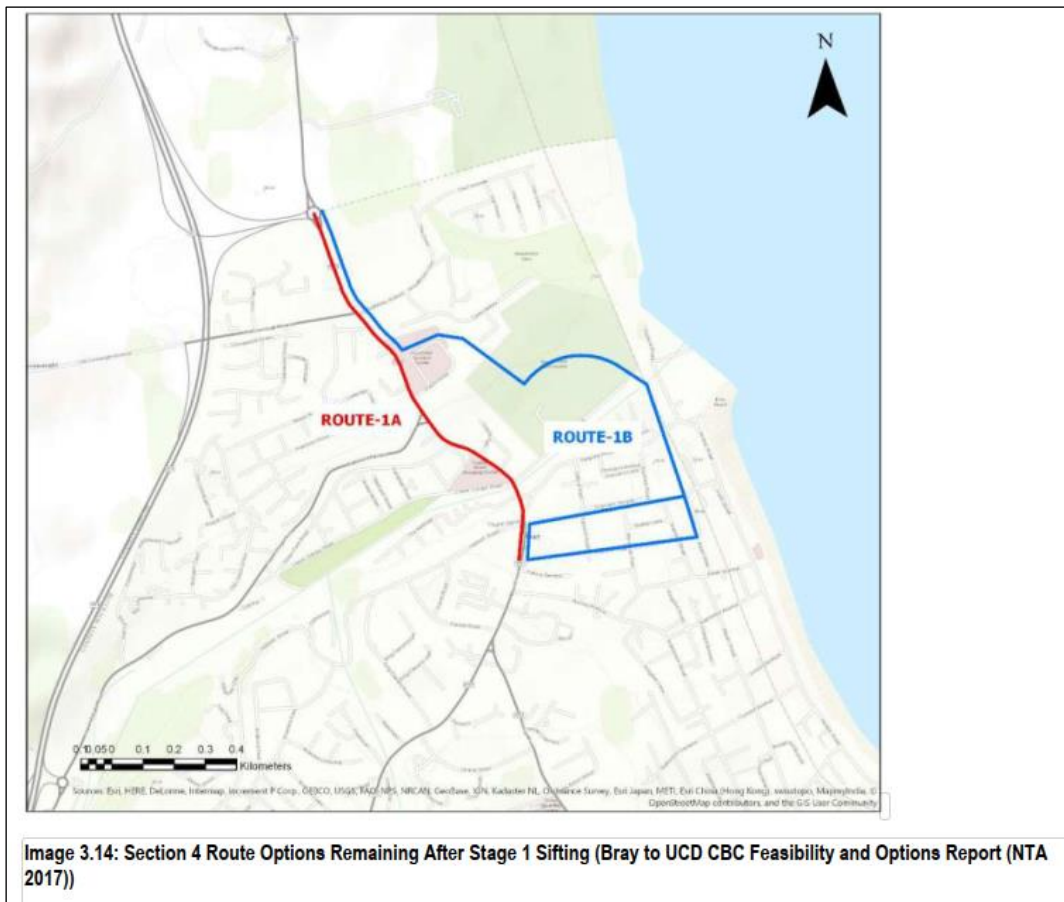
Section 3.3.2.4 of the EIAR Volume 2 Chapter 3 (Consideration of Reasonable Alternatives) summarises the route options considered at the Feasibility stage and the assessment to inform the Emerging Preferred Route option (EPR) in Section 4 of the Proposed Scheme.

'Following the Stage 1 sifting process, two viable route options for Section 4 were taken forward for assessment and further refinement as shown in Image 3.14. These two route options were as follows:

- *Route 1A would run via Castle Street and Dublin Road to Wilford Roundabout; and*

- *Route 1B would run via Quinsborough Road (northbound direction) / Florence Road (southbound direction), parallel to the DART line across the River Dargle via a new bridge, through the old Bray Golf Club lands onto Dublin Road to Wilford Roundabout.*

Both routes overlap at their start and end points. Both options also overlap on the Dublin Road from approximately Chapel Lane to Wilford Roundabout.



Overall 1A was deemed to be the most advantageous route. This is due to its significantly lower cost; the likelihood of less impact on the environment; and it was the preferred option under the Safety criterion. Therefore 1A was brought forward into the Emerging Preferred Route.'

Options Report, as part of the Supplementary Information, summarises the assessment of route options in Bray. The Emerging Preferred Route Option is shown in Appendix N of the Preferred Route Options Report, as part of the Supplementary Information.

Both options considered at the Feasibility stage (Route 1A and Route 1B) would have the same impact on the Circle K service station. EPR Option 1A is the Proposed Scheme.

NTA are satisfied that reasonable alternatives have been considered for the Proposed Scheme on Dublin Road, Bray in the vicinity of Circle K, Bray.

4) Relocation of Bus Stop and Access/Egress to the Site

As noted in Section 4.6.4.5 of Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR:

'To improve the efficiency of the bus service along the Proposed Scheme the positions and number of bus stops have been reviewed as part of a bus stop assessment.'

The criteria for consideration when locating a bus stop are as follows:

- *Driver and waiting passengers are clearly visible to each other;*
- *Location close to key facilities;*
- *Location close to main junctions without affecting road safety or junction operation;*

- Location to minimise walking distance between interchange stops;
- Where there is space for a bus shelter;
- Location in pairs, 'tail to tail' on opposite sides of the road;
- Close to (and on exit side of) pedestrian crossings;
- Away from sites likely to be obstructed; and
- Adequate footway width.

For the Core Bus Corridor Infrastructure Works it is proposed that bus stops should be preferably spaced approximately 400m apart on typical suburban sections on route, reducing to approximately 250m in urban centres. It is important that bus stops are not located too far from pedestrian crossings as pedestrians will tend to take the quickest route, which may be hazardous. Locations with no or indirect pedestrian crossings should be avoided.'

As part of the design of the Proposed Scheme a detailed review of bus stop locations was undertaken as set out in Bus Stop Review Report, Appendix H, and specifically in Appendix H.2 (Bus Stop Review Analysis) using the methodology as set out in Appendix H.1 of the Preliminary Design Report provided as Supplementary Information. This exercise was carried out to review existing bus stops along the route of the Proposed Scheme and, where appropriate to rationalise these stops in line with best practice criteria mentioned above. Section 2.4 of the Bus Stop Review Analysis describes the methodology in detail and includes the catchment maps.

Bus Stop Review Analysis Appendix H2 notes the following in relation to the relocated Bus Stop at this section of the Proposed Scheme:

Bus Stop 4129

'Move to downstream of junction to improve journey times.

A shared landing layout is proposed to reduce land take.'

The proposed relocated outbound bus stop is located at chainage A17800 and does not interfere with the existing access/ egress of the Circle K service station, as shown in Figure 2.127.

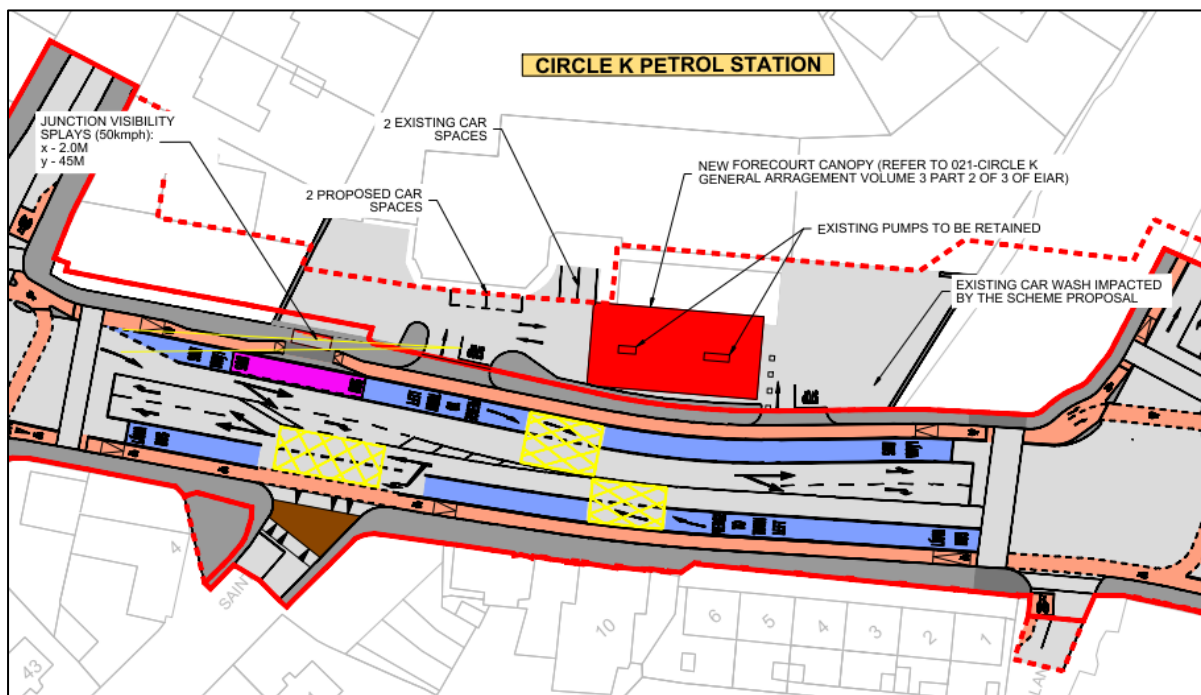


Figure 2.127: Proposed General Arrangement at Circle K and Visibility at Bus Stop

The two existing access and egress (north and south) into the service station will be retained post construction. There is no restriction turning right from the property, post-construction.

The Stage 1 Road Safety Audit for the Proposed Scheme is provided as Appendix M2 of the Preliminary Design report included as part of the Supplementary Information. The report does not identify any problems or concerns associated with the access and egress to the property in operational stage.

The proposed segregated footpath and cycle track will ramp down at the access / egress of the petrol station, as per Section 8.3, Page 21 in Appendix A4.1 (Preliminary Design Guidance Booklet) in Volume 4, Part 1 of 4 of the EIAR which shows 'On Road Cycle Lane Priority Junction Treatment'.

Forward visibility checks have been undertaken as part of the Proposed Scheme. Chapter 4.7 of the Preliminary Design Report included as part of the Supplementary Information notes that desirable minimum forward visibility requirements for the Proposed Scheme and the sections with reduced forward visibility are provided in Table 4.6. At the access / egress to the Circle K service station site no forward visibility issues have been identified. In particular at the northern access/ egress, junction visibility checks have also been undertaken and there are no visibility issues at the northern access/ egress interfering with the bus stop as shown in Figure 2.127. The visibility splays to the edge of the bus lane cuts through the bus stop, however, the bus stop will have a cantilever shelter without half end panels and so visibility splays will not be interfered. Refer to Figure 2.128 extract from the Preliminary Design Report, part of Supplementary Information. The visibility splays to the edge of the running traffic lane does not interfere with the bus stop.



Figure 2.128: Example of a 3-Bay Reliance Cantilever Shelter with a Narrow Roof Configuration With and Without Half End Panels (Source: PDG)

The Stage 1 Road Safety Audit for the Proposed Scheme is provided as Appendix M2 of the Preliminary Design report included as part of the Supplementary Information. The report does not identify any problems or concerns associated with visibility at this junction.

With regards to the concern on manoeuvring of the oil tankers, a swept path analysis has been carried out considering FTA Design Articulated Vehicle and presented below in Figure 2.129. This demonstrates that the oil tankers delivery will not be impacted in the residual reconfigured petrol station site.



Figure 2.129: HGV Swept Path Analysis at Circle K, Dublin Road, Bray

2.11 Circle K, Donnybrook – CPO-014 and CPO-064

2.11.1 Description of the Proposed Scheme at this location

In order to achieve the scheme objectives along this section of the corridor from Eglinton Terrace southwards to Eglinton Road a dedicated bus lane, segregated cycle track, and general traffic lane will be provided in each direction. Footpath is proposed both directions.

The existing cross-section consist of traffic lane, advisory cycle lane and footpath in both directions.

The land take required is shown in the following:

- Extracts from the General Arrangement Drawings which are provided as an Appendix in the 02-General Arrangement Drawings Sheet 08 in Chapter 4 (Proposed Scheme Description) in Volume 3, Part 1 of 3 of the EIAR and shown in Figure 2.130.
- The proposed permanent and temporary land acquisition lines, overlain on aerial photography are shown in Figure 2.131, and on the Deposit Maps as shown in Figure 2.132
- The existing property frontage and street view is shown in Figure 2.133.

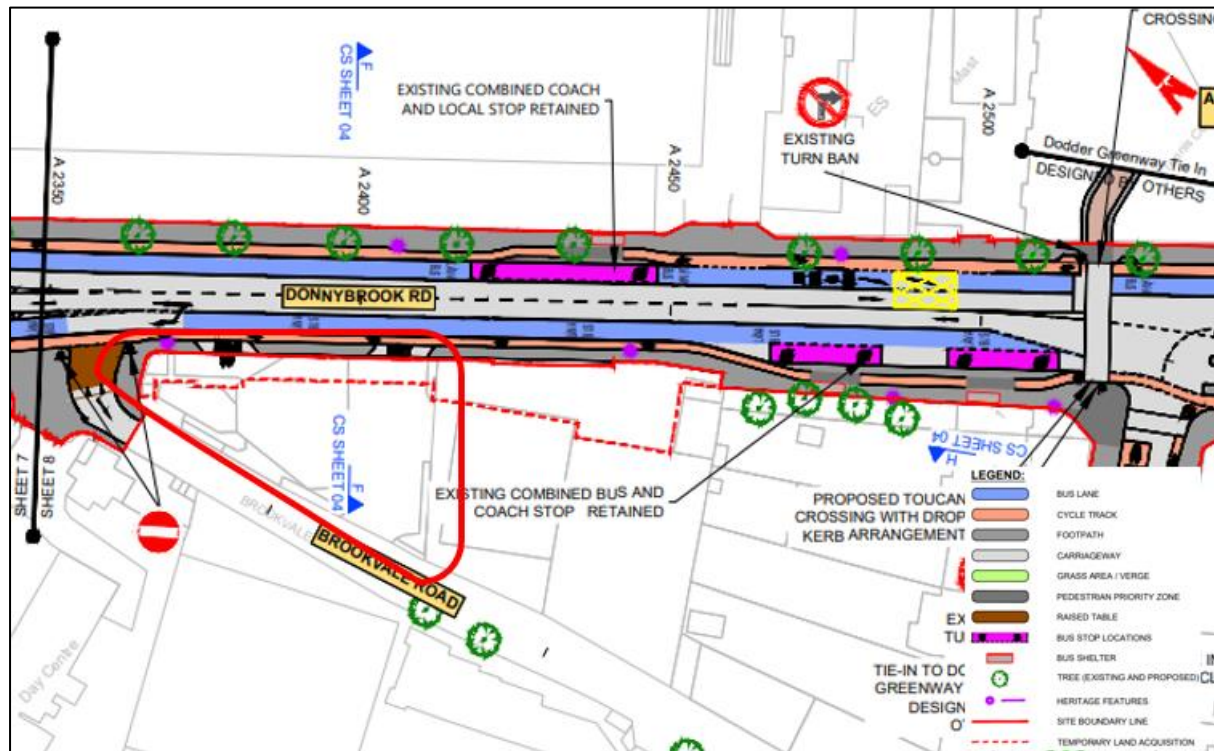


Figure 2.130: Extract from General Drawing Arrangement at Donnybrook Road (Sheet 08)



Figure 2.131: Existing aerial view at Donnybrook Road

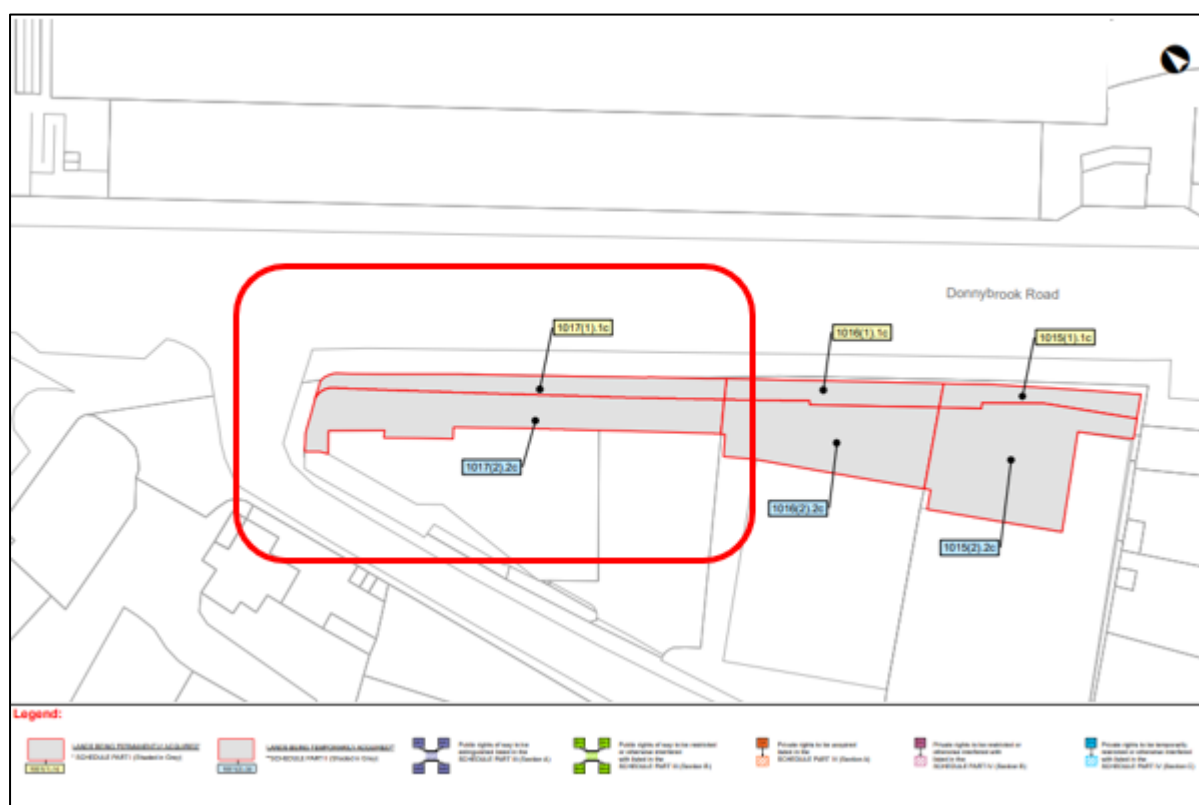


Figure 2.132: Extract from Deposit Map at Circle K, Donnybrook (Sheet 37)



Figure 2.133: Existing street view at Dublin Road (Image Source: Google)

2.11.2 Objections Raised

Table 2.35 below lists the two objections within which issues were raised in respect of the same proposed CPO plots at No.2 Donnybrook Road.

Table 2.35: Objections Made in Respect of proposed CPO plots at 2 Donnybrook Road

No	Name	No	Name	No	Name
014	Circle K, Donnybrook	064	Redrock Donnybrook Ltd		

Objections listed in Table 2.35 above, which relate to the same area, are responded to individually in the sections below.

2.11.3 CPO-014 - Circle K, Donnybrook

2.11.3.1 Summary of Objections Raised

This CPO Objection relates to the Circle K, Donnybrook. The Proposed Scheme at this location is described in Section 2.11.1 (Description of the Proposed Scheme at this location) above.

The objection to the CPO raises two potential issues:

1) Access / Impact on Business

The objection raises a concern regarding service station being unavailable for operation during temporary land acquisition. Concerns regarding operation of fuel dispensers during temporary acquisition. The objection raises concerns regarding business trade and profitability resulting from proposed CPO. Concerns regarding loss in consumer base.

2) Impact on Fuel Pricing Sign and Underground Drainage

The objection raises concerns regarding impact to MID totem fuel pricing sign and the underground forecourt drainage system.

2.11.3.2 Response to Objections Raised

1) Access / Impact on Business

Access

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 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'*.

As stated in Section 5.10.1 of Chapter 5 (Construction) Volume 2 of EIAR, a CEMP has been prepared for the Proposed Scheme and is included as Appendix A5.1 in Volume 4 of this EIAR. Section 5.2.1.2 of Appendix A5.1 (CEMP) in Volume 4, Part 1 of 4, 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. The CTMP has been prepared to demonstrate the manner in which the interface between the public and construction-related traffic will be managed and how vehicular movement will be controlled.

Section 5.3.1.2 of Chapter 5 of Volume 2 of the EIAR provides details of the construction activities for Section 1b: Wellington Place to Donnybrook (Anglesea Road Junction). The expected construction duration for the section will be approximately 15 months. However, construction activities at individual plots will have shorter durations than outlined in overview of construction works presented Section 5.3.

Business

Refer to response in Section 2.5.4.2 (CPO-051) for Issue No.1 (Parking / Impact on Business), sub-heading 'Impact to Business' of this report.

In Appendix A10.1 (Schedule of Commercial Businesses) in Volume 4 Part 3 of the EIAR, the assessment of Circle K Donnybrook in Donnybrook Road is entry number 130.

With respect to the assessment of land take impacts on the above commercial business in Chapter 10, the Circle K is assessed as having the potential for significant impacts, with the assessment stating that they *'are expected to experience a Negative, Significant, Short-Term land take effect during the Construction Phase'*. Those potential impacts will reduce following the completion of construction at those locations, with the assessment not identifying a potential significant impact on either of those businesses during the Operational Phase.

2) Impact on Fuel Pricing Sign and Underground Drainage System

The Proposed Scheme has been designed to deliver upon the Proposed Scheme objectives set out in Chapter 1 (Introduction) in Volume 2 of the EIAR, which includes enhancement of the potential for cycling by providing safe infrastructure for cycling. In some areas, land acquisition is required to deliver what has been determined to be the most appropriate design configuration that meets these objectives. All areas included in the CPO have been carefully considered and only included where deemed absolutely necessary to meet the Proposed Scheme objectives and to construct the Proposed Scheme with permanent and temporary acquisitions respectively.

In this specific area, the proposed cross-section and subsequent land acquisition have been considered and deemed necessary to facilitate the optimum Proposed Scheme as presented in 02 – General Arrangement Drawings in Chapter 4 (Proposed Scheme Description) in Volume 3, Part 1 of 3 of the EIAR.

Chapter 5 (Construction) in Volume 2 of the EIAR gives a description of the Construction Phase of the Proposed Scheme, including with respect to temporary land acquisition. Specifically, Section 5.5.2.1 states, in part:

'Any land temporarily acquired from a landowner will only be utilised for the purposes of undertaking boundary works or accommodation works related to the land in question.'

Any lands acquired temporarily to facilitate construction work will be returned to landowners on completion of the works. Existing boundary walls or fencing being relocated will be constructed to match the existing conditions, unless otherwise agreed. The removal of trees, vegetation, lawns, paving etc. will be minimised in so far as practicable.'

It goes on to state within Section 5.5.3.2 that:

'The duration of the works will vary from property to property, but access and egress will be maintained at all times.'

In relation to the Circle K site at Donnybrook, Section 5.3.1.2 it states:

'Construction works will be required at the Circle K property, in Donnybrook to facilitate the Proposed Scheme. These works will include potential alteration of the forecourt canopy to reduce its overhang over the footpath, reconfiguration of the parking provision and landscaping works. In addition, one of the fuel pumps would be inoperable for the duration of works at Section 1b (15 months).'

The NTA acknowledges the close liaison with Circle K that has been in place during the planning and design stage of the Proposed Scheme. There have been several communications with Circle K (emails/ phone calls/ MS Teams meetings) with regards to the impact to the Circle K at Donnybrook.

During these discussions NTA received topographical survey information from Circle K to carry out an assessment on the impact to the petrol station. NTA noted that the distance from the nearest pump to the Proposed Scheme site boundary (back of Proposed Scheme footway) would become 3.6m approx. The existing parking and signage areas will be reconfigured, and the layout would be developed in more detail as part of the accommodation works agreement process. Also, NTA currently do not believe that the Proposed Scheme is impacting the underground tank infrastructure and also surface drainage.

Section 5.10.2 also states that:

'Mitigation and monitoring measures have been identified as environmental commitments and overarching requirements which shall avoid, reduce or offset potential impacts which could arise throughout the Construction Phase of the Proposed Scheme. These mitigation and monitoring measures which are relevant to the Construction Phase of the Proposed Scheme are detailed in Chapter 6 to Chapter 21, and are summarised in Chapter 22 (Summary of Mitigation & Monitoring Measures) and in Appendix A5.1 CEMP in Volume 4 of this EIAR.'

Also, Section 5.3.1.2 of Chapter 5, further notes that:

'However, the Circle K Donnybrook site has received planning permission to be redeveloped as apartments, and it is currently anticipated that construction of these is due to commence in 2024. In this eventuality (i.e. Circle K no longer in operation and the site redeveloped), the Proposed Scheme would then tie in to the proposed redevelopment.'

If the CPO is confirmed by An Bord Pleanála, a Notice to Treat will be served on the landowner whose land is being acquired. Following service of the Notice to Treat, the landowner will be required to submit a claim for compensation and as part of this process, the NTA will pay the reasonable costs (as part of the claim) for the landowner to engage their agent / valuer in preparing, negotiating, and advising on compensation.

The NTA acknowledge the positive and constructive liaison that has occurred with the Circle K management throughout the design and planning process to date. These are matters that can be successfully addressed between the Circle K and the NTA.

2.11.4 CPO-064 - Redrock Donnybrook Ltd

2.11.4.1 Summary of Objections Raised

The objection to the CPO raises one potential issue:

The objection requests that ABP takes into consideration the existing ABP Planning permission and agreed approach relating to the boundary of the proposed development which was previously agreed with the NTA and requests to exclude applicant's landholding from CPO.

2.11.4.2 Response to Objections Raised

1) Land Acquisition

The Proposed Scheme design at the Red Rock Donnybrook Ltd '*Proposed Purpose Build Student Accommodation Scheme*' landholding is shown in the General Arrangement Drawings which is provided as an Appendix in the 02-General Arrangement Drawings Sheet 08 in Chapter 4 (Proposed Scheme Description) in Volume 3, Part 1 of 3 of the EIAR.

In this objection, John Spain Associates on behalf of Redrock Donnybrook Ltd confirms its support for the Proposed Scheme and acknowledges the positive and constructive engagement with NTA and goes on to state on page 1 of the objection:

'At the outset our client broadly welcomes the Bray to City Centre Core Bus Corridor Scheme which will provide an enhanced high quality/frequency bus service along this key route and for the District Centre of Donnybrook.

Our Client is grateful for the engagement with the NTA and more recently our Client also engaged with the NTA in relation to the subject lands and a letter from NTA is included in The objection (Appendix 3).'

NTA acknowledges the positive and constructive liaison with Redrock Donnybrook Ltd and advised that the proposed '2023 Purpose Build Student Accommodation Scheme' would not prejudice the future delivery of the Proposed Scheme. The NTA have provided a letter of acknowledgement listing the conditions, as noted below:

NTA response letter to Redrock Donnybrook Ltd dated 10th October 2023:

'In relation to the interface between the proposed development and the Bray to City Centre Core Bus Corridor Scheme on Donnybrook Road. The NTA are satisfied that the proposed development, as amended and indicated in the above drawings, would not prejudice the delivery of the CBC, subject to the following being addressed to the satisfaction of the planning authority:

1. *The development interface with the BusConnects proposals should be clearly depicted within the developer's planning application documentation and the design should be made available in ITM coordinates.*
2. *The developer should demonstrate how the building construction, operation and maintenance will be managed in relation to the overhang along Donnybrook Road with consideration towards safety and any proposed disruption to public space, bus, cycle and pedestrian movements.*
3. *Maintenance of the footpath under the overhang shall be free from all obstructions, such as advertising, seating, signs etc.*
4. *The provision of adequate public lighting.*
5. *The NTA as part of the Bray to City Centre Scheme intend to CPO the substratum under the proposed overhang, therefore there should be no construction in this area such as underground services, columns, pillars or any other obstructions.*

In undertaking our role as a statutory consultee under Article 28 of the Planning and Development Regulations (2001-1), the NTA reserves the right to submit further observations on other aspects of the proposed development at any subsequent stage of the planning process.'

The objection also raises queries in relation to the purposes for which the NTA has made the CPO. As set out in paragraph 2 of the statutory notice, which was served upon the objector, the CPO is '*for the purposes of the construction of the Bray to City Centre Core Bus Corridor Scheme together with all ancillary and consequential works associated therewith for the purposes of facilitating public transport*'. Further, the face of the CPO itself also indicates that it is '*for the purposes of facilitating public transport*'.

The Proposed Scheme has been designed to deliver upon the scheme objectives set out in Chapter 1 (Introduction) in Volume 2 of the EIAR, which include enhancement of the potential for cycling by providing safe infrastructure for cycling. In some areas, land acquisition is required to deliver what has been determined to be the most appropriate design configuration that meets these objectives. All areas included in the CPO have been carefully considered and only included where deemed absolutely necessary to meet the scheme objectives and to construct the Proposed Scheme with permanent and temporary acquisitions respectively.

The permanent and temporary land take required from the Developer's landholding is shown in the Deposit Maps and details listed in the CPO Schedule, as shown in Figure 2.135 and Figure 2.136. Plot 1017(1).1c is the permanent land take and plot 1017(2).2c is the temporary land take.

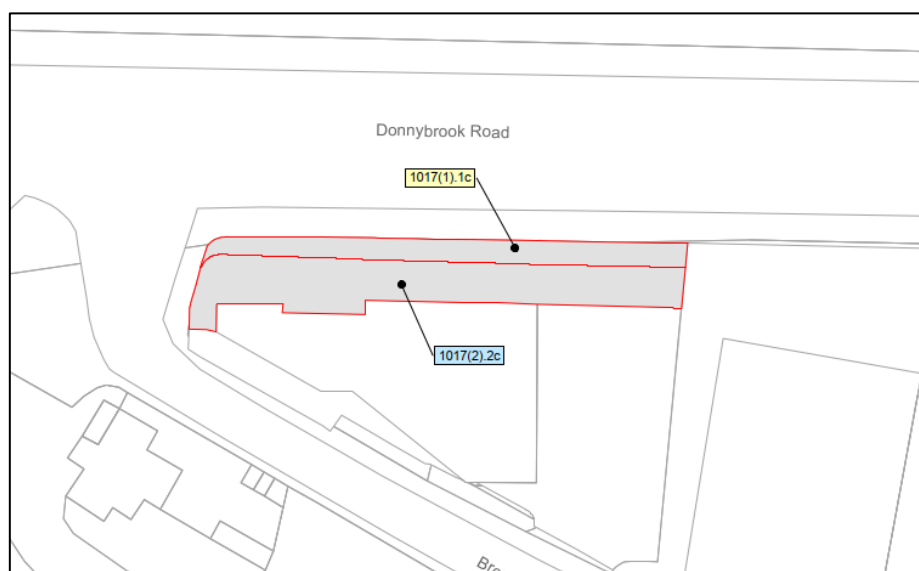


Figure 2.135: Extract from the CPO Deposit Map

<p align="center">SCHEDULE PART I Lands Being Permanently Acquired</p> <p align="center">Land other than land consisting of a house or houses unfit for human habitation and not capable of being rendered fit for human habitation at reasonable expense</p>					
Number on map deposited at NTA	Quantity, Description, and situation of land		Owners or Reputed Owners	Lessees or Reputed Lessees	Occupiers
1017(1).1c	Area (Ha): Area (m2): Description: County: Address:	0.00966 96.6 Commercial Dublin Circle K, Donnybrook Road, Donnybrook, Dublin 4	Red Rock Donnybrook Limited, c/o Keith Craddock, Millington, 3 Crosthwaite Grove, Crosthwaite Park South, Dún Laoghaire, Co. Dublin A96 H3NP	Circle K Ireland Fuels Limited, c/o Jonathan Preston, Circle K House, Beech Hill Office Campus, Beech Hill Road, Dublin 4, D04Y016	Lessee(s)

<p align="center">SCHEDULE PART II Lands Being Temporarily Acquired</p> <p align="center">Land other than land consisting of a house or houses unfit for human habitation and not capable of being rendered fit for human habitation at reasonable expense</p>					
Number on map deposited at NTA	Quantity, Description, and situation of land		Owners or Reputed Owners	Lessees or Reputed Lessees	Occupiers
1017(2).2c	Area (Ha): Area (m2): Description: County: Address:	0.02023 202.3 Commercial Dublin Circle K, Donnybrook Road, Donnybrook, Dublin 4	Red Rock Donnybrook Limited, c/o Keith Craddock, Millington, 3 Crosthwaite Grove, Crosthwaite Park South, Dún Laoghaire, Co. Dublin A96 H3NP	Circle K Ireland Fuels Limited, c/o Jonathan Preston, Circle K House, Beech Hill Office Campus, Beech Hill Road, Dublin 4, D04Y016	Lessee(s)

Figure 2.136: Extract from the CPO Schedule

In this specific area, the proposed cross-section and subsequent land acquisition have been considered and deemed necessary to facilitate the optimum scheme as presented as General Arrangement Drawings which are provided as an Appendix in the 02-General Arrangement Drawings in Chapter 4 (Proposed Scheme Description) in Volume 3, Part 1 of 3 of the EIAR.

The permanent land take is required to allow for the construction of the Proposed Scheme and achieve the BusConnects standard cross-section at this location, which includes a bus lane, traffic lane, cycle track and footpath in both directions. The existing carriageway will be widened on the west side (within the Developer's landholding) to allow for bus lane, cycle track and footpath. The standard cross-section provided at this location is the optimum CBC cross-section which meets the CBC Design Guidelines Objectives in accordance with Section 2 (Fig 1) of the Preliminary Design Guidance Booklet for BusConnects Core Bus Corridors as provided in Appendix A4.1 of the EIAR Volume 4 Part 1 of 4. The Proposed Scheme typical cross-section at this location is shown in the EIAR Volume 3 Chapter 4 - 04 Typical Cross-section Drawing sheet 04 of 22 as shown in Figure 2.137.

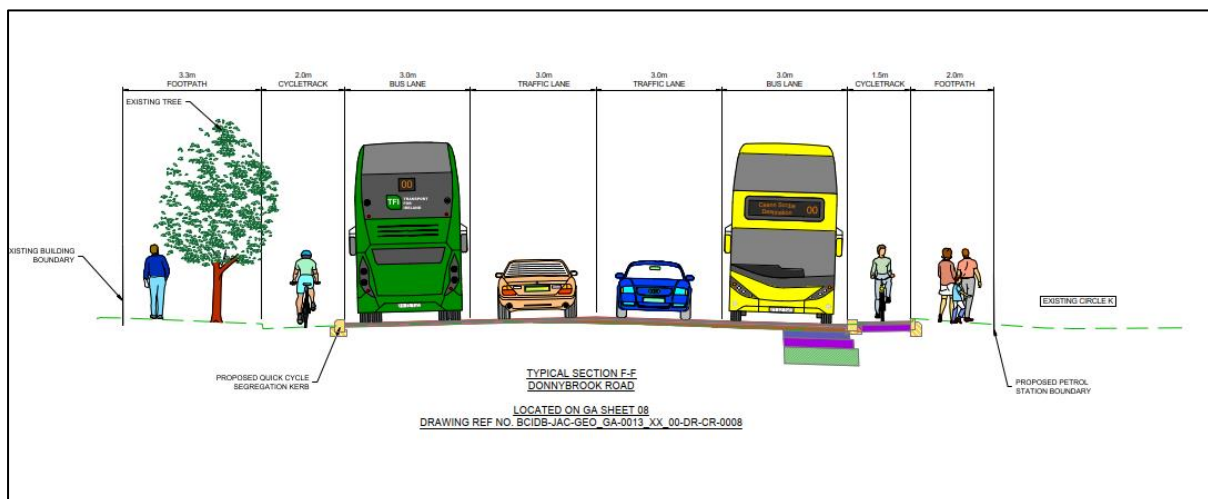


Figure 2.137: Extract from Typical Cross-section Drawing (Sheet 04)

The temporary land take is required for the duration of the construction period to allow working space for the construction works and boundary works/ or accommodation works. Temporary land take will be returned after construction, reinstated in the same condition as existing.

Chapter 5 (Construction) in Volume 2 of the EIAR gives a description of the Construction Phase of the Proposed Scheme, including with respect to temporary land acquisition. Specifically Section 5.5.2.1 states the following:

'Any land temporarily acquired from a landowner will only be utilised for the purposes of undertaking boundary works or accommodation works related to the land in question.'

'Any lands acquired temporarily to facilitate construction work will be returned to landowners on completion of the works...'

It goes on to state in Section 5.5.3.2 that:

'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.'

If the CPO is confirmed by An Bord Pleanála, a Notice to Treat will be served on the landowner whose land is being acquired. Following service of the Notice to Treat, the landowner will be required to submit a claim for compensation and as part of this process, the NTA will pay the reasonable costs (as part of the claim) for the landowner to engage its agent/valuer in preparing, negotiating, and advising on compensation.

The NTA acknowledge the positive and constructive liaison that has occurred with the Red Rock Development Ltd throughout the design and planning process to date. These are matters that can be successfully addressed between the Red Rock Development Ltd and the NTA, in the absence of any approval condition.

2.12 CPO-016 - David & Anne-Marie Munro

2.12.1 Description of the Proposed Scheme at this location

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 existing cross-section at this location provides for traffic lane and footpath in each direction.

The land take required is shown in the following:

- Extracts from the General Arrangement Drawings which are provided as an Appendix in the 02-General Arrangement Drawings Sheet 50 in Chapter 4 (Proposed Scheme Description) in Volume 3, Part 1 of 3 of the EIAR and shown in Figure 2.138.
- The proposed permanent and temporary land acquisition lines overlain on aerial photography are shown in Figure 2.139.
- The existing property frontage and street view is shown in Figure 2.140.

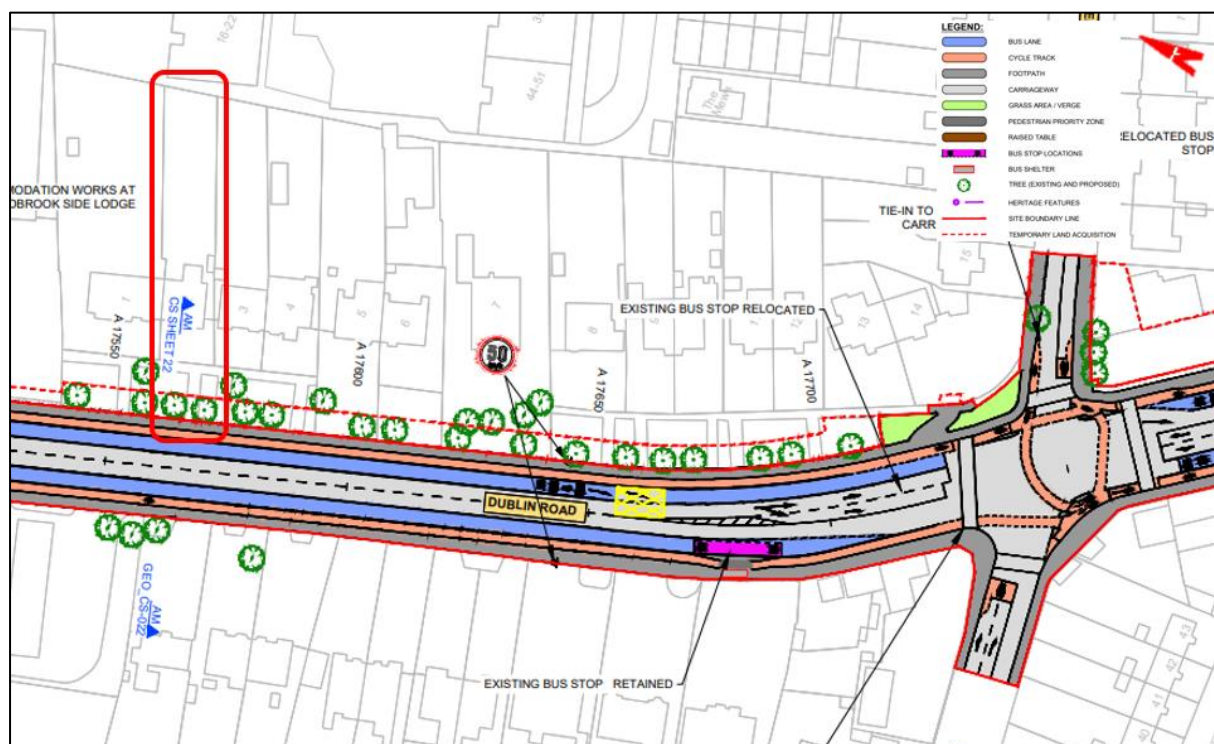


Figure 2.138: Extract from General Arrangement Drawing at Dublin Road (Sheet 50)



Figure 2.139: Existing aerial view at Dublin Road



Figure 2.140: Existing street view at Dublin Road (Image Source: Google)

2.12.2 Summary of Objections Raised

The objection to the CPO raises six potential issues:

1) Land Ownership

The objection commented that the CPO is incorrect, stating DLRCC as the owners of 1057(1).1e. The objectors requests to be the sole owners of the land being permanently acquired at this location.

2) Impact to Boundary Wall, Illegal Parking and Privacy During Construction

The objection raised concerns regarding the temporary acquisition, and the impact to the wall closer to the house due to the need for its removal to accommodate car parking on the property due to the works. The objection requested that the wall is reinstated when the temporary land acquisition ends as part of the reinstatement of the property boundary.

The objection comments that the area is currently impacted by lack of privacy and illegal parking.

The objection requested a 1.75m boundary wall to mitigate privacy, noise and protection from unauthorised parking that currently occurs on the route, which will be further exacerbated by the changes to the area.

3) Noise

The objection queried the mitigation measures that are proposed to reduce the impact of high noise activity due to the close proximity of the property to the road.

4) Impact to Trees

The objection raised concern regarding the removal of mature trees along the centre of the frontage of the property, impacting the inhabitants use of the property, due to removal of privacy. The objection requests that the trees that replace those removed are of some stage of maturity and not infant trees.

5) Impact to Access During and After Construction

The objection queries access and egress during and after construction. Further query raised regarding the retention of the ability to turn right when exiting the property.

6) Consultation and Engagement

The objection raised concern relating the lack of consultation with residents about the Proposed Scheme, commenting that the last engagement regarding the boundary wall was in 2019.

2.12.3 Response to Objection Raised

1) Land Ownership

We note the contents of the objection in relation to the ownership of plots number 1057(1).1e and 1057(2).2e and the information provided with this objection. The NTA have no difficulty with David and Anne-Marie Munro being moved from the “occupiers” column to the “owners or reputed owners” column in relation to plots number 1057(1).1e and 1057(2).2e. As the Board is aware, section 217C(1) of the Planning and Development Act 2000 (as amended) provides as follows:-

“217C. (1) Notwithstanding any provision of any of the enactments referred to in section 214 which [includes the Housing Act 1966 under which this CPO was made], 215A, 215B or 215C concerning the confirming or otherwise of any compulsory acquisition, the Board shall, in relation to any of the functions transferred under this Part respecting those matters, have the power to confirm a compulsory acquisition or any part thereof, with or without conditions or modifications, or to annul an acquisition or any part thereof.”

Therefore, the Board can confirm the CPO with the minor modification of moving David and Anne-Marie Munro from the “occupiers” column to the “owners or reputed owners” column in relation to plots number 1057(1).1e and 1057(2).2e in Part I and Part II of the schedule to the CPO.

Clearly David and Anne-Marie have been notified of the CPO and made an objection to the CPO. In the event that the CPO is confirmed by An Bord Pleanála, and the NTA exercise its powers of acquisition

pursuant to such a confirmed CPO, Notices to Treat will be served on every owner, lessee and occupier of the land and it will then be for such persons to make a claim for compensation and establish that they have a compensable interest in the land in question. As part of this process, the NTA will pay the reasonable costs (as part of the claim) of persons to engage their own agent / valuer in preparing, negotiating and advising on compensation.

2) Impact to Boundary Wall, Illegal Parking and Privacy During Construction

Figure 2.141 shows an extract from the Fencing and Boundary Treatment Drawings in the EIAR, Volume 3, Figures: Part 1 of 3, Chapter 4 at 2 Dublin Road, Bray in Sheet 50. This shows there will be no impact on the existing boundary wall at the property at 2 Dublin Road, Bray and hence no impact to privacy.

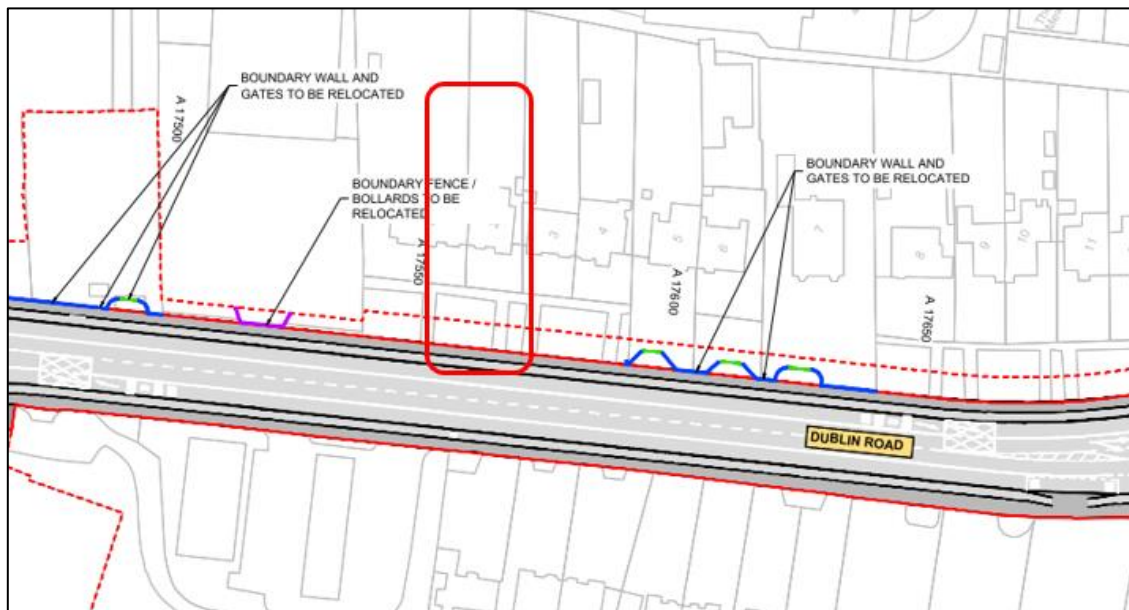


Figure 2.141: Extract from Fencing and Boundary Treatment Drawing at Dublin Road (Sheet 50)

With regards to informal or illegal parking in the green area in front of the property, the parking space at this green area has not been identified as a formal or informal parking space in Parking and Loading assessment described in Section 6.4.6.1.2.4 of Chapter 6 (Traffic and Transport) of Volume 2 of the EIAR due to the presence of grass and absence of relevant signage and demarcation.

It is evident that there is an entrance gate with a driveway to the front of the property which is appropriate for parking at this property which will not be impacted by the Proposed Scheme. Figure 2.142 shows an extract from the 02-General Arrangement Drawings Sheet 50 in Volume 3, Part 1 of 3 of EIAR, indicating a reconfigured green area to the front of the property, beyond the existing entrance gate and driveway on 2 Dublin Road that will be retained.

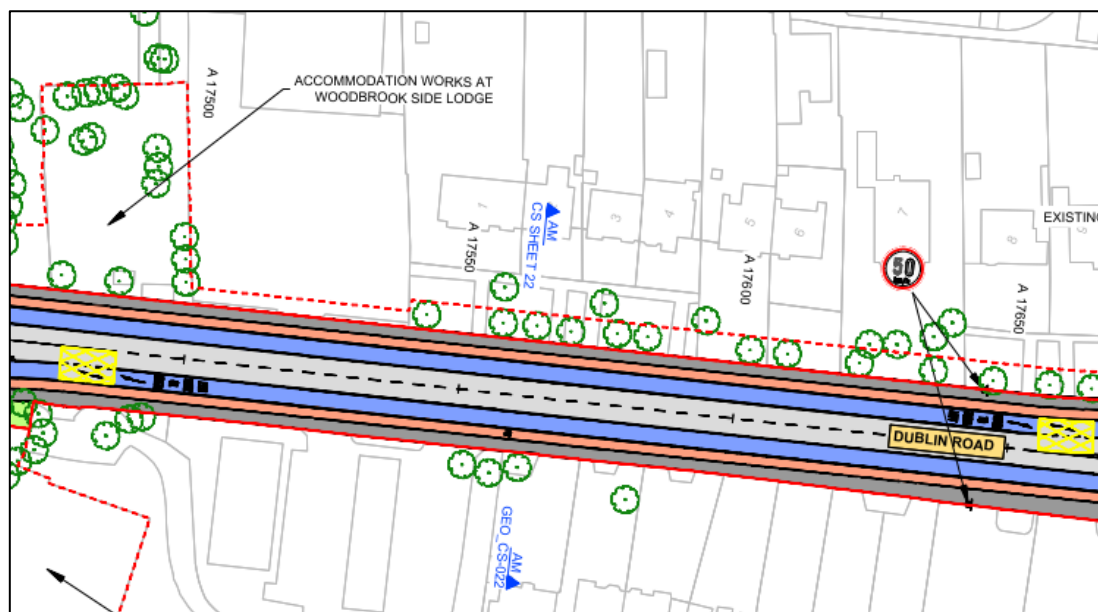


Figure 2.142: Extract from General Arrangement Drawing at Dublin Road (Sheet 50)

With regards to request for a new boundary wall, there is no proposal to construct a new boundary wall at the back of the proposed footpath of the Proposed Scheme. It is the intention to keep the existing green area with landscaping and planting. Also, refer to response in Section 2.12.3 (CPO-016) for Issue No.3 (Impact to Trees) in this report.

3) Impact to Trees

The proposed works would require loss of mature trees in the open green area outside the property at 2 Dublin Road, Bray. New trees are proposed in the residual green area between the Proposed Scheme permanent land take i.e. back of proposed footpath and the existing boundary wall to maintain character of the road at this location.

The Proposed Scheme Landscape design at 2 Dublin Road, Bray is shown in the 05-Landscape Drawings Chapter 4 (Proposed Scheme Description) drawing Vol 3 Part 1 of 3 of EIAR on Sheet 50 and shown in Figure 2.143.

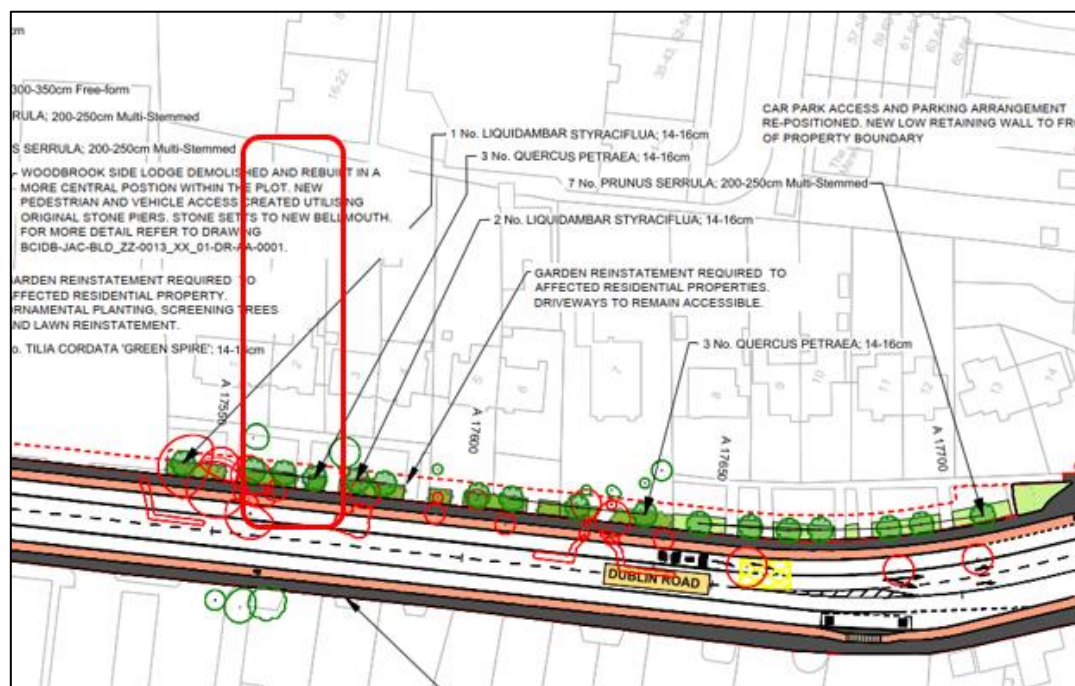


Figure 2.143: Extract from Landscape Drawings at Dublin Road, Bray (Sheet 50)

An Arboricultural Impact Assessment was undertaken and is included as Appendix A17.1 in Volume 4 Part 4 of 4 of the EIAR. The assessment includes an inventory of all trees on the Proposed Scheme, with all trees at this location assessed for age, quality and usable life expectancy. It should be noted that trees with a stem diameter less than 75mm (when measured at 1.5m above ground) and ornamental garden plants are not surveyed. The trees located in the green at this location sit in front of no.2 Dublin Road, Bray the most notable of which is category B grade weeping willow. The proposed replacement tree planting and reinstatement of the green area is described in Figure 2.143 with the following new trees proposed to be planted in front of the property at 2 Dublin Road, Bray.

- 2 number Quercus Petraea.

Other trees are proposed to be planted to the front of each neighbouring property which also contribute to a tree lined frontage to these residential properties.

4) Noise

Chapter 9 (Noise and Vibration) in Volume 2 of the EIAR assesses the impact of noise and vibration at noise sensitive receptors along the Proposed Scheme. As part of the baseline noise surveys undertaken for the Proposed Scheme, there was an attended noise monitoring location at Dublin Road / Corke Abbey Avenue (Reference Number CBC0013ANML022), in close proximity to the subject property, as shown in Figure 9.2 (Sheet 13) in Volume 3, Part 3 of 3 of the EIAR. Figure 9.3 in Volume 3, Part 3 of 3 of the EIAR maps the potential noise impacts associated with the predicted Construction Phase traffic, with the location of the objector's property (Sheet 8) mapped with an impact significance rating of Imperceptible / Positive.

With respect to construction noise impacts from the works along the Proposed Scheme, there is the potential for some temporary significant impacts at the nearest receptors from construction plant noise and activities such as ground-breaking. The highest potential for impacts will be for noise sensitive locations within 15m of the noise source, with potential impacts reducing the further from the noise source.

The EIAR contains a comprehensive set of mitigation measures to minimise Construction Phase impacts, including noise impacts. Construction noise mitigation measures are set out in Section 9.5 in Chapter 9 (Noise and Vibration) in Volume 2 of the EIAR and are also summarised in Chapter 22 (Summary of Mitigation & Monitoring Measures) in Volume 2 of the EIAR and in Appendix A5.1 (Construction Environmental Management Plan) in Volume 4, Part 1 of 4 of the EIAR. Those Construction Phase mitigation and monitoring measures are specifically described in Section 2.3.3.11 on the Impact to Environment (Trees, Biodiversity, Climate, Air Quality, Noise, and Landscape) of this report. Those noise abatement measures as set out in the EIAR and Section 2.3.3.11 on the Impact to Environment (Trees, Biodiversity, Climate, Air Quality, Noise, and Landscape) of this report will result in appropriate and adequate mitigation in respect of construction noise impact at this location during construction.

With respect to Operational Phase noise impacts, Figures 9.4 and 9.5 in Volume 3 of the EIAR map the potential impact significance of traffic noise in the Opening Year (2028) and the Design Year (2043) respectively, with the modelling for both years giving an impact significance rating of Imperceptible / Positive along the Dublin Road in Bray. As stated in Section 9.6.2 of Chapter 9, *'Once operational, there will be a Positive to Neutral direct impact along the Proposed Scheme due to a reduction in traffic volumes during both the Opening Year (2028) and the Design Year (2043)'*, and goes on to state that *'The results of the noise assessment for the Operational Phase confirms that with the introduction of the various measures included as part of the Proposed Scheme, a reduction in traffic noise can be achieved along the Proposed Scheme where highest existing traffic noise levels are experienced. The various design measures associated with the Proposed Scheme also align with the various intervention measures recommended within the WHO Environmental Noise Guidelines (WHO 2018) to reduce traffic noise exposure across populations'*.

5) Impact to Access During and After Construction

The temporary land take is required for the duration of the construction period to allow working space for the construction works. Temporary land take will be returned after construction, reinstated in the same condition as existing.

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.'

Chapter 5 (Construction) in Volume 2 of the EIAR gives a description of the Construction Phase of the Proposed Scheme, including with respect to temporary land acquisition. Specifically, Section 5.5.2.1 states the following:

'Any lands acquired temporarily to facilitate construction work will be returned to landowners on completion of the works. The removal of trees, vegetation, lawns, paving etc. will be minimised in so far as practicable.'

The existing access and egress to the property at 2, Dublin Road will be retained post construction. There is no restriction turning right from the property, post-construction.

The Stage 1 Road Safety Audit for the Proposed Scheme is provided as Appendix M2 of the Preliminary Design report included as part of the Supplementary Information. The report does not identify any problems or concerns associated with the access and egress to the property post construction.

6) Consultation and Engagement

Refer to response in Section 2.3.3.15 on Public Consultation and also note below.

The NTA note that throughout the project there have been several communications (letter, emails and telephone calls) with David and Anne Marie Munro with regards to the above issues.

If the CPO is confirmed by An Bord Pleanála, a Notice to Treat will be served on the landowner whose land is being acquired. Following service of the Notice to Treat, the landowner will be required to submit a claim for compensation and as part of this process, the NTA will pay the reasonable costs (as part of the claim) for the landowner to engage its agent/valuer in preparing, negotiating, and advising on compensation.

2.13 Deirdre Spillane and Paula Whelan & Roy Parker – CPO-017 and CPO-058

2.13.1 Description of the Proposed Scheme at this location

In order to achieve the scheme objectives along this section of the corridor, 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 priority (SCP) has been provided.

Segregated cycle tracks have not been provided between Loughlinstown Roundabout and Stonebridge Road along the Proposed Scheme as impacts including land take to residential properties were not considered appropriate. The proposed bus lanes along this section will be shared with cyclists.

The existing road cross section at this location provides a footpath with a general traffic lane in each direction along with advisory cycle lane in both directions.

In order to achieve the required cross section of the Proposed Scheme, land acquisition is necessary from private properties along this section of Dublin Road.

The land take required is shown in the following:

- Extracts from the General Arrangement Drawings which are provided as an Appendix in the 02-General Arrangement Drawings Sheet 42 in Chapter 4 (Proposed Scheme Description) in Volume 3, Part 1 of 3 of the EIAR and shown in Figure 2.144.
- The proposed temporary land acquisition lines overlain on aerial photography are shown in Figure 2.145.
- The existing property frontage and street view is shown in Figure 2.146.



Figure 2.144: Extract from General Arrangement Drawing at Dublin Road (Sheet 42)



Figure 2.145: Existing aerial view at Dublin Road at 3 and 4 Rathmichael Lawns



Figure 2.146: Existing street view at Dublin Road (Image Source: Google)

2.13.2 Objections Raised

Table 2.36 below lists the two objections within which issues were raised in respect of the same proposed CPO plots at 3 and 4 Rathmichael Lawns at Dublin Road, Shankill

Table 2.36: Objections Made in Respect of proposed CPO plots at 3 and 4 Rathmichael Lawns

No	Name	No	Name	No	Name
017	Deirdre Spillane	058	Paula Whelan & Roy Parker		

Objections listed in Table 2.36 above, which relate to the same area, are responded to individually in the section below.

2.13.3 CPO-017 – Deirdre Spillane

2.13.3.1 Summary of Objections Raised

The objection to the CPO raises five potential issues:

1) Request for Details on CPO

The objection raised the concern that they had requested more details of the land take, on behalf of their client after receiving the CPO Notice, however they never received any response from the NTA that was specific to the property.

2) Inaccurate CPO Mapping

The objection notes that the CPO notice provided to the respondent's client displays an inaccurate map, with a straight boundary rather than curved. They also raised concerns regarding the true extent of the property to be acquired, commenting that the NTA could deliberately or otherwise take unauthorised, permanent acquisition of part of the property.

3) Design Detail and Constitutional Rights

The objection raised the concern that the design had insufficient detail and that it would be premature for the Board to make decision with this amount of detail as it would be an infringement on Constitutional Rights to quiet enjoyment of property. The objection requested any further information in relation to the property that is supplied to ABP be sent to their client in a timely manner. The respondent also requests the NTA reimburse the land and client's costs in dealing with the objection.

4) Project Timelines

The objection raised the issue that they could see no indication of how long the works will take.

5) Oral Hearing Request

The objection requests that the Board hold an Oral Hearing.

2.13.3.2 Response to Objection Raised

1) Request for Details on CPO

The CPO and Schedule has been prepared in accordance with the requirements under the Section 76 of the Third Schedule of the Housing Act 1966 (as extended and amended). Deposit Maps are prepared for the Proposed Scheme and individual landowner maps have been issued to the impacted landowner with the CPO pack. The CPO Schedules states the following:

- *'The land described in Part I of the CPO Schedule hereto and coloured grey on the said deposited maps is land being permanently acquired other than land consisting of a house or houses unfit for human habitation and not capable of being rendered fit for human habitation at reasonable expense.*
- *The land described in Part II of the CPO Schedule hereto and coloured grey on the said deposited maps is land being temporarily acquired other than land consisting of a house or houses unfit for human habitation and not capable of being rendered fit for human habitation at reasonable expense'.*

If the CPO is confirmed by An Bord Pleanála, a Notice to Treat will be served on the landowners whose land is being acquired. Following service of the Notice to Treat, the landowner will be required to submit a claim for compensation and as part of this process, the NTA will pay the reasonable costs (as part of the claim) for the landowner to engage their own agent / valuer in preparing, negotiating, and advising on compensation.

The NTA note that there have been communications (letter, emails and telephone calls) with representatives of Deirdre Spillane with regards to the above issues.

2) Inaccurate CPO Mapping

The General Arrangement drawings are displayed on Ordnance Survey mapping which is regularly updated by Ordnance Survey Ireland. Whilst the designs are displayed on this mapping, up-to-date and detailed topographical survey of all areas within the proposed site boundary has been undertaken to inform the design development.

It is noted that the potential issue regarding the straight boundary rather than curved line is outside the extent of the temporary land take identified in the CPO and Deposit Maps.

3) Design Detail and Constitutional Rights

Refer to response in Section 2.3.3.22 on Constitutional Requirements of the CPO and also note below.

Purpose of the CPO of the land

The Proposed Scheme has been designed to deliver upon the Proposed Scheme objectives set out in Chapter 1 (Introduction) in Volume 2 of the EIAR. In some areas, land acquisition is required to deliver what has been determined to be the most appropriate design configuration that meets these objectives. All areas included in the CPO have been carefully considered and only included where deemed absolutely necessary to meet the Proposed Scheme objectives and to construct the Proposed Scheme with permanent and temporary acquisitions respectively.

As part of Proposed Scheme, the lands at plot numbers Plot 1109(1).2d are proposed to be temporary compulsorily acquired for the resurfacing works at the entrance to the property 4 Rathmichael Lawns. Temporary land take will be returned to the owner after construction works are complete.

Chapter 5 (Construction) in Volume 2 of the EIAR gives a description of the Construction Phase of the Proposed Scheme, including with respect to temporary land acquisition. Specifically, Section 5.5.2.1 states the following:

'Any lands acquired temporarily to facilitate construction work will be returned to landowners on completion of the works.'

The Proposed Scheme design at the location of the property at 4 Rathmichael Lawns is presented in the General Arrangement Drawings which are provided as an Appendix in the 02-General Arrangement Drawings Sheet 42 in Chapter 4 (Proposed Scheme Description) in Volume 3, Part 1 of 3 of the EIAR and shown in Figure 2.144 above in Proposed Scheme Description. The Proposed Scheme at this location includes a bus lane in both directions along with general traffic lanes. Footpath is improved on either side.

The temporary land take required at the property 4 Rathmichael Lawns is shown in the Deposit Maps, as shown in Figure 2.147. The temporary land take is shown in Plot 1109(1).2d.

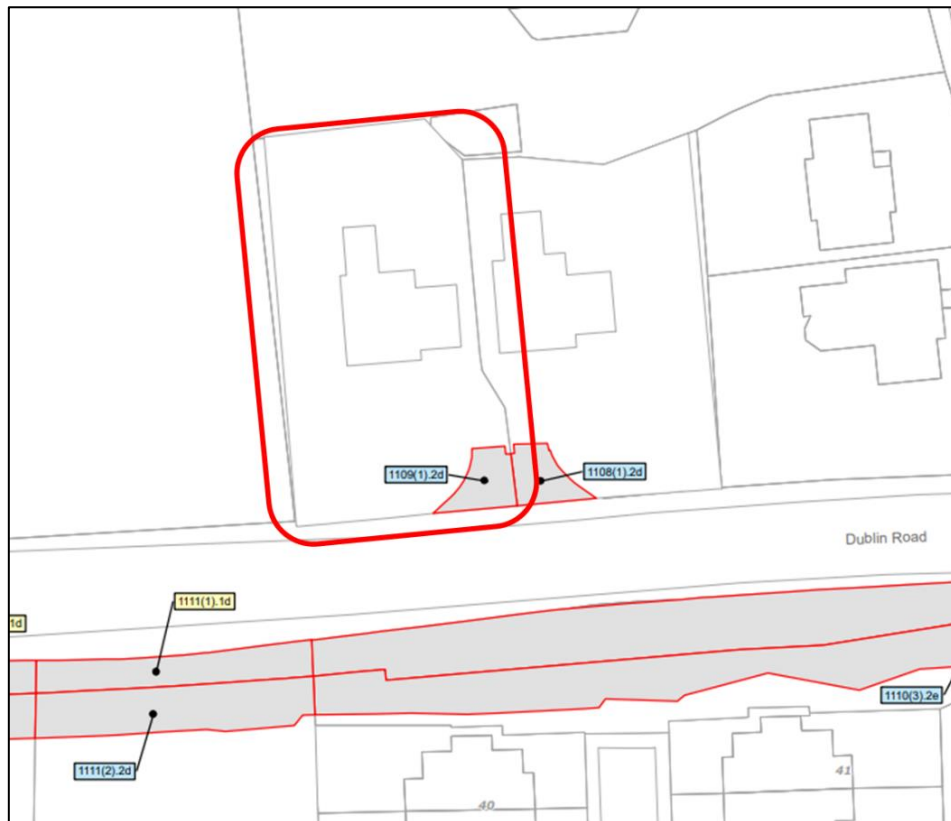


Figure 2.147: Extract from CPO Deposit Maps at 4 Rathmichael Lawns, Dublin Road (Sheet 42)

Proposed Scheme Details

Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR describes the details of the design of the Proposed Scheme. Section 4.5.3 notes details for the Section 3 Loughlinstown Roundabout to Bray North (Wilford Roundabout).

EIAR Assessment

Refer to Section 2.3.3.10 on the Adequacy of Environmental Assessment of this report.

Constitutional Rights

A comprehensive process was undertaken in relation to the route selection for the Proposed Scheme. Section 3.3 of EIAR Chapter 3 (Consideration of Reasonable Alternatives) in Volume 2 of EIAR provides a detailed summary of this, with further details provided in the Preferred Route Option Report provided in the Supplementary Information submitted with the application for the Proposed Scheme. In terms of alternative solutions, Chapter 3 of the EIAR sets out the reasonable alternatives studied and the main reasons for the selection of the Proposed Scheme taking into account the effects on the environment. Within this Chapter consideration is given to strategic alternatives including both light rail and metro. Section 3.2.5 of this chapter states that the appropriate type of public transport provision in any particular case is predominately determined by the likely quantum of passenger demand along the particular public transport route. Section 3.3 of Chapter 3 of the EIAR set out that design development and assessment work was carried on this section of the Proposed Scheme. The design development in Section 3 (Loughlinstown Roundabout to Wilford Roundabout) to inform the Proposed Scheme is documented in section 3.3 and 3.4 and in particular section 3.3.2.3 section 3.4.1.3 and section 3.4.3. Further, section 6.4 of the Preferred Route Option Report, part of Supplementary Information documents the design development in in Section 3 of the Proposed Scheme

Refer to Section 2.3.3.1.2 on (Consideration of Alternatives and Options Assessment) in this report under the heading 'Loughlinstown Roundabout to junction with Stonebridge Road (approx. 700m)' to inform the Proposed Scheme at the location of the property 4 Rathmichael Lawns, Dublin Road.

NTA are satisfied that consideration of reasonable alternatives have been considered to inform the Proposed Scheme, and the Proposed Scheme in this section of Dublin Road (Loughlinstown

Roundabout to junction with Stonebridge Road) reduces the impact to properties from the EPR option, and the property 4 Rathmichael Lawns is located in this section.

If the CPO is confirmed by An Bord Pleanála, a Notice to Treat will be served on the landowner whose land is being acquired. Following service of the Notice to Treat, the landowner will be required to submit a claim for compensation and as part of this process, the NTA will pay the reasonable costs (as part of the claim) for the landowner to engage its agent/valuer in preparing, negotiating, and advising on compensation.

In light of all of the above, the NTA is satisfied that the making of the CPO is reasonable and justified and does not represent a disproportionate interference with the objector's constitutionally protected property rights.

4) Project Timelines

An indicative Proposed Scheme construction programme is shown in Table 5.2 of Section 5.4 of Chapter 5 (Construction) of Volume 2 of the EIAR, as shown in Table 2.37.

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.

Section 5.3.3.1 of Chapter 5 (Construction) of Volume 2 of the EIAR provides details of the construction activities in Section 3a Loughlinstown Roundabout to Shanganagh Road. The expected construction duration for the section will be approximately 12 months. However, construction activities at individual plots will have shorter durations than outlined in overview of construction works presented in Section 5.3. 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.

Table 2.37: Proposed Scheme Construction Programme

Section Ref.	Approximate Construction Duration	Approximate Length (m)	Year 1				Year 2				Year 3			
			Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Section 1a	15 months	1,300												
Section 1b	15 months	1,300												
Section 2a	15 months	5,800												
Section 2b	12 months	5,700												
Section 3a	12 months	1,270												
Section 3b	9 months	500												
Section 3c	18 months	1,800												
Section 4a	12 months	300												
Section 4b	9 months	400												
Section 4c	9 months	350												

5) Oral Hearing Request

The NTA notes the request for an Oral Hearing. An Bord Pleanála has the discretion to decide whether an Oral Hearing will be held in respect of this application.

2.13.4 CPO-058 - Paula Whelan & Roy Parker

This CPO Objection relates to Paula Whelan and Roy Parker. The Proposed Scheme at this location is described in Section 2.13.1 (Description of the Proposed Scheme at this location) above.

2.13.4.1 Summary of Objections Raised

The objection to the CPO raises four potential issues:

1) Request for Further Information and Lack of Details on CPO

The objection raised concern regarding the request for further information regarding the CPO, which is not available on the website. The reply from the NTA resulted in the respondent being directed to the website where there is no definitive reference to the client's property.

The objection raised the concern that they had requested more details of the land take proposal, on behalf of their client after receiving the CPO Notice as the maps don't provide dimensions.

2) Inaccurate CPO Maps

The objection notes that the CPO notice provided to the respondent's client displays an inaccurate map, with a straight boundary rather than curved. They also raised concerns regarding the true extent of the property to be acquired, commenting that the NTA could deliberately or otherwise take unauthorised, permanent acquisition of part of the property.

3) Design Detail and Constitutional Rights

The objection raised the concern that the design had insufficient detail and that it would be premature for the Bord to make decision with this amount of detail as it would be an infringement on Constitutional Rights to quiet enjoyment of property.

The objection requested any further information in relation to the property that is supplied to ABP be sent to their client in a timely manner. The respondent also requests the NTA reimburse the land and client's costs in dealing with the objection.

4) Project Timelines

The objection raised the issue that they could see no indication of how long the works will take.

2.13.4.2 *Response to Objection Raised*

1) Request for Further Information and Lack of Details on CPO

Refer to response to Section 2.13.3.2 (CPO-17) for Issue No.1 (Request for Details on CPO) in this report and also note below.

The NTA note that there have been communications (letter, emails and telephone calls) with representatives of Paula Whelan and Roy Parker with regards to the above issues.

2) Inaccurate CPO Maps

Refer to response to Section 2.13.3.2 (CPO-17) for Issue No.2 (Inaccurate CPO Mapping) in this report.

3) Design Detail and Constitutional Rights

Refer to response to Section 2.13.3.2 (CPO-17) for Issue No.3 (Design Detail and Constitutional Rights) in this report and also note below.

Purpose of the CPO of the land

The Proposed Scheme has been designed to deliver upon the Proposed Scheme objectives set out in Chapter 1 (Introduction) in Volume 2 of the EIAR. In some areas, land acquisition is required to deliver what has been determined to be the most appropriate design configuration that meets these objectives. All areas included in the CPO have been carefully considered and only included where deemed absolutely necessary to meet the Proposed Scheme objectives and to construct the Proposed Scheme with permanent and temporary acquisitions respectively.

As part of Proposed Scheme, the lands at plot numbers Plot 1108(1).2d are proposed to be temporary compulsorily acquired for the resurfacing works of the entrance at the property 3 Rathmichael Lawns. Temporary land take will be returned after construction and resurfacing works are complete.

Chapter 5 (Construction) in Volume 2 of the EIAR gives a description of the Construction Phase of the Proposed Scheme, including with respect to temporary land acquisition. Specifically, Section 5.5.2.1 states the following:

'Any lands acquired temporarily to facilitate construction work will be returned to landowners on completion of the works.'

The Proposed Scheme design at the location of 3 Rathmichael Lawns property is presented in the General Arrangement Drawings which are provided as an Appendix in the 02-General Arrangement Drawings Sheet 42 in Chapter 4 (Proposed Scheme Description) in Volume 3, Part 1 of 3 of the EIAR and shown in Figure 2.144 above in Proposed Scheme Description. The Proposed Scheme at this location includes a bus lane in both directions along with general traffic lanes. Footpath is improved on either side.

The temporary land take required at the property of 3 Rathmichael Lawns is shown in the Deposit Maps, as shown in Figure 2.148. The temporary land take is shown in Plot 1108(1).2d.



Figure 2.148: Extract from CPO Deposit Maps at the Dublin Road (Sheet 011)

Constitutional Rights

A comprehensive process was undertaken in relation to the route selection for the Proposed Scheme. Section 3.3 of EIAR Chapter 3 (Consideration of Reasonable Alternatives) in Volume 2 of EIAR provides a detailed summary of this, with further details provided in the Preferred Route Option Report provided in the Supplementary Information submitted with the application for the Proposed Scheme. In terms of alternative solutions, Chapter 3 of the EIAR sets out the reasonable alternatives studied and the main reasons for the selection of the Proposed Scheme taking into account the effects on the environment. Within this Chapter consideration is given to strategic alternatives including both light rail and metro. Section 3.2.5 of this chapter states that the appropriate type of public transport provision in any particular case is predominately determined by the likely quantum of passenger demand along the particular public transport route. Section 3.3 of Chapter 3 of the EIAR set out that design development and assessment work was carried on this section of the Proposed Scheme. The design development in Section 3 (Loughlinstown Roundabout to Wilford Roundabout) to inform the Proposed Scheme is documented in section 3.3 and 3.4 and in particular section 3.3.2.3 section 3.4.1.3 and section 3.4.3. Further, section 6.4 of the Preferred Route Option Report, part of Supplementary Information documents the design development in in Section 3 of the Proposed Scheme

Refer to Section 2.3.3.1.2 on (Consideration of Alternatives and Options Assessment) in this report under the heading 'Loughlinstown Roundabout to junction with Stonebridge Road (approx. 700m)' to inform the Proposed Scheme at the location of the property 3 Rathmichael Lawns, Dublin Road.

NTA are satisfied that consideration of reasonable alternatives have been considered to inform the Proposed Scheme, and the Proposed Scheme in this section of Dublin Road (Loughlinstown Roundabout to junction with Stonebridge Road) reduces the impact to properties from the EPR option, and the property 3 Rathmichael Lawns is located in this section.

If the CPO is confirmed by An Bord Pleanála, a Notice to Treat will be served on the landowner whose land is being acquired. Following service of the Notice to Treat, the landowner will be required to submit a claim for compensation and as part of this process, the NTA will pay the reasonable costs (as part of the claim) for the landowner to engage its agent/valuer in preparing, negotiating, and advising on compensation.

In light of all of the above, the NTA is satisfied that the making of the CPO is reasonable and justified and does not represent a disproportionate interference with the objector's constitutionally protected property rights.

4) Project Timelines

Refer to response in Section 2.13.3.2 (CPO-017) for Issue No.4 (Project Timelines) in this report.



Figure 2.150: Existing aerial view at Morehampton Road

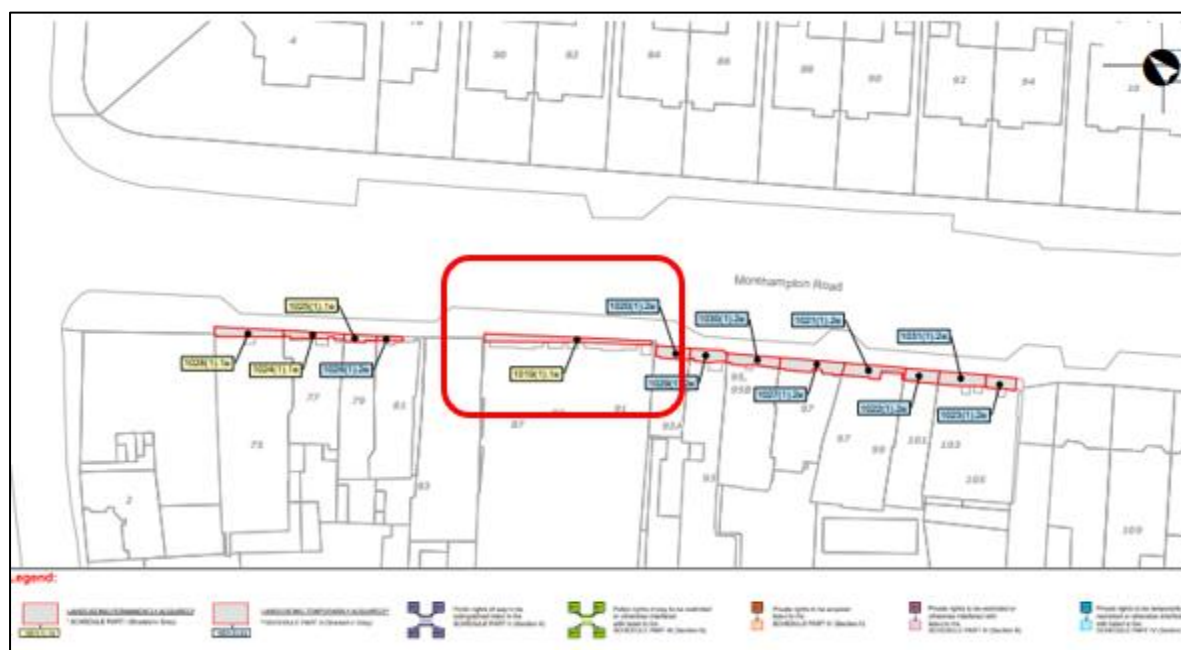


Figure 2.151: Extract from Deposit Maps at Donnybrook Fair (Sheet 39)



Figure 2.152: Existing street view at Morehampton Road (Image Source: Google)

2.14.2 Summary of Objections Raised

The objection to the CPO raises three potential issues:

1) Loss of Outdoor Seating Area

The objection raised the concern that this area is utilised by Donnybrook Fair as outdoor seating associated with their food-to-go business. There are 5 no. tables provided with seating for 10 customers beneath an external awning. The loss of this seating area will negatively impact on Donnybrook Fair's annual revenue.

2) Loss of Parking / Loading Area

The objection noted that there are approx. 20 no. pay & display car parking spaces Morehampton Road being removed. These are utilised by both customers of the retail occupiers along the parade.

The objection also raised the concern that as there is no rear access available to the subject property servicing/deliveries via the front of the store along Morehampton Road is essential. The removal of the parking and loading bays only means of providing deliveries/servicing to the convenience store of this nature poses a fundamental risk to its ongoing operation. An alternative means of providing deliveries needs to be provided by the NTA to ensure the continued operation of this business into the future.

3) Impact on Business

The Proposed Scheme will result in the loss of all on-street parking serving this retail parade. The loss of customer car parking along Morehampton Road will greatly inconvenience customers who are likely to choose more convenient options and bring their custom elsewhere.

2.14.3 Response to Objections Raised

1) Loss of Outdoor Seating

Figure 2.153 below shows the Deposit Map with extent of the permanent land acquisition, up to the front face of the building/pillars. The NTA acknowledge that there is existing seating outside of Donnybrook Fair, recessed behind the front face of the pillars.

If the CPO is confirmed by An Bord Pleanála, a Notice to Treat will be served on each landowner whose land is being acquired. Following service of the Notice to Treat, each landowner will be required to submit a claim for compensation and as part of this process, the NTA will pay the reasonable costs (as part of the claim) for the landowner to engage their own agent / valuer in preparing, negotiating, and advising on compensation.

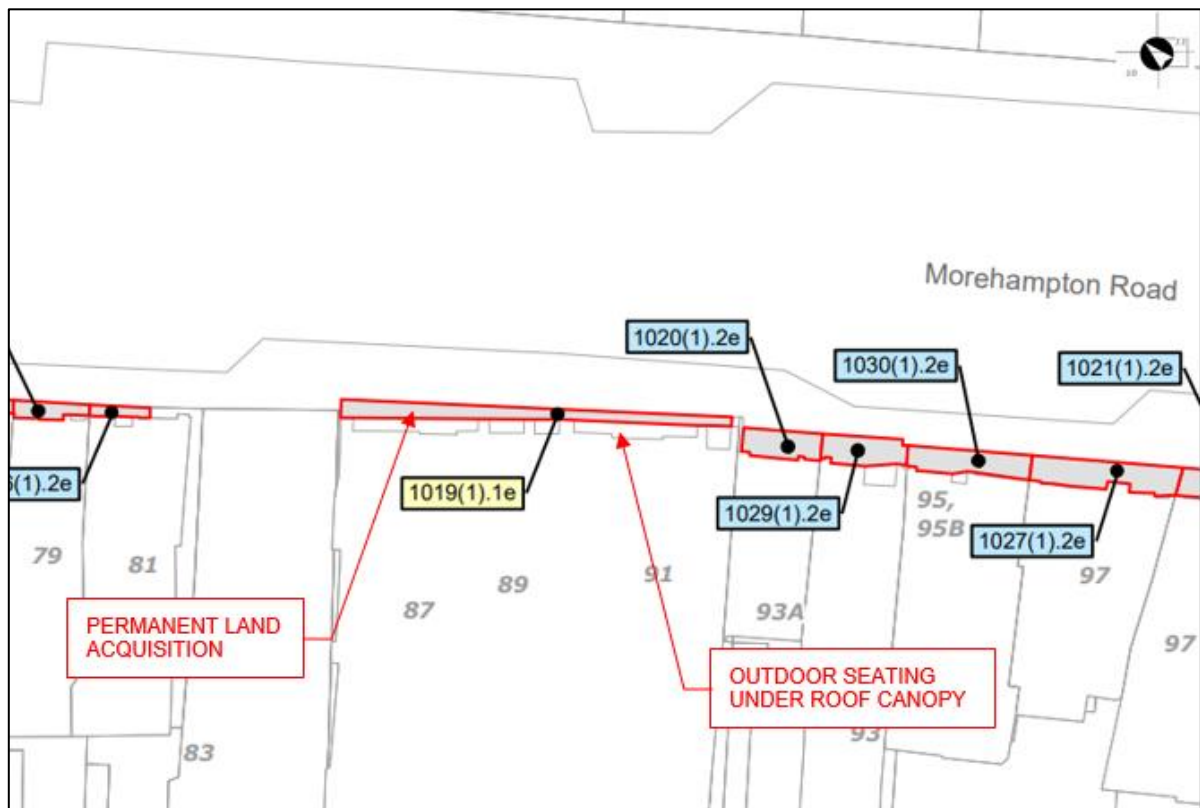


Figure 2.153: Extract from CPO Deposit Maps at Donnybrook Fair, 89 Morehampton Road

2) Loss of Delivery & Loading Area

In developing the design of the Proposed Scheme, the NTA has balanced the need to provide parking / loading at local shops / services with the need to achieve the objectives of the Proposed Scheme to provide high quality public transport, cycling and walking facilities through the Proposed Scheme.

The impact on parking and loading is detailed in Chapter 6 (Traffic & Transport) in Volume 2 of the EIAR.

Section 6.4.6.1.2.4 states that the overall significance of effect is assessed as '*Negative, Moderate and Long-term*'. This moderate effect is considered acceptable in the context of the planned outcome of the Proposed Scheme, which is to improve accessibility to the proposed route (on foot, by bicycle and bus) for residents and visitors to local shops and businesses.

Specifically in relation to disabled parking, loading bays and the parking spaces on Morehampton Road, Section 6.4.6.1.3.4 states:

- '*There is currently one disabled parking space located on R138 Morehampton Road to the south of the Herbert Park junction. It is proposed to relocate the disabled space to Herbert Park approximately 140m from the existing location. The impact is thus considered to be Negative, Slight and Long-term;*
- '*There is currently one loading / unloading bay along R138 Morehampton Road to the north of the R138 Morehampton Road / Victoria Avenue junction. The existing bay provides space for two vehicles. It is proposed to formalise the loading / unloading bay which results in the reduction of one space. Additionally, it is proposed to provide an additional loading / unloading bay along R138 Morehampton Road to the south of the R138 Morehampton Road / Herbert Park / Marlborough Road junction which will provide space for two vehicles. The change is considered to have a Negligible impact;*

- *There are currently 20 designated paid parking spaces on R138 Morehampton Road. It is proposed to remove all 20 spaces at this location which is considered to have a Negative, Moderate and Long-term impact;*
- *There are 21 permit spaces are located on R138 Morehampton Road between Wellington Place and Belmont Avenue. It is proposed to remove 18 spaces in this location resulting in a total of three remaining permit parking spaces (between Bloomfield Avenue and Morehampton Court). Due to the number of parking adjacent to R138 Morehampton Road, this loss is considered to have a Negative, Slight and Long-term impact;*

Section 6.4.6.1.2.4 in Chapter 6 (Traffic & Transport) in Volume 2 of the EIAR, Table 6.26 reports that *'the proposed amendments to parking / loading along R138 Morehampton Road will result in a loss of 41 spaces'*. Where parking is removed, the impact varies between negligible and moderate. The overall significance of effect is assessed as Negative, Moderate and Long-term. This moderate effect is considered acceptable in the context of the planned outcome of the Proposed Scheme, which is to improve accessibility to this local area (on foot, by bicycle and bus) for residents and visitors to local shops and businesses.

Section 6.4.6.1.1.4 states:

'This qualitative assessment has also taken into account nearby parking, which is defined as alternative parking locations along side roads within 200 – 250m of the Proposed Scheme.'

Section 6.3.2.5 goes on to state:

'There are a number of side streets which can be used by local residents and visitors / businesses throughout this section. In total there are approximately 230 parking spaces on streets surrounding R138 Leeson Street Lower, R138 Sussex Street and R138 Leeson Street Upper, approximately 455 parking spaces on streets surrounding R138 Morehampton Road and approximately 229 parking spaces on streets surrounding R138 Donnybrook Road.'

3) Impact on Business

Refer to response in Section 2.5.4.2 (CPO-051) for Issue No.1 (Parking / Impact on Business), sub-heading 'Impact to Business' of this report.

The assessment of Donnybrook Fair in 89 Morehampton Road is entry number 89.

This business was not assessed as being significantly impacted by either the construction or operation of the Proposed Scheme as summarised in the aforementioned sections.

2.15 Eamon Griffith and Padraic & Anna Costello – CPO-020 and CPO-056

2.15.1 Description of the Proposed Scheme at this location

In order to achieve the scheme objectives along this section of the corridor temporary land acquisition is required at 114 and 116A South Park.

A new pedestrian link is proposed to South Park from Bray Road in Cornelscourt, and to Shanganagh Vale from the Bray Road. Footpath is improved to connect to the bus stop.

It is proposed to maintain one bus lane and two general traffic lanes in each direction along the N11 Stillorgan Road. Junction designs along the route have also been reviewed to remove left turn filter lanes crossing cycle lanes where possible. Footpaths are not proposed as per existing infrastructure between the Old Bray Road and Cornelscourt Shopping Centre pedestrian bridge as alternative walking routes exist on adjacent quieter roads.

The land take required is shown in the following:

- Extracts from the General Arrangement Drawings which are provided as an Appendix in the 02-General Arrangement Drawings Sheet 29 in Chapter 4 (Proposed Scheme Description) in Volume 3, Part 1 of 3 of the EIAR and shown in Figure 2.154.
- The proposed permanent and temporary land acquisition lines overlain on aerial photography are shown in Figure 2.155.
- The existing property frontage and street view is shown in Figure 2.156.

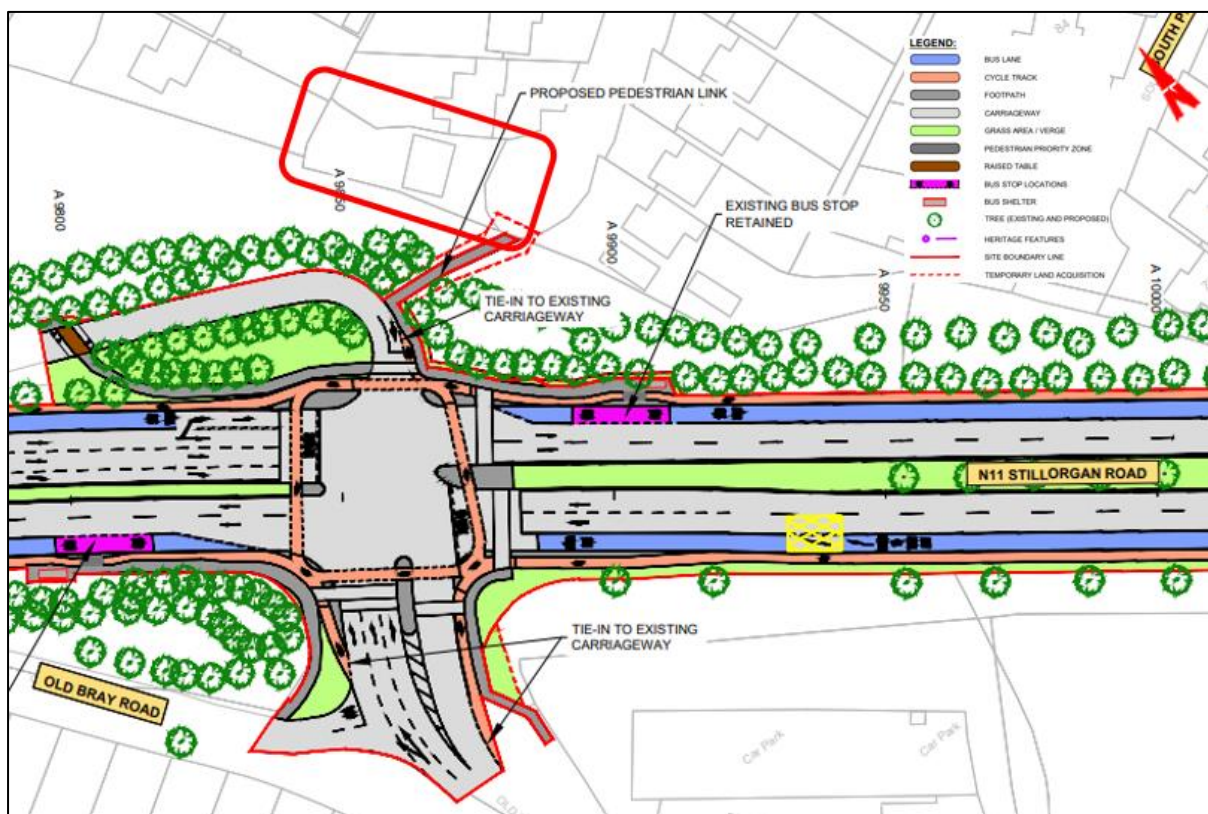


Figure 2.154: Extract from General Arrangement Drawing at South Park (Sheet 29)



Figure 2.155: Existing aerial view at South Park



Figure 2.156: Existing Street view at South Park (Image Source: Google)

The temporary land take required from South Park is shown in the Deposit Maps and details listed in the CPO Schedule, as part of the Compulsory Purchase Order information and is shown in Figure 2.157, Plot 1129(1).2a, Plot 1129(3).2d, and Plot 1129(2).2d are the temporary land take plots.

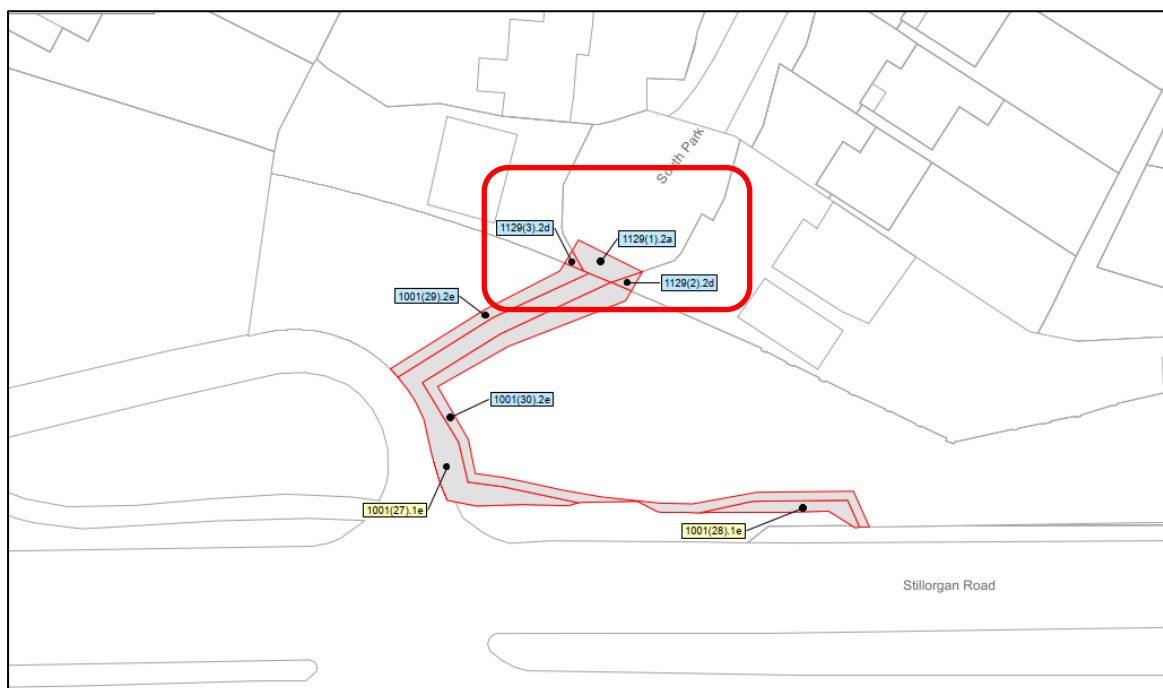


Figure 2.157: Extract from the CPO Deposit Map (Sheet 22)

2.15.2 Objections Raised

Table 2.38 below lists the two objections within which issues were raised in respect of the same proposed CPO plots at South Park.

Table 2.38: Objections Made in Respect of proposed CPO plots at South Park

No	Name	No	Name	No	Name
020	Eamon Griffith	056	Padraic & Anna Costello		

Objections listed in Table 2.38 above, which relate to the same area, are responded to individually in the section below.

2.15.3 CPO – 020 – Eamon Griffith

2.15.3.1 Summary of Objections Raised

The objection to the CPO raises eight potential issues:

1) Need for the New Pedestrian Link

The objection relates to the proposed pedestrian laneway at the end of the cul de sac between 116a and 114 South Park. Residents of South Park are satisfied with the existing connectivity to the N11 via the Beech Park pedestrian laneway and feel that the impacts that their neighbourhood would encounter are not warranted.

The objection questioned the need for the proposal at South Park noting that financial resources could be put to better use elsewhere.

The objection made reference to the Dún Laoghaire Rathdown County Council Development Plan objective which highlights the need to protect and improve residential amenity and feel that the Proposed Scheme design at South Park does not comply with the Development Plan zoning objectives.

2) Querying the Consultation Process

The objector is fully supportive of the BusConnects Proposed Scheme, except for the elements on the proposed pedestrian link. The objection notes that the neighbours as a community group have written to

the NTA to voice their concerns and objections. The objection notes that their contributions during previous consultation events were not taken on board.

3) Safety, Security, Anti-Social Behaviour and Vandalism

The objection highlighted concerns regarding the potential for increased security concern facing the residents of South Park by opening up the security wall. The objection stated that they believed there was a risk of an increase in public order offences and / or anti-social behaviour, as well as a loss of security and impact on residential amenity owing to increased disturbances in the residential estate as a result of the new pedestrian laneway. The objection notes that there will be noise and general disturbance as people will use the new laneway.

4) Increase in Traffic, Parking in Estate to Access N11 and Safety Concern

The objection highlighted that increased vehicular traffic within South Park is expected as non-residents may use the estate as a set-down/collection area or park and ride facility given the direct access which will be provided to the bus route on the N11. The increased traffic would increase the potential for safety for pedestrians and cyclists within the estate, especially the children playing on the street.

The objection also noted the potential for conflicts between pedestrians/cyclists and residents driving to and from their houses in South Park. The objection notes that there could be safety risk of injury or otherwise to pedestrians, scooters and cyclists using the proposed laneway and to vehicular traffic at the end of this cul de sac and in particular access and egress by the objector to their driveways. The objection noted particular concerns regarding reversing from driveways within the existing cul-de-sac, stating that larger vehicles and emergency vehicles have found it difficult to manoeuvre in the cul-de-sac.

5) Impact on Biodiversity, Impact to Protective Mound and Noise

The objection noted that the proposed pedestrian laneway will impact on the biodiversity and wildlife that currently reside within the (land).

The objection also noted a protective mound at this location, which would be breached to facilitate the proposed pedestrian laneway. The protective mound was constructed to act as a flood protection measure and is also said to function as a barrier from N11 road noise.

6) Loss of Property Value

The objection noted that the Proposed Scheme would significantly depreciate the value of the two properties at 114 and 116a South Park.

7) Opening of the Security Wall

The objection notes that the existing low profile 5ft high block wall along the back of the mound across the cul-de-sac of 114A/116A South Park acts as a security wall, which separated the then cul-de-sac from the N11 Stillorgan Road and will be compromised.

8) Impact During Construction

The objection notes that there will be general disturbance of the works from traffic generated and construction as well as undermining the safety of the cul de sac for residents and especially children playing on the road.

2.15.3.2 *Response to Objections Raised*

1) Need for the New Pedestrian Link

This response addresses the contention that the new link is not necessary and was not investigated adequately.

Existing data

Section 10.2.1.1 in Chapter 10 (Population) in Volume 2 of the EIAR includes the assessment of impacts on community amenity, land take and accessibility consisting of 'community areas', which are informed by the Central Statistics Office (CSO) 2016 Census parish boundaries (CSO 2016a). One of these community areas is Foxrock.

Section 10.3.2.3 in Chapter 10 (Population) in Volume 2 of the EIAR provides data on the method of travel to work for each of these community areas and the results are presented in Table 10.5 of that section, which is shown in Table 2.39 below.

Table 2.39: Method of travel to work for bus, train, car, and foot/bike % (Extract from Table 10.5 of Chapter 10 EIAR Volume 2)

Community Area	Travel by Bus / Minibus or Coach	Travel by Car / Van	Travel by Train	Travel by Foot / Bike	Other
Westland Row	6%	15%	5%	45%	30%
University (Newman) Church	6%	11%	5%	51%	26%
Haddington Road	6%	22%	4%	53%	15%
Rathmines	10%	20%	8%	50%	12%
Donnybrook	11%	33%	3%	37%	15%
Merrion Road	12%	38%	10%	29%	12%
Booterstown	14%	47%	11%	18%	9%
Mount Merrion	13%	58%	3%	15%	11%
Blackrock	10%	46%	17%	16%	11%
Kilmacud - Stillorgan	11%	55%	12%	15%	7%
Newtownpark	13%	53%	10%	15%	9%
Foxrock	16%	60%	5%	10%	9%
Cabinteely	10%	64%	10%	8%	7%
Johnstown - Killiney	12%	64%	7%	9%	7%
Ballybrack - Killiney	6%	61%	16%	8%	9%
Loughlinstown	17%	59%	11%	9%	4%
Shankill	10%	60%	17%	6%	8%
Little Bray	12%	61%	8%	13%	7%
Bray	9%	52%	18%	14%	7%
Study Area Average	11%	46%	9%	22%	11%
County Dublin	12%	54%	8%	17%	9%

As can be seen from Table 2.39 above, of the 19 Community Areas assessed, Foxrock has one of the highest car mode shares for travel to work trips at 60%. In addition, this mode share exceeds the average mode share for the study area as a whole. This is also highlighted in Section 11.3.4 in Chapter 11 (Human Health) in Volume 2 of the EIAR. Reference to the data for other community areas in Table 10.5 located along the N11 Road corridor, such as Kilmacud-Stillorgan, highlights that they have lower travel by car percentage, compared to Foxrock. These other areas generally have good permeability to the high frequency bus services along the N11 Road.

In comparison, the South Park estate is enclosed by a continuous boundary between the properties in the estate and the N11/Bray Road. This prevents any direct access/egress and acts as a deterrent to achieving the required mode-shift away from private car use or residents in the estate.

The NTA encourages the transformation of neighbourhoods into permeable ones, where people can walk or cycle through areas safely and conveniently, and in a manner which confers a competitive advantage to these modes over motorised forms, particularly the private car. This approach is directly applicable to the existing situation at South Park, demonstrating that the proposed new link follows the approach set out in the best practice guidance promoted by the NTA and the Dublin City Development Plan.

Policy

The application documentation submitted to An Bord Pleanála demonstrates that the proposal for a new pedestrian and cyclist link between South Park and the bus stops on the N11/Bray Road is consistent with, and supports elements of, international policy, European Union (EU) law and policy, national policy, regional policy, and local policy.

At all policy levels, there are clear objectives to increase active travel and accessibility to public transport. In response to the objections in relation to the creation of a new pedestrian and cycling link between South Park and the N11/Bray Road, the details of how the proposed new link supports these different tiers of policy are provided in the paragraphs below.

International Policy, EU Law & Policy

As set out in Sections 2.3.1 and 2.3.2 in Chapter 2 (Need for the Proposed Scheme) in Volume 2 of the EIAR, and Appendix A2.1 Planning Report, the Proposed Scheme supports several international policies. In relation to the new link between South Park and the Bray Road, it supports particular aspects of the policies as described in Table 2.40 below.

Table 2.40: International Policy, EU Law & Policy

International Policy, EU Law & Policy	How the proposed link between South Park and N11/Bray Road supports the policies identified in EIAR Chapter 2
United Nations 2030 Agenda	<p>Section 2.3.1.1 in Chapter 2 (Need for the Proposed Scheme) in Volume 2 of the EIAR describes how the 2030 Agenda aims to deliver a more sustainable, prosperous, and peaceful future for the entire world, and sets out a framework for how to achieve this by 2030. This framework is made up of 17 Sustainable Development Goals (SDGs) which cover the social, economic, and environmental requirements for a sustainable future. Section 2.3.1.1 notes that SDGs 9 and 11 are relevant to the Proposed Scheme as follows:</p> <p>Goal 9: Build resilient infrastructure, promote inclusion and sustainable industrialization and foster innovation.</p> <p>Target 9.1: Develop quality, reliable, sustainable, and resilient infrastructure, including regional and trans-border infrastructure, to support economic development and human wellbeing, with a focus on affordable and equitable access for all.</p> <p>Goal 11: Make cities and human settlements inclusive, safe, resilient, and sustainable.</p> <p>Target 11.2 By 2030, provide access to safe, affordable, accessible, and sustainable transport systems for all, improving road safety, notably by expanding public transport, with special attention to the needs of those in vulnerable situations, women, children, persons with disabilities and older persons.</p> <p>Section 2.3.1.1 in Chapter 2 (Need for the Proposed Scheme) in Volume 2 of the EIAR assesses that <i>‘the need for the Proposed Scheme is supported by the goals and targets set out in the relevant SDGs. It will provide for enhanced walking, cycling and bus infrastructure, which will subsequently enable more efficient, safe, and integrated sustainable transport movement along this corridor.’</i></p> <p>As part of the Proposed Scheme, the proposed link from South Park will provide for enhanced walking and cycling infrastructure from the South Park estate which will enable improved accessibility to sustainable transport and will reduce the distances to sustainable public transport for those in vulnerable situations, women, children, persons with disabilities and older persons.</p>
Sustainable and Smart Mobility Strategy 2020 (EU Commission 2020)	<p>Section 2.3.2.1 in Chapter 2 (Need for the Proposed Scheme) in Volume 2 of the EIAR describes how this EU strategy sets out a number of goals as to how people will move within and between cities in the future and explains how the strategy has identified 82 initiatives which have been categorised into 10 ‘flagships.’</p> <p>The flagship relevant to the Proposed Scheme is <i>‘Flagship 3 – Making interurban and urban mobility more sustainable and healthy’</i>. This flagship states that: ‘increasing the modal shares of collective transport, walking, and cycling, as well as automated, connected, and multimodal mobility will significantly lower pollution and congestion from transport, especially in cities and improve the</p>

International Policy, EU Law & Policy	How the proposed link between South Park and N11/Bray Road supports the policies identified in EIAR Chapter 2
	<p>health and well-being of people. Cities are and should therefore remain at the forefront of the transition towards greater sustainability.'</p> <p>Section 2.3.2.1 in Chapter 2 (Need for the Proposed Scheme) in Volume 2 of the EIAR assesses that <i>'the need for the Proposed Scheme is supported by the objectives of the EU's Sustainable and Smart Mobility Strategy through significant investment in cycle and pedestrian infrastructure, in addition to bus priority, along the route of the Proposed Scheme, thereby supporting and encouraging growth in active travel and sustainable public transport usage.'</i></p> <p>The proposed link from South Park will support and encourage growth in active travel and sustainable public transport usage.</p>
European Green Deal (EDG) 2019	<p>Section 2.3.2.2 in Chapter 2 (Need for the Proposed Scheme) in Volume 2 of the EIAR describes how the EDG indicated the European Commission adopted a communication entitled <i>'Sustainable and Smart Mobility Strategy – putting European transport on track for the future.'</i></p> <p>Section 2.3.2.2 in Chapter 2 (Need for the Proposed Scheme) in Volume 2 of the EIAR states that <i>'This Strategy has the objective of 'accelerating the shift to sustainable and smart mobility' and requires that, '[t]he EU transport system and infrastructure will be made fit to support new sustainable mobility services that can reduce congestion and pollution, especially in urban areas'. It is noted that pollution is concentrated the most in cities and that a combination of measures is needed which includes 'improving public transport and promoting active modes of transport such as walking and cycling.' The Proposed Scheme is necessary, in conjunction with a range of other initiatives, to attain the objectives of the European Green Deal, through significant investment in cycle and pedestrian infrastructure, in addition to bus priority, thereby supporting and encouraging growth in active travel and sustainable public transport usage.'</i></p> <p>The proposed link from South Park will support and encourage growth in active travel and sustainable public transport usage.</p>

National Policy

As set out in Section 2.3.3 in Chapter 2 (Need for the Proposed Scheme) in Volume 2 of the EIAR, and Appendix A2.1 Planning Report, the Proposed Scheme supports several objectives of national policy. The specific element of the Proposed Scheme about which the objections have been made to the Board, the new link between South Park and N11/Bray Road, supports particular aspects of the policies as described in Table 2.41 below.

Table 2.41: National Policy

National Policy	How the proposed link between South Park and N11/Bray Road supports the policies identified in EIAR Chapter 2
Project Ireland 2040 – National Planning Framework (NPF) & National Development Plan (NDP) 2021-2030	<p>Table 2.3 of Section 2.3.3.4 in Chapter 2 (Need for the Proposed Scheme) in Volume 2 of the EIAR describes how the Proposed Scheme meets various National Strategic Outcomes (NSOs) of the NPF.</p> <p>Relevant NSOs in respect of the proposed new link to South Park include the following:</p> <p>NSO1 Compact Growth – In Chapter 2 (Need for the Proposed Scheme) in Volume 2 of the EIAR Table 2.3, assesses that <i>'The Proposed Scheme will support the creation of an attractive, resilient, equitable public transport network better connecting communities and improving access to work, education and social activity'</i>. Table 2.3 also states that <i>'The Proposed Scheme will bring</i></p>

National Policy	How the proposed link between South Park and N11/Bray Road supports the policies identified in EIAR Chapter 2
	<p><i>greater accessibility to the City Centre and better connect communities and locations along its route for people to avail of housing, jobs, amenities and services.'</i></p> <p>The new direct link from South Park to the CBC along the N11/Bray Road will improve the accessibility to the City Centre, and better connect communities and locations along its route, for the South Park residential area.</p> <p>NSO4 Sustainable Mobility - In Chapter 2 (Need for the Proposed Scheme) in Volume 2 of the EIAR, Table 2.3 assesses that <i>'The Proposed Scheme will provide infrastructure to support a sustainable transport network that will facilitate a modal shift from private car usage to sustainable transport. It will reduce journey times and increase journey time reliability and increase the attractiveness of active travel and public transport for travel, which will in turn facilitate sustainable transport option alternatives to private car usage. The Proposed Scheme will support integrated sustainable transport usage through infrastructure improvements for active travel (both walking and cycling), and the provision of enhanced bus priority measures for existing (both public and private) and all future services who will use the corridor.'</i></p> <p>Table 10.5 in Chapter 10 (Population) in Volume 2 of the EIAR shows that of the 11 Community Areas assessed along the scheme corridor Foxrock has a car mode share for travel to work trips at 60%, compared to the average for the study area of 46%. It is also above the average value for County Dublin which is 54%. The proposed link to the South Park estate will help facilitate a modal shift from car usage to sustainable transport (active travel and public transport), as the link provides direct and easy access to the bus stops on the N11 by enhanced permeability and improved catchment.</p> <p>NSO8 Transition to a Low Carbon and Climate Resilient Society - In Chapter 2 (Need for the Proposed Scheme) in Volume 2 of the EIAR, Table 2.3 assesses that <i>'The Proposed Scheme comprises transport infrastructure that supports the delivery of an efficient, low carbon and climate resilient public transport service. Furthermore, the Proposed Scheme will provide the advantage of segregated cycling facilities. These high-quality cycle tracks will be typically 2m in width offering a high level of service and help to reduce dependency on private car use for short journeys in compliance with the objectives of NSO8. The primary objective of the Proposed Scheme therefore, through the provision of necessary bus, cycle, and walking infrastructure enhancements is the facilitation of modal shift from car dependency, and thereby contributing to an efficient, integrated transport system and a low carbon and climate resilient City in compliance with NSO8.'</i></p> <p>As well as providing a link for pedestrians to the existing bus stops on the N11/Bray Road, the new link will connect the estate to the enhanced cycle tracks along the N11/Bray Road. This will help reduce dependency on private car use for short journeys, with an associated shift to active travel and public transport.</p> <p>NSO10 Access to Quality Childcare, Education and Health Services – In Chapter 2 (Need for the Proposed Scheme) in Volume 2 of the EIAR, Table 2.3 assesses that <i>'The Proposed Scheme provides infrastructure to support the delivery of sustainable transport that will benefit the entire community in terms of greater accessibility, capacity, and speed of service improvements. The infrastructure improvements are along key arterial routes which include many of Dublin's childcare, educational and health care services in compliance with the objectives of NS10.'</i></p>

National Policy	How the proposed link between South Park and N11/Bray Road supports the policies identified in EIAR Chapter 2
	The proposed link will improve the accessibility to the N11/Bray Road corridor and the community services located along it.
Draft National Investment Framework for Transport in Ireland	<p>Section 2.3.3.4 in Chapter 2 (Need for the Proposed Scheme) in Volume 2 of the EIAR states that <i>'The Department of Transport (DoT) is in the process of updating the existing transport framework, the National Investment Framework for Transport in Ireland (hereafter referred to as draft NIFTI) (DoT 2021c) to ensure alignment with the policies of the NPF.'</i></p> <p>On page 38 of Section 2.3.3.14 in Chapter 2 (Need for the Proposed Scheme) in Volume 2 of the EIAR notes that the draft plan states that future transport planning will prioritise sustainable modes and <i>'...sets out a hierarchy of travel modes to be accommodated and encouraged when investments and other interventions are made. Sustainable modes, starting with active travel and then public transport, will be encouraged over less sustainable modes such as the private car'.</i></p> <p><i>'Active travel is the most sustainable mode of travel. Increasing the share of active travel can reduce the carbon footprint of the transport sector, improve air quality, reduce urban congestion, and bring about positive health impacts as a result of increased physical activity. The attractiveness of this mode is dependent on infrastructure — for example, dedicated footpaths, segregated cycle lanes and the quality and priority of road crossing points all impact upon the number of people engaging in active travel.'</i></p> <p>The proposed link and associated works support the above hierarchy of sustainable modes by encouraging active travel from South Park and the proposals are a good example of pieces of infrastructure (new pedestrian and cyclist link, aligned to signalised crossing of the N11/Bray Road, serving bus stops) that support active travel and public transport.</p>
Smarter Travel – A Sustainable Transport Future: A New Transport Policy for Ireland 2009 - 2020	<p>Section 2.3.3.7 in Chapter 2 (Need for the Proposed Scheme) in Volume 2 of the EIAR states that <i>'The Department of Transport, Tourism and Sport (DTTAS) Smarter Travel - A Sustainable Transport Future: A New Transport Policy for Ireland 2009 – 2020 (hereafter referred to as Smarter Travel) (DTTAS 2009a) is the National planning policy document to deliver an integrated transport policy for Ireland as supported by Government. A SEA and Appropriate Assessment (AA) were carried out as part of Smarter Travel.'</i></p> <p>Table 2.4 on page 35 of Section 2.3.3.5 in Chapter 2 (Need for the Proposed Scheme) in Volume 2 of the EIAR describes how the Proposed Scheme meets the 5 Key Goals of Smarter Travel. Relevant Key Goals in respect of the proposed new link to Patrician Villas include the following:</p> <p><i>'Improve quality of life and accessibility to transport for all and, in particular, for people with reduced mobility and those who may experience isolation due to lack of transport.'</i></p> <p>The proposed link from South Park connecting to the existing bus will make the bus transit experience more accessible for users of all abilities and ages. Provision and enhancement of cycling facilities along the Proposed Scheme, creating routes that are safe, accessible, and attractive for people of all abilities and ages.</p> <p><i>'Reduce overall travel demand and commuting distances travelled by the private car.'</i></p> <p>The proposed link aligns with the goal as it will promote a viable modal shift from private car to a more sustainable forms of transport. It enhances</p>

National Policy	How the proposed link between South Park and N11/Bray Road supports the policies identified in EIAR Chapter 2
	<p>active travel networks and thus encourages the use of these modes reducing reliance on the private car.</p> <p><i>‘Improve security of energy supply by reducing dependency on imported fossil fuels.’</i></p> <p>The proposed link aligns with the goal as it is providing the infrastructure necessary to facilitate a viable modal shift to sustainable transport.</p>
Climate Action Plan 2023	<p>Section 2.3.3.12 in Chapter 2 (Need for the Proposed Scheme) in Volume 2 of the EIAR states that in regard to avoidance of travel and shift to more environmentally friendly modes, the Climate Action Plan (CAP) 2023 sets out that:</p> <p><i>‘Greater prioritisation and reallocation of existing road space towards public transport and active travel will be a key supporting element for the new DMS. This already forms a crucial element of the BusConnects programme in each of our five cities. It is also a key recommendation from the OECD’s Redesigning Ireland’s Transport for Net Zero report’.</i></p> <p>Section 2.3.3.12 also describes how the Plan sets out various ‘Key Actions to Deliver Abatement in Transport for the Period 2023-2025’ which includes: ‘Pedestrian enhancement plans developed for five metropolitan areas’, ‘Advance roll-out of 1,000 km walking/cycling infrastructure’, and ‘Advance BusConnects programme in 5 cities’.</p> <p>The proposed link supports this by enhancing permeability, as well as connecting to high quality cycling routes along the CBC which will encourage greater uptake of active travel from the South Park estate.</p> <p>Section 8.8.2 in Chapter 8 (Climate) in Volume 2 of the EIAR it states that:</p> <p><i>‘The Proposed Scheme will however support the delivery of government strategies outlined in the 2023 CAP (DCCAE 2022) and the 2021 Climate Act by enabling sustainable mobility and delivering a sustainable transport system. The Proposed Scheme will provide connectivity and integration with other public transport services leading to more people availing of public transport, helping to further reduce GHG emissions.’</i></p> <p>Section 8.8.2 goes on to state that <i>‘it is concluded that the Proposed Scheme achieves the project objectives in supporting the delivery of an efficient, low National Policy identified in EIAR Chapter 2 carbon and climate resilient public transport service, which supports the achievement of Ireland’s emission reduction targets. The Proposed Scheme has the potential to reduce CO₂eq emissions equivalent to the removal of approximately 6,030 and 9,140 car trips per weekday from the road network in 2028 and 2043 respectively. This has the effect of a reduction in total vehicle kilometres, a reduction in fuel usage, and increases to sustainable transport trips and modal share in accordance with the 2023 Climate Action Plan (CAP) (DCCAE 2022). It is concluded that, the Proposed Scheme will make a significant contribution to reduction in carbon emissions.’</i></p> <p>The proposed link to South Park provides improved connectivity to the public transport system for the residential estate and has the potential to reduce CO₂ emissions through the removal of unnecessary car trips from the road network and contribute towards the national target of a 50% reduction in emissions for the transport sector by 2030 as outlined as a target in the 2023 Climate Action Plan.</p>

National Policy	How the proposed link between South Park and N11/Bray Road supports the policies identified in EIAR Chapter 2
	The NTA would like to acknowledge the recent approval of the Climate Action Plan 2024 on 21 May 2024. The NTA are satisfied that the newly approved plan does not change the overall assessment as described here and in the EIAR for the Proposed Scheme.

In addition to the national policies above referenced in Chapter 2 (Need for the Proposed Scheme) in Volume 2 of the EIAR, the Department of Transport published the National Sustainable Mobility Policy in April 2022. By providing enhanced permeability for the South Park estate, the proposal to provide a new pedestrian link between South Park and the N11/Bray Road supports the following goals of the National Sustainable Mobility Policy.

Goal 3 - Expand availability of sustainable mobility in metropolitan areas

‘Goal 3 aims to expand the capacity and availability of sustainable mobility in our five cities (Cork, Dublin, Galway, Limerick, and Waterford). This will be done through improved walking, cycling, bus and rail infrastructure, improved transport interchange and expanded public transport services. Transformed active travel and bus infrastructure and services in all five cities is fundamental to achieving the targets of 500,000 additional daily active travel and public transport journeys and a 10% reduction in kilometres driven by fossil fuelled cars by 2030.’

As listed in Table 2.41 above in relation to the Section 8.8.2 in Chapter 8 (Climate) in Volume 2 of the EIAR, the proposed link to South Park provides improved connectivity to the public transport system for the residential estate and has the potential to reduce CO2 emissions through the removal of car trips from the road network and contribute towards the national target 500,000 additional trips by walking, cycling and public transport per day by 2030.

Goal 7 - Design infrastructure according to Universal Design Principles and the Hierarchy of Road Users model:

‘Goal 7 aims to support enhanced permeability and ensure that the universal design principle and Hierarchy of Road Users model is used to inform future investment decisions to reduce inequalities, support a whole of journey approach, and prioritise sustainable mobility’.

The proposed link at South Park provides enhanced permeability to the residential area and as noted in Section 6.4.6.1.2.1 in Chapter 6 (Traffic & Transport) in Volume 2 of the EIAR states that *‘All proposed facilities have been designed in accordance with the principles of DMURS and the National Disability Authority (NDA) ‘Building for Everyone: A Universal Design Approach’ (NDA 2020) with regards to catering for all users, including those with disabilities.’*

Regional Policy

As set out Section 2.3.4 in Chapter 2 (Need for the Proposed Scheme) in Volume 2 of the EIAR, and Appendix A2.1 Planning Report, the Proposed Scheme supports several regional policies. The new link between South Park and the N11/Bray Road supports particular aspects of the policies as described in Table 2.42 below.

Table 2.42: Regional Policy

Regional Policy	How the proposed link between South Park and N11/Bray Road supports the policies identified in EIAR Chapter 2
Transport Strategy for the Greater Dublin Area (GDA) 2016 – 2035	Section 2.3.4.1 in Chapter 2 (Need for the Proposed Scheme) in Volume 2 of the EIAR and Section 3.6.1 of Appendix A2.1 describe how the need for the Proposed Scheme is supported by the GDA Transport Strategy. Section 3.6.2.1 of Appendix A2.1 assesses: <i>‘The Proposed Scheme will provide the infrastructure necessary to deliver the transformational change of the current bus network required to meet objectives such as, greater efficiency, reduction in journey times and improve environmental performance. The Proposed Scheme design has</i>

Regional Policy	How the proposed link between South Park and N11/Bray Road supports the policies identified in EIAR Chapter 2
	<p><i>been developed by NTA and takes account of policy objectives in the Implementation Plan.'</i></p> <p>The proposed link provides improved accessibility to the CBC along the N11/Bray Road, which is an important component of the significantly enhanced bus network in this area.</p>
<p>Greater Dublin Area Transport Strategy 2022-2042</p>	<p>As set out in Table 2.11 in Section 2.3.4.3 in Chapter 2 (Need for the Proposed Scheme) in Volume 2 of the EIAR, the GDA strategy includes various measures that the Proposed Scheme will support. In respect of the proposed link between South Park and the N11/Bray Road the following measures are directly relevant:</p> <p>Measure PLAN15 – Urban Design in Walking and Cycling Projects.</p> <p>The proposed link meets this measure increasing the permeability accessibility of the South Park estate, thereby increasing accessibility to the core bus corridor and bus stops.</p> <p>Measure PLAN2 – The Road User Hierarchy</p> <p>The proposed link aligns with this measure as it will help promote modal shift from private car to a more sustainable forms of transport. It enhances active travel networks and thus encourages the use of these modes reducing reliance on the private car.</p> <p>Measure INT3 – Integration of all Modes in Transport Scheme</p> <p>The proposed link aligns with this measure as it enhances the connection between the public transport network and the active travel network and thus encourages the use of these modes reducing reliance on the private car. Access to/from the residential area by car is unaffected by the Proposed Scheme.</p>
<p>Regional Spatial Economic Strategy (RSES) for the Eastern and Midland Region (EMR) 2019 – 2031</p>	<p>As set out in Section 2.3.4.4 in Chapter 2 (Need for the Proposed Scheme) in Volume 2 of the EIAR, the RSES for the ERM contains the Dublin Metropolitan Area Strategic Plan (Dublin MASP) which includes various Regional Policy Objectives (RPOs) that the Proposed Scheme will support.</p> <p>In respect of RPO 5.3 the proposed link between South Park and the N11/Bray Road is directly relevant as it will support the increase of active travel modes and public transport use:</p> <p><i>'RPO 5.3: 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.'</i></p>

In addition to the above, Section 7.1.2 of the Transport Strategy for the Greater Dublin Area, sets out several local planning principles, including:

'New development areas should be fully permeable for walking and cycling and the retrospective implementation of walking and cycling facilities should be undertaken where practicable in existing neighbourhoods, in order to a give competitive advantage to these modes;'

The proposed new link between South Park and the N11/Bray Road is a good example of a retrospective piece of walking and cycling infrastructure which will increase permeability for walking and cycling and help to encourage active travel.

Local Policy

As set out in Section 2.3.5 in Chapter 2 (Need for the Proposed Scheme) in Volume 2 of the EIAR, and Appendix A2.1 Planning Report, the Proposed Scheme supports several local policies. The new link between South Park and the N11/Bray Road supports particular aspects of the policies as described in Table 2.43 below.

Table 2.43: Local Policy

Local Policy	How the proposed link between South Park and N11/Bray Road supports the policies identified in EIAR Chapter 2
Dún Laoghaire-Rathdown County Development Plan 2022 – 2028	<p>As set out in Table 2.14 of Section 2.3.5.3 in Chapter 2 (Need for the Proposed Scheme) in Volume 2 of the EIAR, the Dún Laoghaire-Rathdown County Development Plan includes a number of policies and objectives that the Proposed Scheme supports. In respect of the proposed link between South Park and the N11/Bray Road the following are directly relevant:</p> <p><i>‘Policy Objective T5: It is a Policy Objective to expand attractive public transport alternatives to car 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 NTAs ‘Integrated Implementation Plan 2019-2024’ and subsequent updates by optimising existing or proposed transport corridors, interchanges, developing new park and rides, taxi ranks and cycling network facilities at appropriate locations.’</i></p> <p><i>‘The Proposed Scheme will provide the infrastructure required for an attractive public transport system that caters for different transport modes including walking, cycling and bus as alternatives to the private car. The Proposed Scheme will enhance existing transport corridors and implement new cycling and pedestrian networks to cater for a variety of different users. Whilst the Proposed Scheme does not involve the development of new park and rides and taxi ranks it will provide for better transport connections throughout the area and therefore help better link existing facilities. The Proposed Scheme is therefore compliant with Policy Objective T5.’</i></p> <p>The proposed new link between South Park and the N11/Bray Road provides improved integration between active travel and public transport modes.</p> <p><i>‘Policy Objective T11: – 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.’</i></p> <p><i>‘The Proposed Scheme will provide the infrastructure necessary for high quality, connected and inclusive walking and cycling routes across the Proposed Scheme corridor. Chapter 6 (Traffic & Transport) in Volume 2 of the EIAR has considered permeability as part of the project.’</i></p> <p>The proposed new link provides improved permeability and is in accordance with the NTA’s best practice guide referenced above.</p>

In addition to the above, Section 12.5.2 of the Dublin City Development Plan 2016 – 2022, includes the following policy: ‘SN4: To have regard to the Department of Housing, Planning, Community and Local Government’s Guidelines on Sustainable Residential Development in Urban Areas and its accompanying Urban Design Manual, 2010, the Guidelines on Local Area Plans and the related Manual, 2013 and the joint DTTS and DCLG’s Design Manual for Urban Streets and Roads (DMURS), 2013 and the NTA’s Permeability Best Practice Guide, 2015, in the making of sustainable neighbourhoods.’

The NTA’s best practice guide referenced above specifically highlights that boundary walls around estates and within residential areas that prevent movement along natural desire lines can act as a

barrier to permeability. The removal of a section of the boundary and treeline and the addition of the proposed new link between South Park and the N11/Bray Road provides improved permeability at this location in accordance with the best practice guide.

Scheme Objectives

The objectives of the Proposed Scheme, included in Section 1.1 of Volume of the EIAR the Non-Technical Summary, and also included in Section 2.1 in Chapter 2 (Need for the Proposed Scheme) in Volume 2 of the EIAR supports the various policies outlined above. Specifically, the proposal for a new link between South Park, together with the new bus stops on the N11 Road, supports the following stated objectives of the Proposed Scheme as highlighted, and described in detail, below:

- *‘Support the delivery of an efficient, low carbon and climate resilient public transport service, which supports the achievement of Ireland’s emission reduction targets; - The new link between South Park and the N11/Bray Road facilitates a mode-shift from car-dependence;*
- *Enhance the potential for cycling by providing safe infrastructure for cycling, segregated from general traffic wherever practicable; - the proposed new link will enhance the potential for cyclists from South Park to access safe segregated cycling infrastructure on the N11/Bray Road;*
- *Improve accessibility to jobs, education and other social and economic opportunities through the provision of improved sustainable connectivity and integration with other public transport services; - the proposed new link will provide improved sustainable connectivity improving accessibility.’*

Existing Access to Sustainable Travel

As shown in Figure 2.158 and Figure 2.159, Image 2.11 from Chapter 2 (Need for the Proposed Scheme) in Volume 2 of the EIAR provides an overview of the existing combined activity density scenario along the length of the of the Proposed Scheme. This identifies the South Park catchment as a low-density location based on the 2011 census data. Image 2.12 of Chapter 2 (Need for the Proposed Scheme) in Volume 2 of the EIAR displays the Dublin Bus Patronage heat map along the length of the Proposed Scheme which also highlights reduction in Bus Patronage on the N11 Road in the vicinity of South Park relative to the other sections of the Proposed Scheme.

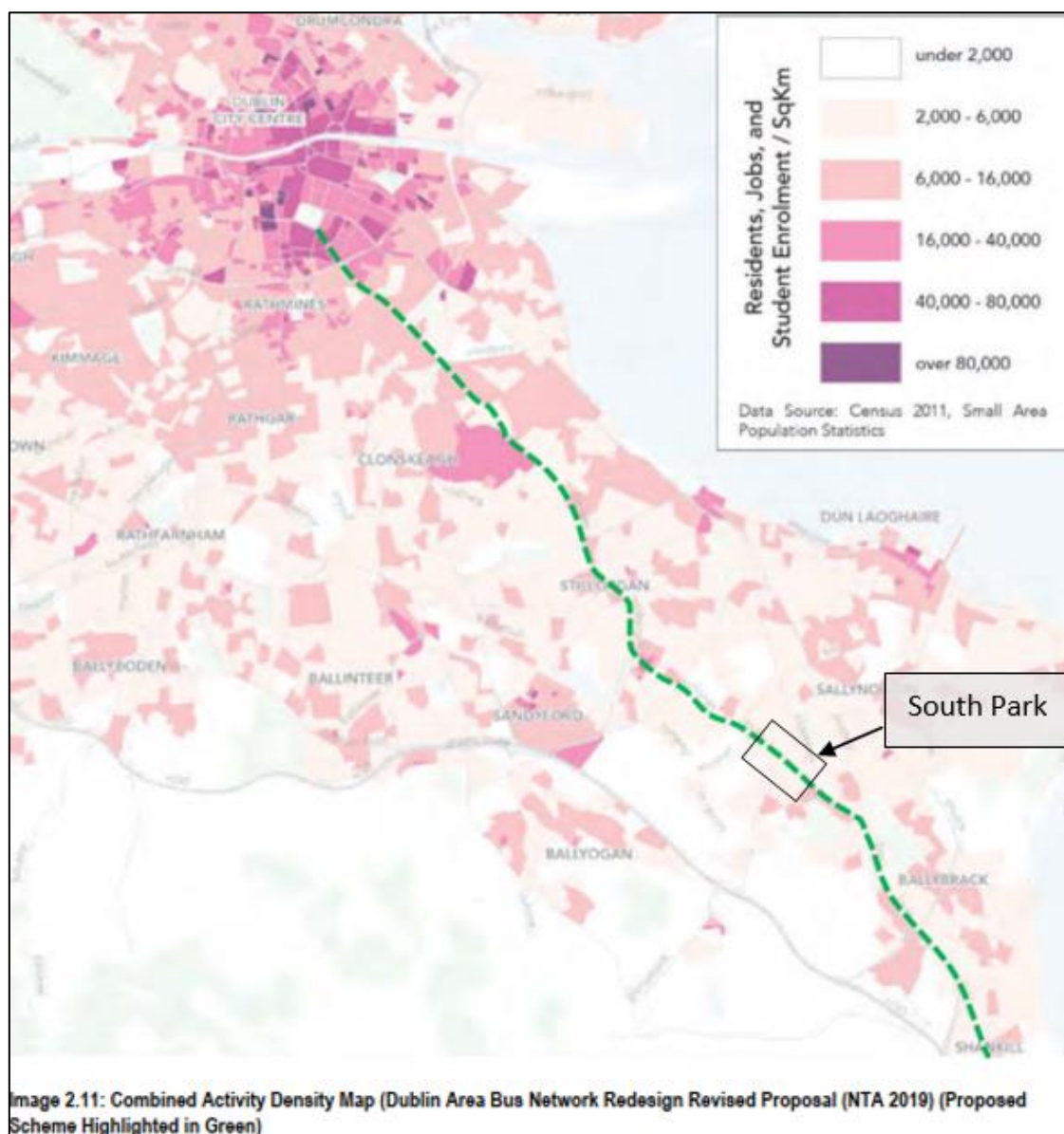


Figure 2.158: Image 2.11 of Chapter 2 (Need for the Proposed Scheme)

This is further supported by Section 10.2.1.1 in Chapter 10 (Population) in Volume 2 of the EIAR, which includes the assessment of impacts on community amenity, land take and accessibility consist of 'community areas', which are informed by the Central Statistics Office (CSO) 2016 Census parish boundaries (CSO 2016a). One of these community areas is Foxrock.

As can be seen from Table 2.39, of the 19 Community Areas assessed Foxrock is on the higher end of car mode share for travel to work trips at 60%. In addition, this mode share exceeds the average mode share for County Dublin as a whole. Other community areas in Table 10.5 located along the N11 Road corridor, such as Booterstown and Newtownpark, have lower travel by car percentage and higher travel by bus percentage, compared to Foxrock. These other areas generally have good permeability to the high frequency bus services along the N11 Road.

The proposed new link to South Park is situated in close proximity to the existing inbound and outbound bus stop and in close proximity to the junction with the existing pedestrian crossing on the N11. The propose new link to South Park will provide access to the wider catchment of the South Park residents, hence will allow the community at South Park to be better linked to the wider public transport, cycle and walking network routed in the area. The existing footway from the Old Bray Road linking to Beech Park is retained and a raised table crossing is provided as part of the Proposed Scheme to improve pedestrian movement and safety.



Figure 2.160: Location of South Park and Proposed new Pedestrian/Cyclist Link (Image Source: Google)

Overall need for the proposed pedestrian and cyclist link

Section 6.4.6.1.3.1 in Chapter 6 (Traffic & Transport) in Volume 2 of the EIAR, the Pedestrian Infrastructure provides an overall assessment of the Proposed Scheme and concludes that it will deliver a Positive, Significant and Long-term impact in terms of Pedestrian Infrastructure. The Proposed Scheme will deliver significant improvements in people movement by sustainable modes along the Proposed Scheme corridor, particularly by bus, with reductions in car mode share due to the enhanced sustainable mode provision.

Section 6.4.3.2 in Chapter 6 (Traffic & Transport) in Volume 2 of the EIAR also highlights that:

'To limit the growth in car traffic, and to ensure that this demand growth is catered for predominantly by sustainable modes, a number of measures will be required, that include improved sustainable infrastructure and priority measures delivered as part of the NDP/GDA Strategy. In addition to this, demand management measures will play a role in limiting the growth in transport demand, predominantly to sustainable modes only. As a result, there will be only limited or no increases overall in private car travel demand. The Proposed Scheme will play a key role in this as part of the wider package of GDA Strategy measures.'

The proposed link to South Park supports the improvements in people movement by sustainable modes at this location and the importance of, and the need for, the proposed link will become more pressing in the future as demand management measures will play a role in limiting the growth in transport demand predominantly to sustainable modes only.

In addition, the Dublin City Development Plan includes policy:

'MT11: To continue to promote improved permeability for both cyclists and pedestrians in existing urban areas in line with the National Transport Authority's document 'Permeability – a best practice guide.'

As set out in Table 2.12 of Section 2.3.5.1 in Chapter 2 (Need for the Proposed Scheme) in Volume 2 of the EIAR, the Dublin City Development Plan includes Policy SMT18:

'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’.

The Proposed Scheme aligns with the objective as along the route, improvements and enhancements will be made to footpaths, walkways, and pedestrian crossings.

The NTA document: Permeability in Existing Urban Areas Best Practice Guide 2015 is referenced in the Dublin City Development Plan, as set out in Table 2.9 of Section 2.3.5.1 in Chapter 2 (Need for the Proposed Scheme) in Volume 2 of the EIAR. The Introduction to this on page 1 states that the policy guidance has been developed:

‘On how best to facilitate demand for walking and cycling in existing built-up areas. This includes creation of linkages within the urban environment for people to walk and cycle from their homes to shops, schools, local services, places of work and public transport stops and stations.’

Chapter 2 (Need for the Proposed Scheme) in Volume 2 of the EIAR outlines the policy context that underpins the Proposed Scheme as well as the regional and local transport need for the Proposed Scheme. Section 2.3.4.2 notes the following:

‘As part of the 2016 GDA Transport Strategy, the Core Bus Network is to be developed to achieve a continuous priority for bus movement on sections of the Core Bus Network within the Metropolitan Area. This is to be achieved through enhanced bus lane provision, the removal of delays along the routes and to enable the bus to provide a faster mode of transport than the private car along these routes.

The need for the Proposed Scheme is supported by the GDA Transport Strategy in so far as it will provide infrastructure required to facilitate ‘a continuous priority for bus movement on sections of the Core Bus network within the Metropolitan area.’ The Proposed Scheme will realise the objectives of the GDA Transport Strategy by providing the enhanced bus lanes, removing ‘bottlenecks’ and making the bus a faster option to commuters than car-based transport. The GDA Transport Strategy 2016 – 2035 has now been replaced by the GDA Transport Strategy 2022-2042 (NTA 2022) which has now been adopted and this is reviewed in Section 2.3.4.3.

It is an objective of the 2019 Implementation Plan to build on the work already achieved in the GDA with respect to catering for greater bus movement. The intention set out in the 2019 Implementation Plan is to progress the development of the Core Bus Corridors (the CBC Infrastructure Works) to achieve, as far as practicable, continuous priority for bus movement. The need for the Proposed Scheme is supported by the 2019 Implementation Plan’s stated aim to ‘overhaul the current bus system in the Dublin region by (inter alia): • Building a network of new bus corridors on the busiest bus routes to make bus journeys faster, predictable, and reliable’. The Proposed Scheme will provide the infrastructure necessary to deliver the transformational change of the current bus network required to meet objectives such as, greater efficiency, reduction in journey times and improve environmental performance. The Proposed Scheme design has been developed by NTA and takes account of policy objectives in the Implementation Plan.’

Section 2.3.5.3 in Chapter 2 (Need for the Proposed Scheme) in Volume 2 of the EIAR directly references the Dún Laoghaire-Rathdown County Development Plan 2022 – 2028 and outlines how the Proposed Scheme is compliant. The vision of the DLRCDDP (DLRCC 2022) is to:

‘Embrace inclusiveness, champion quality of life through healthy placemaking, grow and attract a diverse innovative economy and deliver this in a manner that enhances the environment for future generations.’

The DLRCDDP places sustainable transport and mobility as a core principle in the future development of the county. Table 2.14 in Chapter 2 (Need for the Proposed Scheme) in Volume 2 of the EIAR outlines the key transport policies relevant to Bus Improvements in the DLRCDDP and how the Proposed Scheme meets the policy objectives T1, T3, T4, T5, T6, T11, T12, T13 and T23. The Proposed Scheme will deliver the infrastructure necessary to enhance public transport, walking and cycling networks along the route corridor. It will facilitate a modal shift towards public transport and active travel modes which is a key objective of the DLRCDDP (DLRCC 2022).

Additionally, in Chapter 2 (Need for the Proposed Scheme Appendices) in Volume 4 of the EIAR Appendix A10.2, The Economic Impact of the Core Bus Corridors, sets out the manner in which the Proposed Scheme will bring positive impacts for businesses and individuals along the corridor, including encouraging more sustainable travel through increased bus patronage, walking and cycling. This is

summarised on page 6 of the Executive Summary of the Appendix where it is highlighted that the improved infrastructure will encourage more walking and cycling, as road safety fears are often the main reason people do not cycle, and the new bus routes will provide improved access for all families, with those on low income or with disabilities, in particular, gaining through improved transport options and less need to spend on car travel. The positive impacts of the Proposed Scheme are further evidenced in Section 4 Community Health and Wellbeing, where the following conclusion is stated:

‘Walking and cycling infrastructure developed as part of the proposed improvements should lead to an increase in the use of sustainable transport modes by offering new and safer alternatives to the use of private vehicles. These impacts will occur as soon as the new facilities are opened and the evidence suggests that people should rapidly swap to new transport choices.’ The proposed link from South Park is an important piece of infrastructure that will support more sustainable travel at this location on the corridor.’

The Proposed pedestrian link will provide permeability and accessibility to residents of both Beech Park and South Park estate. The proposed link to South Park supports the improvements in people movement by sustainable modes at this location and the importance of, and the need for, the proposed link will become more pressing in the future as demand management measures will play a role in limiting the growth in transport demand predominantly to sustainable modes only.

Summary of Response

The preceding pages describe how the statutory application documentation comprehensively set out why the proposed link between South Park and the N11 Road is proposed and demonstrate the need for it. It is an important piece of infrastructure that supports the significant improvements in people movement by sustainable modes which are necessary at this location.

2) Querying the Consultation Process

The Public Consultation Report 2018-2022 provided in the Supplementary Information for the Proposed Scheme outlines the extensive public consultation and stakeholder engagement undertaken during that period, with three rounds of non-statutory public consultation undertaken.

Throughout the three rounds a number of consultation tools were used, including:

- A dedicated website, launched in May 2017;
- An individual brochure for the Proposed Scheme (updated at all 3 rounds);
- Public information events (in person for first and second rounds, virtual for third round),
- Community Forum events, to create a two-way communication process with representatives of local communities, (in person for first and second rounds, virtual for third round, average attendees 24);
- Range of digital channels, including Twitter and Facebook; Traditional published material;
- Press and radio advertising;
- Outdoor advertising;
- Presentations; and
- Infographics.

The public events took place in accessible venues chosen to maximise the level of local engagement and attendance where possible. These events allowed members of the public to speak directly and in detail with members of the BusConnects Infrastructure team about the proposals. These non-statutory Public Information Events were advertised in local newspapers, through radio, on the BusConnects website, through extensive email reminders to public representatives, Local Authorities' Public Partnership Networks (PPN's), emails to Community Forum members, promoted through social media and digital channels.

The following paragraphs provide more details of each of the three rounds on non-statutory consultation for the Proposed Scheme.

First non-statutory round of public consultation

The first non-statutory round of public consultation for the Bray to City Centre Core Bus Corridor Emerging Preferred Route Option (EPR) took part from 26th February 2019 to 31st May 2019.

The first Community Forum meeting for the Bray to City Centre Core Bus Corridor took place on 08 February 2019 at the Talbot Hotel, Stillorgan from 18.30 – 20.00 with approximately 85 representatives in attendance. A public information event for the Bray to City Centre Core Bus Corridor took place in the Talbot Hotel, Stillorgan on 26 March 2019.

The scheme drawings in the published consultation brochure highlighted the proposal to introduce a pedestrian link between South Park and the N11/Bray Road, see Figure 2.161 below.

The issues raised during the first phase of public consultation were considered as part of the route options assessment process and in determining a preferred route. The EPR proposals were amended to address the issues raised in the objections where possible, including incorporating suggestions and recommendations from local residents, community groups and stakeholders where appropriate.

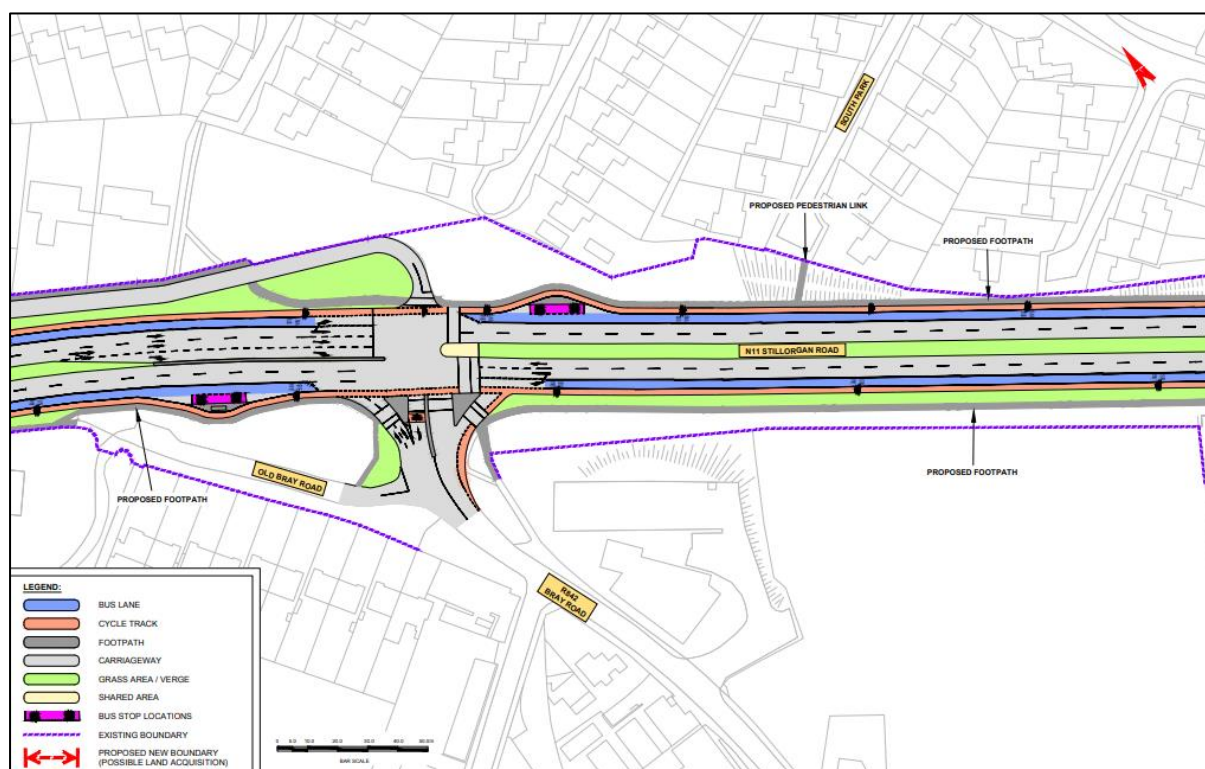


Figure 2.161: Extract from EPRO Drawings – First round of non-statutory consultation (Map: 31 Emerging Preferred Route)

As part of this review, several new design options were developed for consideration in specific areas where issues were identified. At South Park, the proposed location of the pedestrian link was changed from the EPR option and moved closer to the junction with Old Bray Road, to improve the pedestrian movement line and access to the bus stop.

There were 1,225 submissions received relating to the Bray to City Centre Core Bus Corridor, with no comments recorded in relation to the proposed addition of a new pedestrian link at South Park.

Second non-statutory round of public consultation

A second Community Forum event was held at the Talbot Hotel, Stillorgan on 12 September 2019, with approximately 75 in attendance. This Community Forum was held in advance of the launch of second round of non-statutory public consultation. The meeting aimed to keep members updated on the design process between the first and second consultation.

In March 2020, the Draft Preferred Route Option (PRO) was published, and a second non-statutory round of public consultation commenced on 4 March 2020 and ran until 17 April 2020. The consultation

was announced via press release and a media briefing that took place in the Alex Hotel, Fenian Street from 10.00 – 12.00.

The scheme drawings in the published consultation brochure highlighted the proposal to remove an existing portion of trees to facilitate the proposed new pedestrian link at South Park, see Figure 2.162 below.

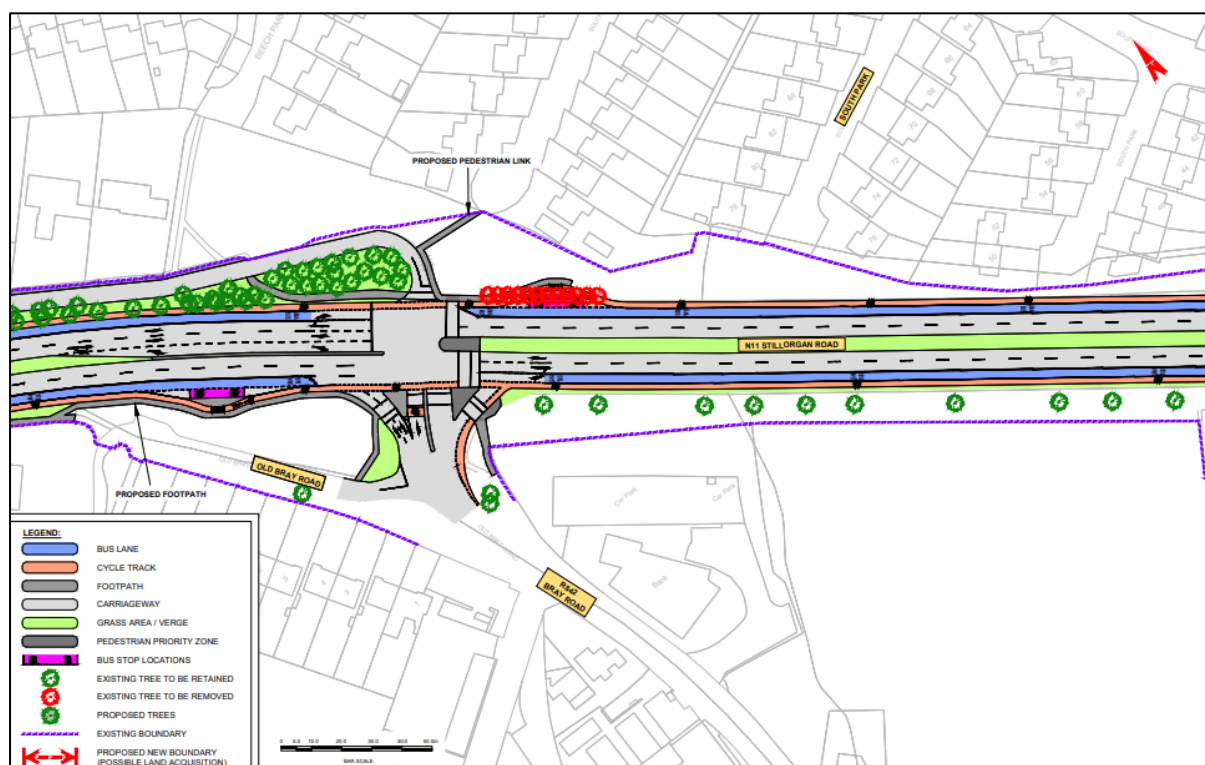


Figure 2.162: Extract from Draft PRO Drawings – Second round of non-statutory consultation (Map 31: Preferred Route)

A public information event for the Bray to City Centre Core Bus Corridor took place in the Talbot Hotel, Stillorgan on 12 March 2020 from 11.30-19.30. Members of the public were invited to attend to review the changes made to the proposals since the first round of consultation in 2018/2019 and to discuss concerns and observations with members of the BusConnects Infrastructure team. Due to the COVID-19 pandemic, this event had to end earlier than scheduled and all further planned consultation events scheduled after 12 March 2020 were postponed.

Following the EPR submissions review of the proposals, there were some changes to the number of properties that were potentially impacted. 204 letters were prepared and delivered on 02 March 2020 to properties either continuing to be potentially impacted; newly potentially impacted; or no-longer potentially impacted, with recipients invited to schedule meetings with the BusConnects Infrastructure team if they wished to discuss the proposals on an individual basis.

Due to the COVID-19 pandemic, all events scheduled after 12 March 2020 were cancelled. In deference to the objections we had already received, the decision was made not to cancel the consultation. Consequently, there were just 40 submissions received relating to the Bray to City Centre Core Bus Corridor, none of which related to the proposal to create a pedestrian link between South Park and the N11/Bray Road.

Third non-statutory round of public consultation

The third round of non-statutory public consultation took place from 4th November 2020 until 16th December 2020 on the updated Draft Preferred Route Option for the Proposed Scheme. The consultation was announced via press release, on the NTA website and on social media. Public representatives were made aware of the publication of the revised proposals via email. This email also contained information on Community Forums for TDs, Senators, and Councillors to assist in spreading awareness of the meetings. A third Community Forum virtual consultation call was organized via Zoom to take place on 4 November 2020. Members of the Transport & Communications Networks Oireachtas Committee were separately made aware of the launch.

Due to the Covid19 pandemic, which commenced with restrictions in March 2020 and continued throughout the second and third public consultation rounds, the BusConnects Infrastructure team developed online and virtual elements to assist the public in viewing and reading the proposals. Our primary virtual interactive tool during the final third phase of public consultation was the use of virtual consultation rooms available through the BusConnects website. These rooms were online for a six-week period (24hrs x 7 days a week) and included the following:

- All Scheme materials available for perusal, such as the brochure, maps and all associated support documentation;
- An audio description of the brochure information; and
- A call back facility within the virtual rooms for any stakeholder to book a phone call back from a member of the BusConnects Infrastructure team for additional information or more detailed queries.

These Virtual Consultation Rooms replaced the more traditional Public Information Events due to the Covid restrictions on face-to-face interactions, typically used during non-statutory public consultation. Compared to the face-to-face Public Information Events utilised during the first and second rounds of Non-Statutory Public Consultation the numbers of the public that engaged increased significantly due to the online access available through this facility. Over the seven weeks of the consultation, 433 unique users visited the virtual information room for Bray to City Centre Core Bus Corridor.

In addition, a third, virtual, Community Forum meeting took place on 1st December 2020 with approximately 65 representatives in attendance.

The Proposed Scheme drawings in the published consultation brochure highlighted the proposal to remove an existing portion of trees to facilitate the proposed new pedestrian link at South Park, see Figure 2.163 below.

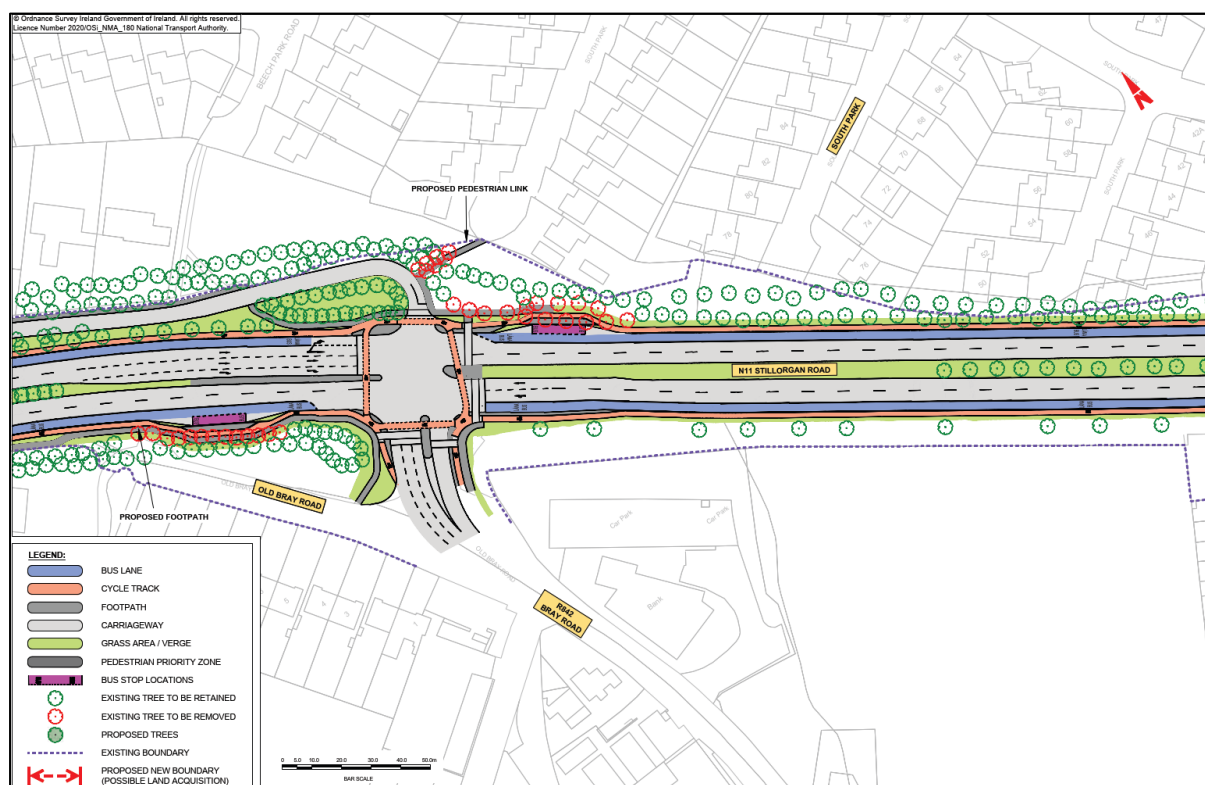


Figure 2.163: Extract from Draft PRO Drawings – Third round of non-statutory consultation (Map 31: Preferred Route)

Advertisements detailing where interested parties could access further information on the CBC including viewing the proposals, making an objection, and attending information events were placed in local and national newspapers, online and in highly visible areas around the Greater Dublin Area. There were 572 submissions relating to the Proposed Scheme during this round of non-statutory public consultation.

The public consultation submission reports provided as Appendices A and B to the Preferred Route Option Report, do not record any submissions made to the three rounds of non-statutory consultation in respect to the proposed link to South Park.

Non-statutory property referencing letters

In March-April 2023 non-statutory property referencing letters were posted to the impacted landowners through registered post to confirm their interest in the property. During this period NTA had communication with the impacted landowners.

Statutory round of public consultation

As part of the statutory public consultation in addition to the notices required by statute to be published in the newspaper, public notices were also placed at 176 locations along the route of the Proposed Scheme so as to ensure that members of the public in the area who may not have noticed the statutory newspaper notice or whose lands were not being acquired and so were not part of the CPO process were informed of the Proposed Scheme, as shown in Figure 2.164 and Figure 2.165.

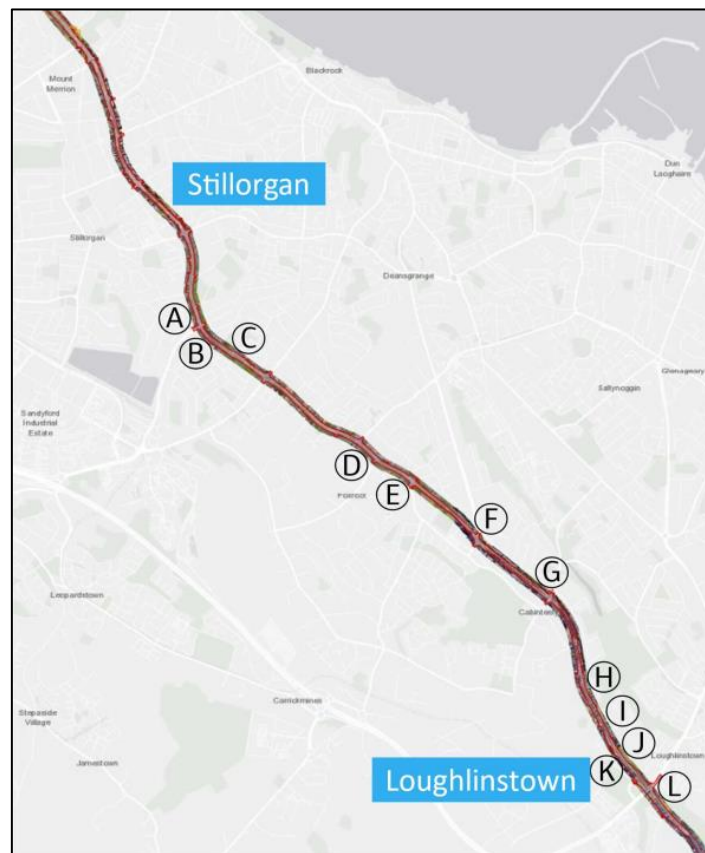


Figure 2.164: Extract from Site Notices Report - Location of non-statutory public notices erected during statutory consultation (Section 1 of 4)



Figure 2.165: Extract from Site Notices Report - Location of non-statutory public notices erected during statutory consultation (Section 1 of 4)

Location E included site notices 2.8D and 2.8E, each comprising two A3 sized notices; site notices 2.8D and 2.8E were erected in the green verge along Old Dublin Road and Stillorgan Road respectively. The notices themselves are shown in Figure 2.166, Figure 2.167, Figure 2.168, and Figure 2.169 and further images of the locations for the notice to be erected are shown in Figure 2.170 and Figure 2.171.

NTA
Údarán Náisiúnta Iompar
National Transport Authority

BUS CONNECTS
NATIONAL TRANSPORT FOR A BETTER CITY

**BRAY TO CITY CENTRE
CORE BUS CORRIDOR SCHEME
COMPULSORY PURCHASE ORDER 2023
SITE NOTICE**

NOTICE IS HEREBY GIVEN THAT THE NATIONAL TRANSPORT AUTHORITY HAS MADE:

**BRAY TO CITY CENTRE CORE BUS CORRIDOR SCHEME
COMPULSORY PURCHASE ORDER 2023**

WHICH IS BEING SUBMITTED TO AN BORD PLEANÁLA FOR CONFIRMATION

IF CONFIRMED, THIS ORDER WILL AUTHORISE THE NATIONAL TRANSPORT AUTHORITY TO ACQUIRE COMPULSORILY THE FOLLOWING LAND AS DESCRIBED IN PART I AND PART IV (SECTION C) OF THE SCHEDULE (SEE ACCOMPANYING EXTRACT) FOR THE PURPOSES OF CONSTRUCTION OF THE BRAY TO CITY CENTRE CORE BUS CORRIDOR SCHEME FOR THE PURPOSES OF FACILITATING PUBLIC TRANSPORT, AND TOGETHER WITH ALL ANCILLARY AND CONSEQUENTIAL WORKS ASSOCIATED THEREWITH.

A copy of the order and of the maps referred to in it may be seen at:

National Transport Authority
Dún Scéine
Harcourt Lane
Dublin 2
D02 WT20

An Bord Pleanála,
64 Marlborough Street,
Dublin 1,
D01 Y902

on working days between the hours of 9:15am and 5:30pm from Tuesday 15th of August to Tuesday 10th of October 2023.

A copy of the order and of the maps referred to in it are also available on the National Transport Authority website for the Bray to City Centre Core Bus Corridor Scheme at: www.bvrscheme.ie

Any objection to the order should be made in writing to **An Bord Pleanála (Strategic Infrastructure Division), 64 Marlborough Street, Dublin 1, D01 Y902**, so as to reach the said Board before 5.30pm on Tuesday 10th of October 2023.

Additional information in relation to the Bray to City Centre Core Bus Corridor Scheme including a copy of the Environmental Impact Assessment Report (EIAR) and the Natura Impact Statement (NIS) are also available at the above location for inspection and/or purchase (in the case of the EIAR/NIS) and for inspection and downloading on the above mentioned website. Submissions/observations may be made in writing to An Bord Pleanála in relation to (i) the likely effects on the environment of the proposed road development, if carried out, (ii) the implications of the proposed road development, if carried out, for proper planning and sustainable development in the area in which it is proposed to situate the proposed road development, and (iii) the likely significant effects of the proposed road development on a European site between **Tuesday 15th August to Tuesday 10th October 2023**. Any submissions/observations must be accompanied by a fee of €50 (except for certain prescribed bodies) and must be received by the Board not later than 5.30 p.m. on Tuesday 10th October 2023.

Such submissions/observations must also include the following information:

- The name of the person making the submission or observation, the name of the person acting on his or her behalf, if any, and the address to which any correspondence relating the application should be sent,
- The subject matter of the submission or observation, and

* The reasons, consideration and arguments on which the submission or observation is based in full (Article 217 of the Planning and Development Regulations 2001, as amended, refers)

Submissions/observations can also be made on the An Bord Pleanála website at the following address: <https://online.pleanala.ie/en-ie/sid/observation>. Any enquiries relating to the application process should be directed to the Strategic Infrastructure Development Section of An Bord Pleanála (Tel. 01-8588100).

A person may question the validity of any decision by the Board on a proposed road development by way of an application for judicial review under the Rules of the Superior Courts (and in particular Order 84 of the Rules of the Superior Courts contained in S.I. No. 15 of 1986 as amended) and in accordance with sections 50, 50A and 50B of the Planning and Development Act 2000 (as amended).

Practical information on the review mechanism can also be accessed under the heading: "Legal Notices - Judicial Review Notice" on An Bord Pleanála website www.pleanala.ie. This information is also available on the Citizens Information Service website www.citizensinformation.ie.

Signed: *Aidan Gallagher*
Aidan Gallagher
Head of Bus Connects Dublin Infrastructure,
National Transport Authority

Date of erection of site notice: 10/08/2023

**SCHEDULE (EXTRACT)
PART I
Lands Being Permanently Acquired**

Number on map deposited at NTA	Quantity, Description and situation of land	Owners or Reputed Owners	Lessees or Reputed Lessees	Occupiers
1001(27).1c	Area (Ha): 0.01147 Area (m2): 114.7 Description: Private Landings County: Dublin Address: Green verge along Stillorgan road adjoining South Park, Dublin 18	Dún Laoghaire Rathdown County Council, County Hall, Marine Road, Dún Laoghaire, Co. Dublin A96 K6C9	None	Owner(s)
1001(28).1c	Area (Ha): 0.00219 Area (m2): 21.9 Description: Private Landings County: Dublin Address: Green verge along Stillorgan road adjoining South Park, Dublin 18	Dún Laoghaire Rathdown County Council, County Hall, Marine Road, Dún Laoghaire, Co. Dublin A96 K6C9	None	Owner(s)

2.8D

Figure 2.166: Extract from Site Notices Report - First A3 sheet of Non-statutory Site Notices 2.8 D

SCHEDULE (EXTRACT) PART II Lands Being Temporarily Acquired					
Number on map deposited at NTA	Quantity, Description and situation of land	Owners or Reputed Owners	Lessors or Reputed Lessors	Occupiers	
1001(29).2c	Area (Ha): 0.00348 Area (m ²): 34.8 Description: Private Landings County: Dublin Address: Green verge along Stillorgan road adjoining South Park, Dublin 18	Dún Laoghaire Rathdown County Council, County Hall, Marine Road, Dún Laoghaire, Co. Dublin A96 K6C9	None	Owner(s)	
1001(30).2c	Area (Ha): 0.01099 Area (m ²): 109.9 Description: Private Landings County: Dublin Address: Green verge along Stillorgan road adjoining South Park, Dublin 18	Dún Laoghaire Rathdown County Council, County Hall, Marine Road, Dún Laoghaire, Co. Dublin A96 K6C9	None	Owner(s)	

Figure 2.167: Extract from Site Notices Report - Second A3 sheet of Non-statutory Site Notices 2.8 D

NTA
Údarás Náisiúnta umair
National Transport Authority

BUS CONNECTS
National Transport Authority

Irish Government
2020

**BRAY TO CITY CENTRE
CORE BUS CORRIDOR SCHEME
COMPULSORY PURCHASE ORDER 2023
SITE NOTICE**

NOTICE IS HEREBY GIVEN THAT THE NATIONAL TRANSPORT AUTHORITY HAS MADE:

**BRAY TO CITY CENTRE CORE BUS CORRIDOR SCHEME
COMPULSORY PURCHASE ORDER 2023**

WHICH IS BEING SUBMITTED TO AN BORD PLEANÁLA FOR CONFIRMATION

IF CONFIRMED, THIS ORDER WILL AUTHORISE THE NATIONAL TRANSPORT AUTHORITY TO ACQUIRE COMPULSORILY THE FOLLOWING LAND AS DESCRIBED IN PART I, PART II AND PART IV (SECTION C) OF THE SCHEDULE (SEE ACCOMPANYING EXTRACT) FOR THE PURPOSES OF CONSTRUCTION OF THE BRAY TO CITY CENTRE CORE BUS CORRIDOR SCHEME FOR THE PURPOSES OF FACILITATING PUBLIC TRANSPORT, AND TOGETHER WITH ALL ANCILLARY AND CONSEQUENTIAL WORKS ASSOCIATED THEREWITH.

A copy of the order and of the maps referred to in it may be seen at:

National Transport Authority
Dun Sceine
Harcourt Lane
Dublin 2
D02 WT20

An Bord Pleanála,
64 Marlborough Street,
Dublin 1,
D01 V902

on working days between the hours of 9:15am and 5:30pm from Tuesday 15th of August to Tuesday 10th of October 2023.

A copy of the order and of the maps referred to in it are also available on the National Transport Authority website for the Bray to City Centre Core Bus Corridor Scheme at: www.braycscheme.ie

Any objection to the order should be made in writing to **An Bord Pleanála (Strategic Infrastructure Division), 64 Marlborough Street, Dublin 1, D01 V902**, so as to reach the said Board before 5.30pm on Tuesday 10th of October 2023.

Additional information in relation to the Bray to City Centre Core Bus Corridor Scheme including a copy of the Environmental Impact Assessment Report (EIAR) and the Natura Impact Statement (NIS) are also available at the above location for inspection and/or purchase (in the case of the EIAR/NIS) and for inspection and downloading on the above mentioned website. Submissions/observations may be made in writing to An Bord Pleanála in relation to (i) the likely effects on the environment of the proposed road development, if carried out, (ii) the implications of the proposed road development, if carried out, for proper planning and sustainable development in the area in which it is proposed to situate the proposed road development, and (iii) the likely significant effects of the proposed road development on a European site between Tuesday 15th August to Tuesday 10th October 2023. Any submissions/observations must be accompanied by a fee of €50 (except for certain prescribed bodies) and must be received by the Board not later than 5.30 p.m. on Tuesday 10th October 2023.

Such submissions/observations must also include the following information:

- The name of the person making the submission or observation, the name of the person acting on his or her behalf, if any, and the address to which any correspondence relating the application should be sent,
- The subject matter of the submission or observation, and

The reasons, consideration and arguments on which the submission or observation is based in full (Article 217 of the Planning and Development Regulations 2001, as amended, refers)

Submissions/observations can also be made on the An Bord Pleanála website at the following address: <https://online.pleanala.ie/en-ig-isd/observatng>. Any enquiries relating to the application process should be directed to the Strategic Infrastructure Development Section of An Bord Pleanála (Tel. 01-8588100).

A person may question the validity of any decision by the Board on a proposed road development by way of an application for judicial review under the Rules of the Superior Courts (and in particular Order 84 of the Rules of the Superior Courts contained in S.I. No. 15 of 1986 as amended) and in accordance with sections 50, 50A and 50B of the Planning and Development Act 2000 (as amended).

Practical information on the review mechanism can also be accessed under the heading: "Legal Notices - Judicial Review Notice" on An Bord Pleanála website www.pleanala.ie. This information is also available on the Citizens Information Service website www.citizensinformation.ie.

Signed:
Aidan Gallagher
Head of Bus Connects Dublin Infrastructure,
National Transport Authority

Date of erection of site notice: 10/08/2023

**SCHEDULE (EXTRACT)
PART I
Lands Being Permanently Acquired**

Number on map deposited at NTA	Quantity, Description and situation of land	Owners or Reputed Owners	Lessors or Reputed Lessors	Occupiers
1001(27).1c	Area (Ha): 0.01147 Area (m ²): 114.7 Description: Private Landings County: Dublin Address: Green verge along Stillorgan road adjoining South Park, Dublin 18	Dún Laoghaire Rathdown County Council, County Hall, Marine Road, Dún Laoghaire, Co. Dublin A96 K6C9	None	Owner(s)
1001(28).1c	Area (Ha): 0.00219 Area (m ²): 21.9 Description: Private Landings County: Dublin Address: Green verge along Stillorgan road adjoining South Park, Dublin 18	Dún Laoghaire Rathdown County Council, County Hall, Marine Road, Dún Laoghaire, Co. Dublin A96 K6C9	None	Owner(s)

Figure 2.168: Extract from Site Notices Report - First A3 sheet of Non-statutory Site Notices 2.8 E

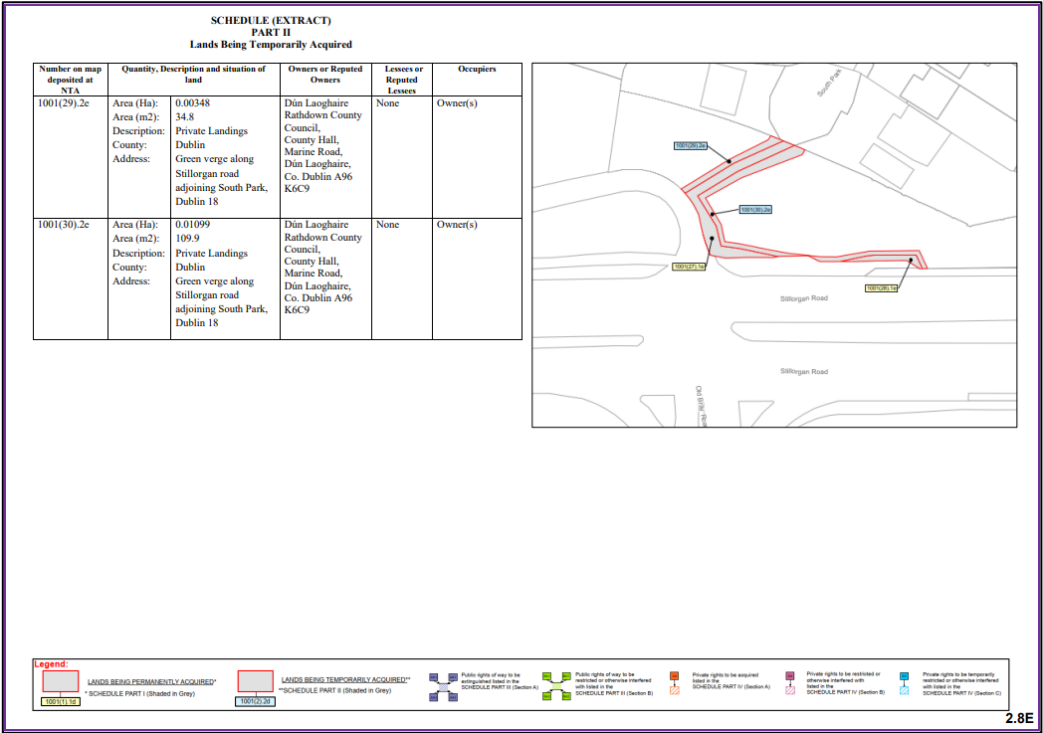


Figure 2.169: Extract from Site Notices Report - Second A3 sheet of Non-statutory Site Notices 2.8 E



Figure 2.170: Extract from Site Notices Report – Site Notice Placement & Quantum 2.8D



Figure 2.171: Extract from Site Notices Report – Site Notice Placement & Quantum 2.8E

The National Transport Authority (NTA) has applied under section 51(2) of the Roads Act 1993 (as amended) to An Bord Pleanála for approval in relation to a proposed road development consisting of the construction of the Bray to City Centre Core Bus Corridor Scheme. The application was made to An Bord Pleanála on the 4th of August 2023. An application for confirmation of the associated Compulsory Purchase Order under Section 76 of, and the Third Schedule to, the Housing Act 1966 (as amended) was submitted to An Bord Pleanála on the 11th of August 2023. Impacted landowners were served CPO Statutory Notice on 10th August through registered post. A 12-week statutory consultation period was allowed for relevant stakeholders for queries/ concerns both written (email/ letter) and telephonic conversation with the NTA, from the period 15th August 2023 until 10th October 2023. During this period NTA had communication with the impacted landowner Eamon Griffith on 8th and 11th September via email. The landowners were advised that any objection to the Compulsory Purchase Order should be made in writing to An Bord Pleanála (Strategic Infrastructure Division), 64 Marlborough Street, Dublin 1, D01 V902, must reach the said Board before 5.30pm on October 10th 2023 and encouraged all parties to ensure that, if they so wish, that they make a submission/observation to An Bord Pleanála.

3) Safety, Security, Anti-Social Behaviour and Vandalism

Appendix A10.2 in Chapter 10 (Population) in Volume 2 of the EIAR assesses the Economic Impact of the Core Bus Corridors, which includes consideration of the impact of transport infrastructure on criminal activity. The conclusion reached on page 25 is that:

'The new infrastructure improvements should have a direct and immediate impact on crime along the corridors. It will provide better, safer, and more visible bus stops whilst also improving the wider public realm infrastructure through investments such as improved street lighting. This will act as a direct deterrent to criminal activity and result in a reduction in crime. This in turn has been shown to encourage people onto the streets into the evening which will also support the night time economy in community centres.'

Section 10.4.4.1.1 in Chapter 10 (Population) in Volume 2 of the EIAR considers the Community Amenity and for the Foxrock area this is assessed a Negative, Not Significant and Short-Term impact. Additional information in relation to the potential community impacts arising from crime and antisocial behaviour is set out in Chapter 10 (Population) in Volume 2 of the EIAR Appendix A10.2 Economic Impact of the Core Bus Corridors, which notes the following:

- *'Good infrastructure has also been shown to have a positive impact on levels of crime, particularly low-level crimes such as theft and vandalism. There is evidence from a wide range of studies that redesigned public realm, especially those which are better lit and more visible, see significant reductions in the level of crime.'*

- *A study from Los Angeles in the late 1990s discovered that the location and visibility of bus stops can have an impact on crime. Where bus stops were clearly visible, offered shelter to the user and were on streets with high levels of vehicle traffic, criminal activity was less common. In contrast, crime rates were found to be higher if the bus stop was at an intersection with an alley, next to off-licences, cashpoint services, vacant buildings or on street parking, or in areas where there was a lot of graffiti and litter.'*

The NTA document: Permeability in Existing Urban Areas Best Practice Guide 2015, supports this assessment. This policy guidance states that:

'A higher number of pedestrians and cyclists in housing estates and neighbourhood centres also changes the perception of a place in terms of safety. Passive supervision, the mere presence of more people, makes the place safer. By maintaining or creating links for pedestrians and cyclists, this enhanced safety can be provided'. The document goes on to state that 'If people have a higher tendency to walk and cycle around their neighbourhood, they are more likely to meet each other. Often it is these meetings which give a sense of community more than formal arrangements and a greater sense of community is often cited as a key requirement in addressing many anti-social behaviour problems in Irish urban areas.'

This is directly applicable to the proposed link to South Park for pedestrians and cyclists.

This Best Practice Guide also includes a case study from Dargle Wood, Knocklyon which is relevant to the new link to South Park. The case study notes that proposals for the permeability link at Knocklyon through Dargle Wood open space *'generated considerable concern in the immediately adjacent area, mainly with regard to the risk of increased anti-social behaviour, increased litter and increased pedestrian and cyclist traffic through the open space where there was no existing east-west route.'*

The Best Practice Guide also includes following text provided by a local resident and member of the Residents Association Committee when discussing views amongst residents before implementation of the Dargle Wood Scheme: *'This green space has a long history of antisocial behaviour... drugs, alcohol abuse, loitering motorbiking etc. Residents thought that making the area more accessible and providing public lighting would worsen these problems and they opposed the project on these grounds.'*

The following text is provided by the same local resident, indicating how residents' views have changed as a result of the modified scheme. *'Residents' fears and concerns of a worsening antisocial behaviour situation has not materialised to date and the amended project carried out has so far brought improvements that can be built upon...the putting in place of the review process post project (evaluation) has also helped to assuage residents' concerns in the event that adjustments may be required'.*

In summary, the case study demonstrates that improved pedestrian and cycling links, such as the proposed pedestrian and cyclist link between South Park and the Bray Road will have a positive impact on residential amenity, rather than leading to an increase in crime and anti-social behaviour.

4) Increase in Traffic, Parking in Estate to Access N11 and Safety Concern

Regarding the specific concerns raised about parking at this location, the parking identified in this objection has not been identified as a formal parking space in Parking and Loading assessment described in Section 6.4.6.1.3.4 in Chapter 6 (Traffic & Transport) in Volume 2 of the EIAR due to the absence of relevant signage and demarcation. Issues relating to informal parking of this nature are the responsibility of Dún Laoghaire–Rathdown County Council and are outside of the remit of the NTA in this Proposed Scheme.

Due to the location of the residential estate along the Proposed Scheme corridor and that it can only be accessed by car via Beech Park Road or Clonkeen Road it is considered that the journey time associated with driving by car into the South Park estate to park and access the new bus stops via the proposed link would be highly unattractive to potential bus passengers and will not lead to any significant increase in vehicular traffic within the estate.

The Road Safety Audit for the Proposed Scheme is provided as Appendix M2 of the Preliminary Design report included as part of the Supplementary Information. The report does not identify any problems or concerns associated at this location.

5) Impact on Biodiversity, Impact to Protective Mound and Noise

The Landscape General Arrangement drawings which are provided as an Appendix in the 05-Landscape General Arrangement Drawings in Chapter 4 (Proposed Scheme Description) in Volume 3 Part 1 of 3 of the EIAR shows the proposed landscape plans, including areas of tree removal and locations and details of proposed new tree and vegetation planting. The proposed new pedestrian link at South Park is shown on Sheet 29 of 54. An Arboricultural Impact Assessment was undertaken and is included as Appendix A17.1 in Volume 4 Part 4 of the EIAR. As per the Tree Schedule in that report, the proposals at that location to facilitate the construction of the pedestrian link involves the removal of approximately 109m² of a mixed species group comprising ash, sycamore, lime, and Norway maple (Group Number G0730*P) which has been assessed as a Category C2 group (low value and conservation, mainly of landscape value).

Chapter 12 (Biodiversity) in Volume 2 of the EIAR assesses the impact of habitat loss across the Proposed Scheme. Figure 12.5 shows the habitat types within and adjacent to the Proposed Scheme, with the area for the planned pedestrian link (Sheet 7) identified as Fossitt habitat type WD1 '(mixed) broadleaved woodland'. With respect to the impact assessment for this habitat type, the Chapter states that there are no significant residual effects anticipated during either the Construction or Operational Phase as summarised in Table 12.21 and Table 12.22 respectively. Multiple ecological surveys were carried out between 2018 and 2023 to inform the biodiversity impact assessment (as listed in Table 12.2 of the Chapter), including habitat surveys, mammal surveys, bat surveys, wintering bird surveys, amphibian habitat suitability assessments and reptile habitat suitability assessments. No significant or protected ecological features were identified in this area during those surveys.

Chapter 17 (Landscape (Townscape) & Visual) in Volume 2 of the EIAR assesses the impact as a result of the removal of trees and vegetation on the streetscape, with the Construction Phase impact across the Proposed Scheme assessed as Negative, Very Significant, Short-Term (Section 17.4.3.2.9 and Table 17.7). The Chapter assesses the residual impact of tree and vegetation loss at 15 years post-construction in order to allow for the establishment of the proposed landscaping measures, with the residual Operational Phase impact reducing to Negative, Moderate / Significant, Long-Term over time.

With respect specifically to flood risk, Appendix A13.2 (Flood Risk Assessment) in Volume 4 Part 3 of 4 of the EIAR describes the Flood Risk Assessment (FRA) which was undertaken for the Proposed Scheme in order to inform the drainage design. The Proposed Surface Water Drainage Works drawing is also included in the EIAR in Volume 3 (drawing set 11 accompanying Chapter 4), and the proposed drainage works are described in Section 4.6.15 of Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR. Specifically with respect to the drainage design, the following principles (as described in Section 4.6.15.4) were followed:

- *'All drainage structures for newly paved areas are designed with a minimum return period of no flooding in 1:30 years with a 20% climate change allowance. Unless informed otherwise via hydraulic models, drainage structures for existing paved areas are assumed to have been designed with a return period of no flooding in 1:5 years;*
- *A SuDS drainage design has been developed for all newly paved areas in accordance with the SuDS hierarchy set out in the Drainage Design Basis. SuDS are provided to ensure no increase on existing runoff rates from new or existing paved areas;*
- *Due to the largely impermeable nature of soils across Dublin, infiltration rates were assumed to be zero for calculating the required attenuation volumes of any SuDS measures. This is a conservative approach and ensures SuDS measures are not knowingly undersized at this stage of the design. Where necessary, permeability tests will need to be completed so that infiltration rates can be considered in a future design stage;*
- *All runoff from road pavement or any other paved areas is collected in a positive drainage system. Over-the-edge discharges are not permitted; and*
- *Narrow filter drains or fin drains are not expected for inner city roads.'*

The FRA does not identify any specific flood risk at this location. The NTA are satisfied that the proposed drainage design will attenuate any potential changes in run-off as a result of the construction of the pedestrian link at this location.

Chapter 9 (Noise and Vibration) in Volume 2 of the EIAR assesses the impact of noise and vibration at noise sensitive receptors along the Proposed Scheme. As part of the baseline noise surveys undertaken for the Proposed Scheme, there was an attended noise monitoring location at the N11 Stillorgan Road in the Newpark housing estate approximately 18m from the road edge (Reference Number CBC0013ANML008), approximately 1km north-west of Patrician Villas as shown in Figure 9.2 (Sheet 7) in Volume 3 of the EIAR. This location would be comparable to the noise conditions at South Park. The results of the survey for Section 2 of the Proposed Scheme are described in Section 9.3.2.2 as:

‘The noise survey results within this geographical section are dominated by road traffic noise from R138 Stillorgan Road and N11 Stillorgan Road / Bray Road, in addition to traffic along the surrounding road network and a small contribution from localised urban sources e.g. pedestrian movements’, with the average daytime noise level being measured at 66dB L_{Aeq,T} and the average 24-hour noise level being measured at 71dB L_{den}.

Figures 9.4 and 9.5 in Volume 3 of the EIAR map the potential impact significance of traffic noise in the Opening Year (2028) and the Design Year (2043) respectively, with the modelling for both the Opening Year and Design Year giving an impact significance rating of Imperceptible / Positive for both the N11 in front of Patrician Villas and Stillorgan Park Road (Sheet 5 in both figures). Therefore, the modelling does not predict any significant increase in traffic noise at South Park as a result of the operation of the Proposed Scheme.

6) Loss of Property Value

In regard to the view expressed that the combined impact of all the issues raised would have an adverse and negative impact on the value of properties at South Park, Chapter 10 (Population) in Volume 2 of the EIAR includes Table 10.14 and 10.15 to summarise the predicted impact on community land take in the construction and operational phases. It is identified that the impact on community land take in the Foxrock area is Negative, Not Significant to Slight and Short-Term in the construction phase and Negative, Not Significant to Slight and Long-Term in the operational phase. Chapter 10 (Population) includes Appendix A10.2 (Economic Impact) in Volume 3, Part 3 of 4 of the Core Bus Corridors. Section 3 on Page 14 of the Appendix discusses the impact of the Proposed Scheme on property prices. The conclusion reached is that in overall terms the public realm improvements planned by the NTA may lead to an increase in value of both residential and retail property prices, especially in the community centres along the corridors, with evidence showing that investing in public realm creates improved spaces that are more desirable for people and business to locate in, thereby increasing the value of properties in the area.

Based on the above, it is believed that a combination of improved connectivity as a result of the dedicated public transport infrastructure being rolled out by the Proposed Scheme as well as public realm improvements, will not have a negative impact on values of residential properties at South Park but are more than likely to contribute to an increase in property value along the Proposed Core Bus Corridor.

If the CPO is confirmed by An Bord Pleanála, a ‘Notice to Treat’ will be served on the landowner whose land is being acquired. Following service of the ‘Notice to Treat’, the landowner will be required to submit a claim for compensation, which can include perceived loss in property value, and as part of this process, the NTA will pay the reasonable costs (as part of the claim) for the landowner to engage its agent / valuer in preparing, negotiating and advising on compensation.

7) Opening of the Security Wall

Section 4.6.18.1 in Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR provides a summary of the accommodation works and boundary treatment for the entirety of the Proposed Scheme and notes that:

‘There are a number of areas along the extents of the route where the Proposed Scheme will result in the requirement for accommodation works and boundary treatments. Specific accommodation work are considered on a case-by-case basis’.

Section 4.6.18.1 goes on to state that:

‘To maintain the character and setting of the Proposed Scheme, the approach to undertaking the new boundary treatment works along the corridor is replacement on a ‘like for like’ basis in terms of material

selection and general aesthetics, unless a section of street can benefit from urban improvement appropriate to the area’.

The proposed boundary treatment at this location is presented in the Fencing and Boundary Treatment Drawings which are provided as an Appendix in to 07-Fencing and Boundary Treatment Drawings Sheet 29 in Chapter 17 (Landscape (Townscape) & Visual) in Volume 3, Part 1 of 3 of EIAR and shown in Figure 2.172 below. Detailed accommodation works plans will be prepared in consultation with the landowner in line with any formal agreements and in accordance with any embedded mitigations identified in the EIAR or conditions/modifications from An Bord Pleanála in relation to the Proposed Scheme application.

As shown in the Fencing and Boundary Treatment Drawings, there will be break and cap off through the existing boundary wall.

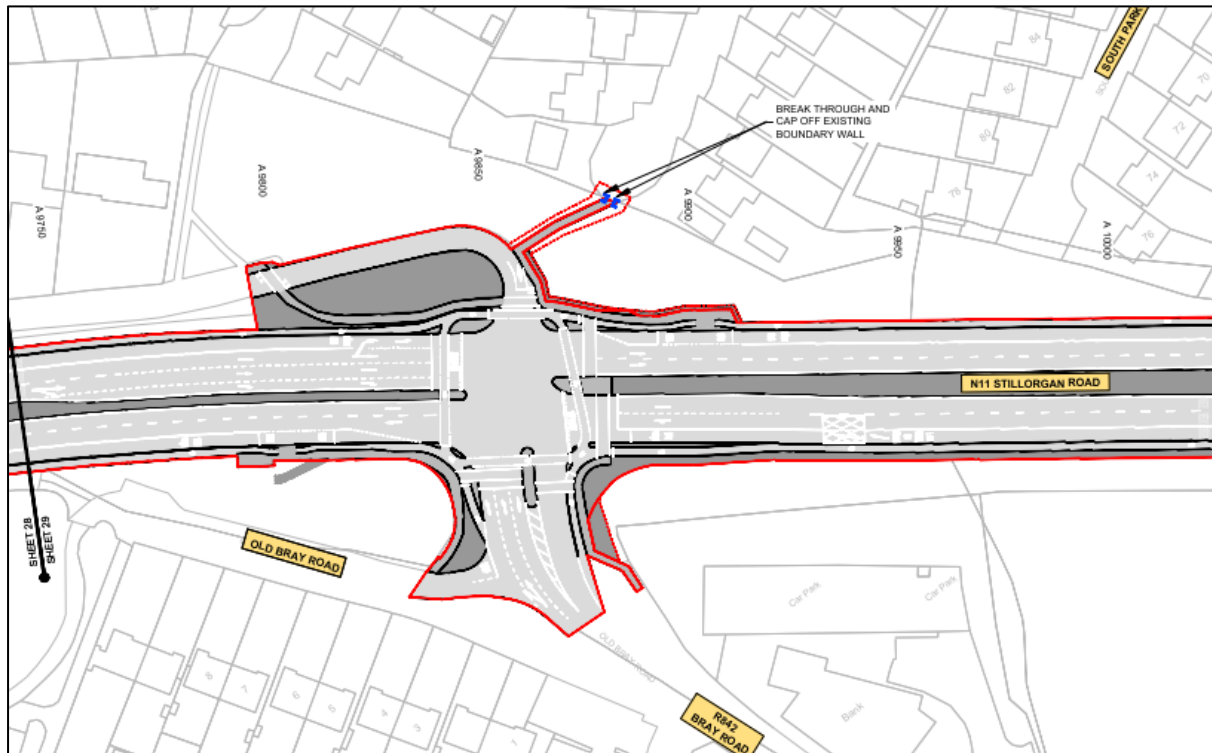


Figure 2.172: Extract from Boundary Treatment and Fencing Drawing at South Park (Sheet 29)

8) Impact During Construction

During the Construction Phase, 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, Section 5.2.1.2 Appendix A5.1 (Construction Environmental Management Plan (CEMP)) in Volume 4, Part 1 of 4 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.’*

Section 5.8.1 in Chapter 5 (Construction) in Volume 2 of this EIAR notes the following:

‘The measures set out in Section 8.2.8 of the Traffic Signs Manual (DTTAS 2019) will be implemented, wherever practicable, to ensure the safety of all road users, in particular pedestrians (including able-bodied pedestrians, wheel-chair users, mobility impaired pedestrians, pushchair users) and cyclists. Therefore, where footpaths or cycle facilities are affected by construction, a safe route will be provided past the works area, and where practicable, provisions for matching existing facilities for pedestrians

and cyclists will be made. Where this is not practicable, pedestrians will be directed to use the footpath on the opposite side of the road, crossing at controlled crossing points.'

As stated in Section 5.1:

'A Construction Environmental Management Plan (CEMP) has also been prepared and is included as Appendix A5.1 in Volume 4 of this EIAR. The CEMP will be updated by the NTA prior to the commencement of the Construction Phase, so as to include any additional measures required pursuant to conditions attached to any decision to grant approval.'

Section 5.10.1.1, Construction Traffic Management Plan (CTMP), goes on to state:

'The CTMP has been prepared to demonstrate the manner in which the interface between the public and construction-related traffic will be managed and how vehicular movement will be controlled. It will be a condition of the Employer's Requirements that the successful appointed contractor, immediately following appointment, must detail in the CTMP the manner in which it is intended to effectively implement all the applicable mitigation measures identified in this EIAR and any additional measures required pursuant to conditions imposed by An Bord Pleanála, should they grant approval.'

2.15.4 CPO – 056 - Padraic & Anna Costello

This CPO Objection relates to Padraic and Anna Costello. The Proposed Scheme at this location is described in Section 2.15.1 on Description of the Proposed Scheme at this location above.

2.15.4.1 Summary to Objections Raised

Refer to Section 2.15.3.1 (CPO-020) in this report for a summary of objections raised.

2.15.4.2 Response to Objections Raised

Refer to Section 2.15.3.2 (CPO-020) in this report for a summary of responses to objections raised.

2.16 CPO-021 - Edmund Rice Schools Trust Limited

2.16.1 Description of the Proposed Scheme at this location

In order to achieve the scheme objectives along this section of the corridor, it is proposed 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.

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.

The existing road cross section at this location consists of 2 general traffic lanes in each direction, turning to three after Coláiste Eoin. Bus lanes run in either direction after this point, with cyclists using the bus lane, footpaths are provided on either side of the carriageway.

In order to achieve the required cross section of the Proposed Scheme, land acquisition is necessary from private properties along this section of Stillorgan Road.

The land take required is shown in the following:

- Extracts from the General Arrangement Drawings which are provided as an Appendix in the 02-General Arrangement Drawings Sheet 16 in Chapter 4 (Proposed Scheme Description) in Volume 3, Part 1 of 3 of the EIAR and shown in Figure 2.173.
- The proposed temporary land acquisition lines overlain on aerial photography are shown in Figure 2.174.
- The existing property frontage and street view is shown in Figure 2.175.

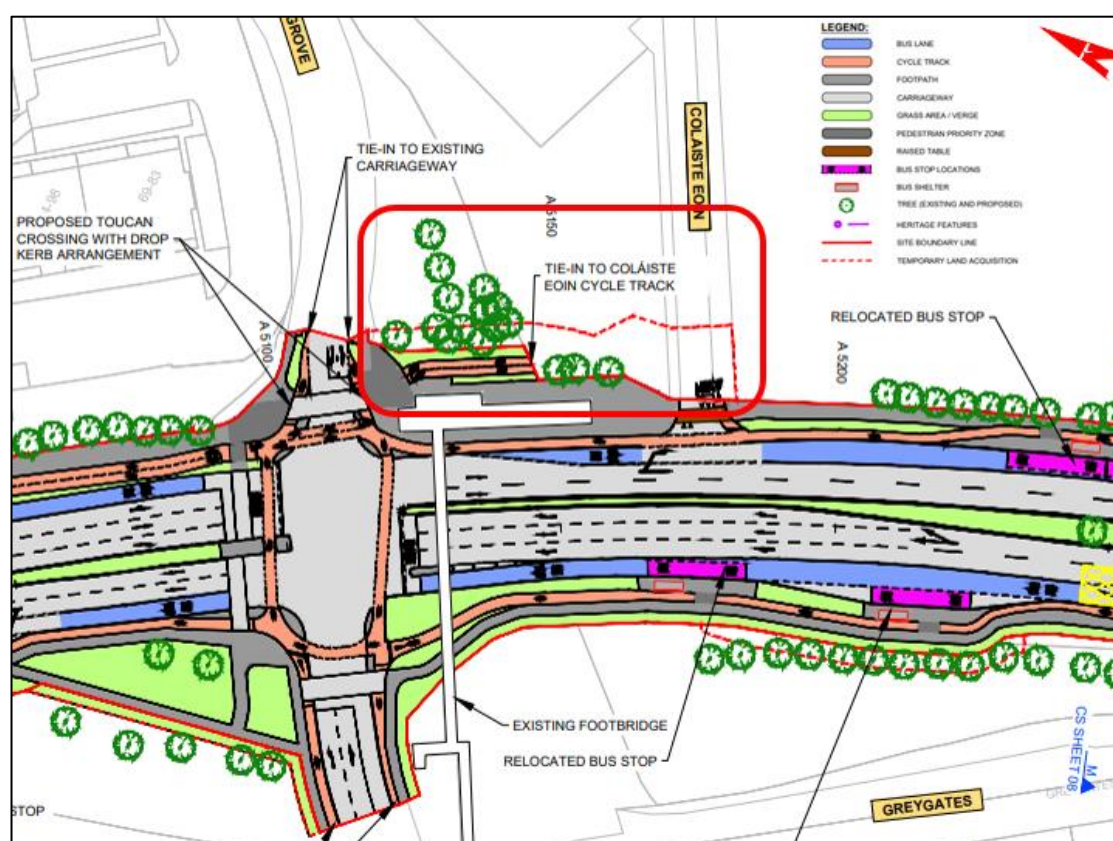


Figure 2.173: Extract from General Arrangement Drawings at Coláiste Eoin (Sheet 16)



Figure 2.174: Existing aerial view at Stillorgnan Road (Image Source: Google)



Figure 2.175: Existing street view at Stillorgnan Road (Image Source: Google)

2.16.2 Summary of Objections Raised

The objection to the CPO raises two potential issues:

- 1) Duration of Works, Concern on Temporary Land Acquisition and Access/Egress including Impacts on All-Weather Pitch and Car Parking Facility

This objection is primarily concerned with the extent of impact associated with temporary land acquisition which is included in the CPO. The respondent queried regarding the duration of temporary land acquisition.

The objection queried regarding the anticipated impact on pedestrian and vehicular access and egress to and from the school, expressing the necessity for continuous and uninterrupted access/egress for operation of the school and its amenities.

The objection queries whether the car parking facility behind the entrance to the property would be affected throughout the duration of the works.

The objection noted the all-weather pitch located to the south-east of the proposed land for temporary acquisition and questioned whether the pitch would remain unaffected throughout the duration of the works.

2) Query on the Tree Removal

The respondent has requested for clarity on the extent of tree removal within the land proposed to be temporarily acquired.

2.16.3 Response to Objection Raised

1) Duration of Works, Concern on Temporary Land Acquisition and Access/Egress including Impacts on All-Weather Pitch and Car Parking Facility

As set out in paragraph 2 of the statutory notice, which was served upon the objector, the CPO is *‘for the purposes of the construction of the Bray to City Centre Core Bus Corridor Scheme together with all ancillary and consequential works associated therewith for the purposes of facilitating public transport’*. Further, the face of the CPO itself also indicates that it is *‘for the purposes of facilitating public transport’*.

Further, as set out in paragraph 10 of that notice, the EIAR which was prepared in respect of the Bray to City Centre Core Bus Corridor Scheme was available for inspection physically and on the NTA’s dedicated website for this Proposed Scheme, and that EIAR contains all of the ‘precise details of the proposed construction works’ and all of the *‘proposed ancillary and consequential works for the Bray to City Centre Core Bus Corridor Scheme’*.

The Proposed Scheme has been designed to deliver upon the scheme objectives set out in Chapter 1 (Introduction) in Volume 2 of the EIAR, which include enhancement of the potential for cycling by providing safe infrastructure for cycling. In some areas, land acquisition is required to deliver what has been determined to be the most appropriate design configuration that meets these objectives. All areas included in the CPO have been carefully considered and only included where deemed absolutely necessary to meet the scheme objectives and to construct the Proposed Scheme with permanent and temporary acquisitions respectively.

The NTA has also made an application to the Board under Section 51 of the Roads Act 1993 (as amended) for approval of the proposed road development, the Bray to City Centre Core Bus Corridor Scheme, which is currently pending before the Board (ABP-Ref No. HA27.317742).

The Proposed Scheme design at the location of Coláiste Eoin and Coláiste Íosagáin school are presented in 02-General Arrangement Drawings Sheet 16 in Chapter 4 (Proposed Scheme Description) in Volume 3, Part 1 of 3 of the EIAR and shown in Figure 2.176 below. As part of the BusConnects Bray to City Centre CBC works, permanent land take (a short strip shown in the CPO maps) is required to provide the two-way cycle track connection to the school.

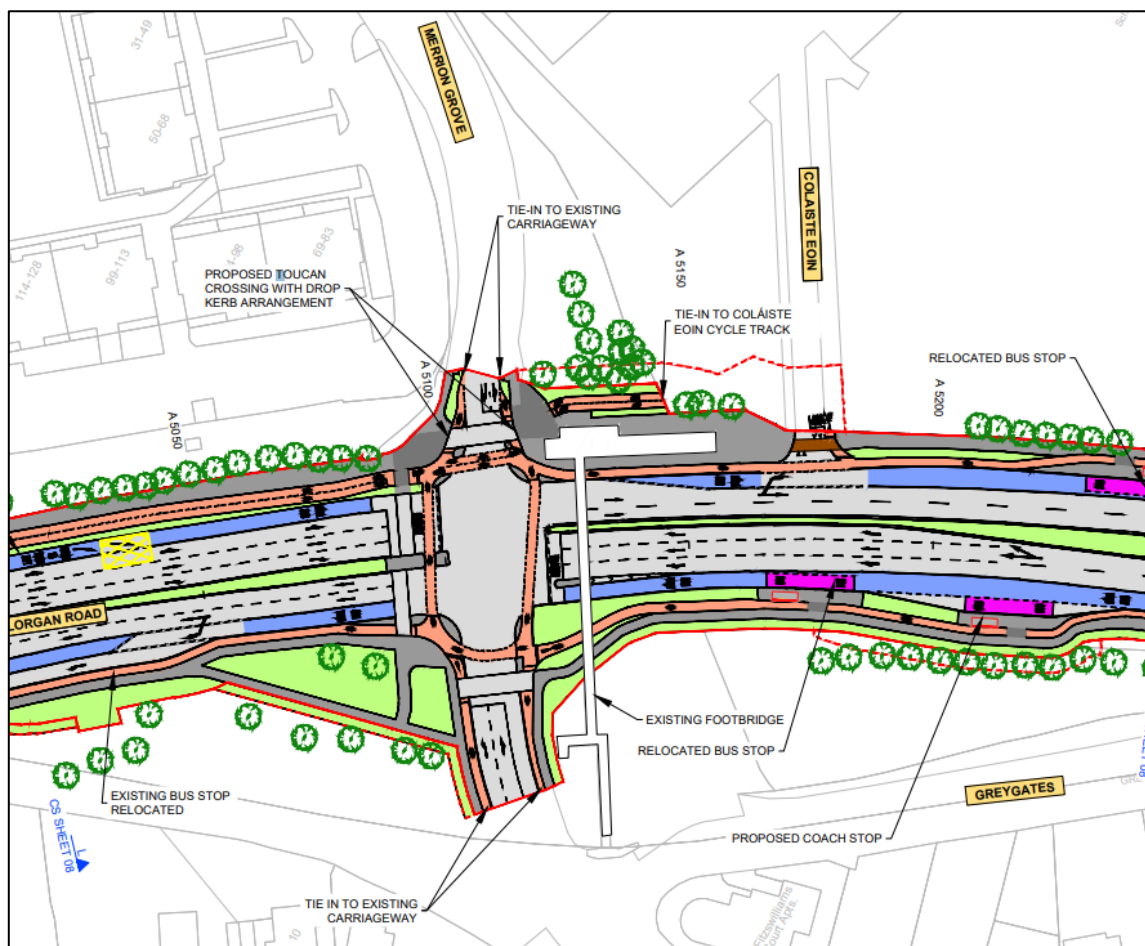


Figure 2.176: Extract from General Arrangement Drawings at Coláiste Eoin (Sheet 16)

The permanent and temporary land take required from the Edmund Rice Schools Trust Limited landholding which premises Coláiste Eoin and Coláiste Íosagáin school is shown in the Deposit Maps and details listed in the CPO Schedule, as part of the Compulsory Purchase Order information and is shown in Figure 2.177. Plot 1008(1).2i shows the temporary land take.

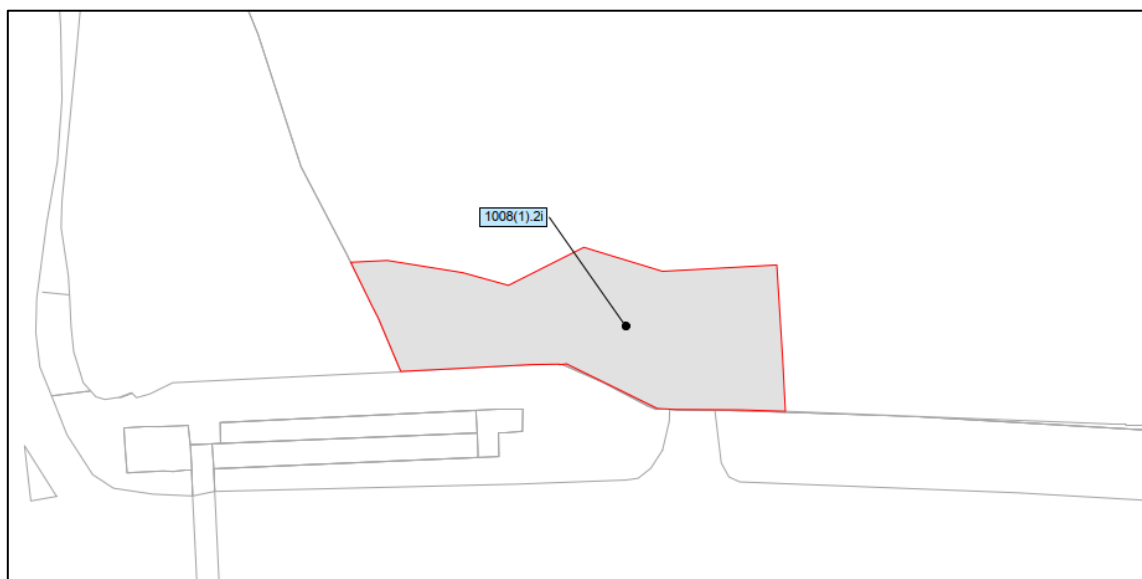


Figure 2.177: Extract from CPO Deposit Map (Sheet

An indicative programme for the Proposed Scheme is provided in Table 5.2 (see Table 2.44 below) in Chapter 5 (Construction) in Volume 2 of the EIAR. The programme identifies the approximate duration of works at each section. The total Construction Phase duration for the overall Proposed Scheme is

estimated at approximately 36 months. However, construction activities in individual sections will have shorter durations as outlined in Section 5.3 in Chapter 5 (Construction) in Volume 2 of the EIAR.

Table 5.2 in Section 5.3.1.2 in Chapter 5 (Construction) in Volume 2 of the EIAR provides details of the construction activities for the Proposed Scheme. Coláiste Eoin and Coláiste Íosagáin school is located in Section 2a: Donnybrook (Anglesea Road Junction) to Whites Cross (Leopardstown Road). The duration for construction works in Section 2a is 15 months, however, individual sections will have shorter durations. The duration of the works will vary from property to property, but access and egress will be maintained at all times and will be discussed with landowner in advance of the construction. At Coláiste Eoin/Coláiste Íosagáin, tie-in works will be carried out, including removal of a section of boundary wall, lowering of the boundary wall to 0.6m, relocation of a monument, and construction of an access gate.

Table 2.44: Extract from Chapter 5 (Construction) EIAR showing Proposed Scheme Construction Programme

Section Ref.	Approximate Construction Duration	Approximate Length (m)	Year 1				Year 2				Year 3			
			Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Section 1a	15 months	1,300												
Section 1b	15 months	1,300												
Section 2a	15 months	5,800												
Section 2b	12 months	5,700												
Section 3a	12 months	1,270												
Section 3b	9 months	500												
Section 3c	18 months	1,800												
Section 4a	12 months	300												
Section 4b	9 months	400												
Section 4c	9 months	350												

The temporary land take is required for the duration of the construction period to allow working space for the construction works and boundary works/and or accommodation works. Temporary land take will be returned back after construction, reinstated in the same condition as existing.

Figure 2.178 shows an extract of the Proposed Scheme and the permanent and temporary land take line with Aerial view.

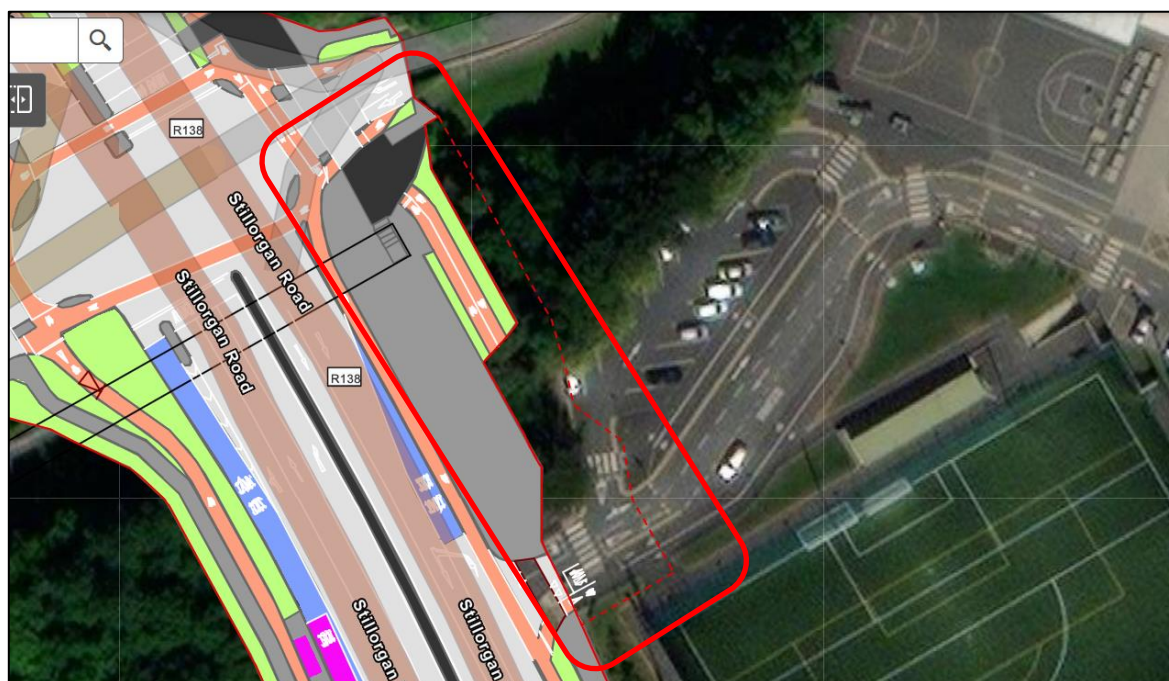


Figure 2.178: Aerial View at Stillorgan Road (Image Source: Maxar)

There will be some temporary disruption to the car parking during the construction works, however as mentioned in Section 5.5.3.2 in Chapter 5 (Construction) in 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.'

The all-weather pitch located to the south-east of the proposed land for temporary acquisition is outside the Proposed Scheme Site Boundary Line and Temporary Land Acquisition boundary and that the pitch would remain unaffected throughout the duration of the works.

Chapter 5 (Construction) in Volume 2 of the EIAR gives a description of the Construction Phase of the Proposed Scheme, including with respect to temporary land acquisition. Specifically, Section 5.5.2.1 states the following:

'Any land temporarily acquired from a landowner will only be utilised for the purposes of undertaking boundary works or accommodation works related to the land in question.'

'Any lands acquired temporarily to facilitate construction work will be returned to landowners on completion of the works. Existing boundary walls or fencing being relocated will be constructed to match the existing conditions, unless otherwise agreed. The removal of trees, vegetation, lawns, paving etc. will be minimised in so far as practicable.'

If the CPO is confirmed by An Bord Pleanála, a Notice to Treat will be served on the landowner whose land is being acquired. Following service of the Notice to Treat, the landowner will be required to submit a claim for compensation and as part of this process, the NTA will pay the reasonable costs (as part of the claim) for the landowner to engage its agent/valuer in preparing, negotiating, and advising on compensation.

The NTA acknowledges the close liaison with Coláiste Eoin and Coláiste Íosagáin school that has been in place during the planning and design stage of the Proposed Scheme, and these are matters that can be addressed between the NTA and the School.

2) Query on the Tree Removal

The Proposed Scheme landscape design at the location of Coláiste Eoin and Coláiste Íosagáin School are presented in the EIAR Volume 3 Chapter 4 - 05 Landscape Design Drawings Sheet 16 of 54 shown in Figure 2.179 below. The Landscape General Arrangement drawings (drawing set 05 accompanying Chapter 4) in Volume 3, Part 1 of 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.

As noted in the Landscape drawings, the existing trees within the permanent land take required for the construction of the 2-way cycle track will be removed. The removal of trees is required for the construction of the 2-way cycle track to the Coláiste Eoin and Coláiste Íosagáin school and meet the objectives of the BusConnects. This permanent land take is outside the Edmund Rice School Trust's landholding.

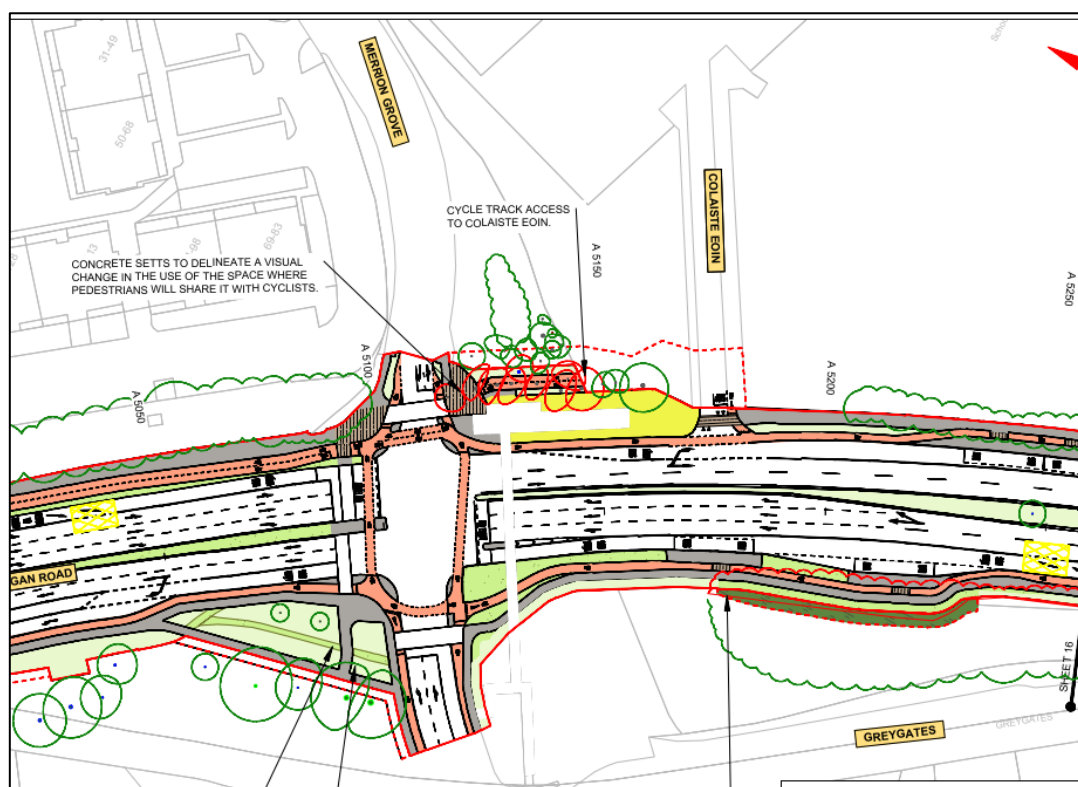


Figure 2.179: Extract from Landscape General Arrangement Drawing at Coláiste Eoin and Coláiste Íosagáin School (Sheet 16)

An Arboricultural Impact Assessment was undertaken and is included as Appendix A17.1 in Volume 4 Part 4 of the EIAR. As per the Tree Schedule in that report, the removals at that location are as follows:

- Seven early mature to mature leylandii cypress trees (Tree Numbers T1583, T1589, T1592, T1593, T1597, T1598 and T1599) which have all been assessed as Category C1 trees (low value and conservation, mainly arboricultural);
- A semi-mature Norway maple tree (Tree Number T1590) which has been assessed as a Category C1 tree (low value and conservation, mainly arboricultural);
- A mature pine tree (Tree Number T1594) which has been assessed as a Category B1 tree (moderate value and conservation, mainly arboricultural); and
- Two semi, to early, mature ash trees (Tree Numbers T1602 and T1604) which have both been assessed as Category C1 trees (low value and conservation, mainly arboricultural).

Chapter 17 (Landscape (Townscape) & Visual) in Volume 2 of the EIAR assesses the impact on trees and vegetation along the Proposed Scheme during both the Construction and Operational Phases of the Proposed Scheme. Section 17.5 in Chapter 17 (Landscape (Townscape) & Visual) in Volume 2 of the EIAR outlines the mitigation required in order to reduce the impacts as far as reasonably practicable. With respect to trees and vegetation, the mitigation is restated below.

'Trees and vegetation to be retained within and adjoining the works area will be protected in accordance with the British Standard Institution (BSI) British Standard (BS) 5837:2012 Trees in relation to in relation to design, demolition and construction - Recommendations (BSI 2012). Works required within the root protection area (RPA) of trees to be retained will follow a project specific arboricultural methodology for such works, which will be prepared by a professional qualified arborist.'

'Wherever practicable, trees and vegetation will be retained within the Proposed Scheme. Trees and vegetation identified for removal will be removed in accordance with BS 3998:2010 Tree Work – Recommendations (BSI 2010) and best arboricultural practices as detailed and monitored by a professional qualified arborist.'

'The Arboricultural Assessment prepared for the Proposed Scheme will be fully updated by the appointed contractor at the end of the Construction Phase and made available, with any recommendations for ongoing monitoring of retained trees during the Operational Phase.'

As summarised in Table 17.9 in Chapter 17 (Landscape (Townscape) & Visual) in Volume 2 of the EIAR, the Construction Phase impact on trees and vegetation is predicted to be Negative, Very Significant, Short-Term. As summarised in Table 17.10 in Chapter 17, following the establishment of the proposed landscape measures (15 years post-construction), the impact on trees and vegetation will have reduced to Negative, Moderate / Significant, Long-Term.

2.17 CPO-022 - Edward C Brady

2.17.1 Description of the Proposed Scheme at this location

In order to achieve the objectives of this scheme, 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.

Segregated cycle tracks have not been provided between Loughlinstown Roundabout and Stonebridge Road along the Proposed Scheme and the cyclists will share the bus lane.

The existing road cross section at this location provides a footpath with a general traffic lane in each direction along with advisory cycle lane in both directions.

In order to achieve the required cross section of the Proposed Scheme, land acquisition is necessary from private properties along this section of Dublin Road.

The land take required is shown in the following:

- Extracts from the General Arrangement Drawings which are provided as an Appendix in the 02-General Arrangement Drawings Sheet 41 in Chapter 4 (Proposed Scheme Description) in Volume 3, Part 1 of 3 of the EIAR and shown in Figure 2.180.
- The proposed permanent land acquisition lines overlain on aerial photography are shown in Figure 2.181.
- The existing property frontage and street view is shown in Figure 2.182.

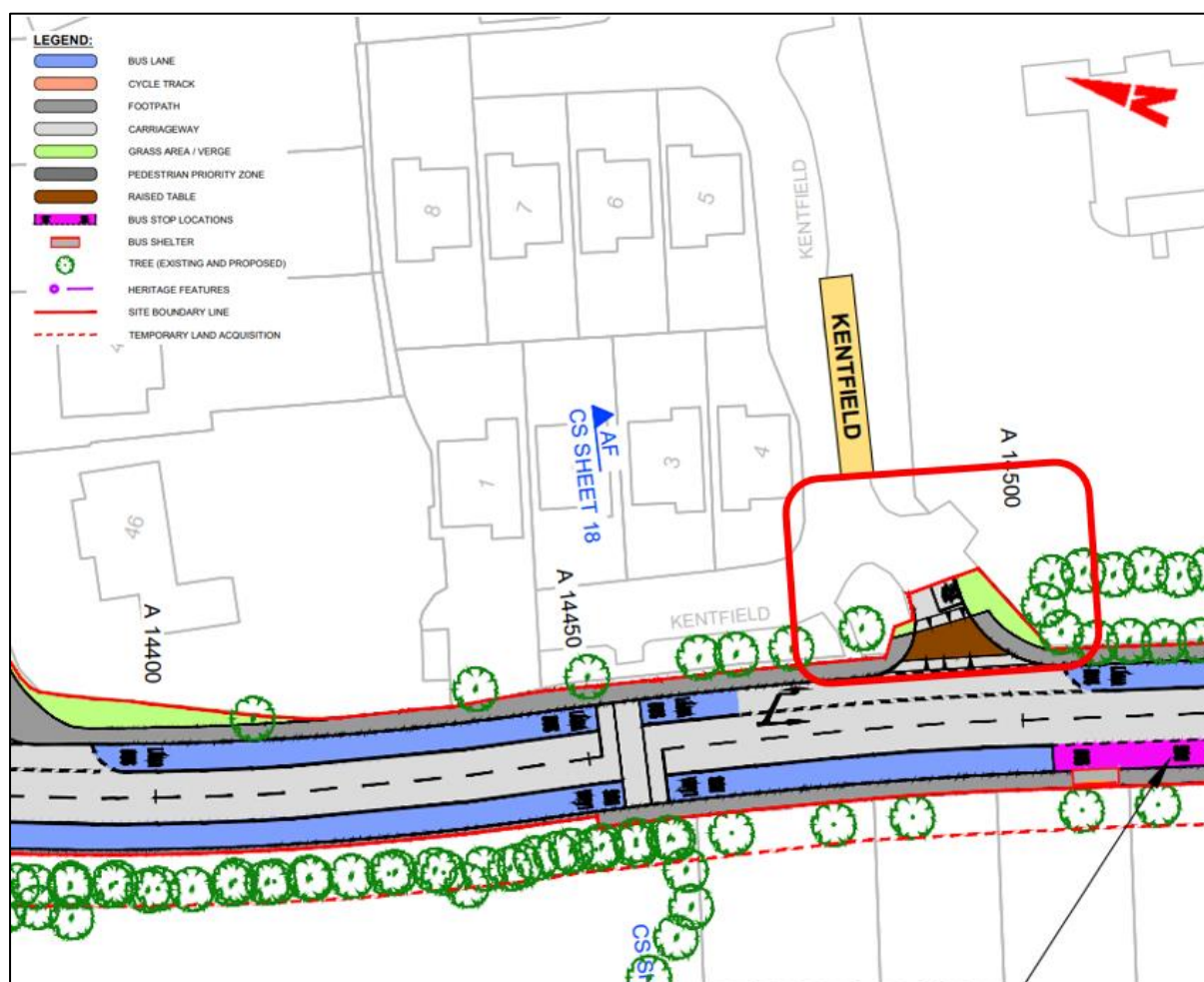


Figure 2.180: Extract from General Arrangement Drawing at Dublin Road (Sheet 41)



Figure 2.181: Existing aerial view at Dublin Road



Figure 2.182: Existing Street view at Dublin Road (Image Source: Google)

2.17.2 Summary of Objections Raised

The objection to the CPO raises one potential issue:

1) Land Ownership and Impact to Access

The objection raised concerns regarding the impact the proposals will have on the legal Right of Way to the property, further commenting the CPO will negatively impact the access and use of the property.

2.17.3 Response to Objection Raised

1) Land Ownership and Impact to Access

We note that Mr Brady suggests he has a “legal right of way” over the lands included in the CPO (i.e. plots 1116(1).1e, and 1116(2).1e) and that the Proposed Scheme “will negatively affect access and use of my property”.

In that regard, plots 1116(1).1e and 1116(2).1e comprise part of the grass verge on either side of the entrance to Kentfield Estate adjacent to the entrance to Mr Brady’s property. The Proposed Scheme design at this location is shown in Chapter 4 (Proposed Scheme Description) in Volume 3, Part 1 of 3 of the EIAR in the 02-General Arrangement Drawings (please see Sheet 41, as shown in Figure 2.180 above in Proposed Scheme Description). As part of the Bray to City Centre Core Bus Corridor works, permanent land take (two areas shown on Sheet 13 of 40 of the Deposit maps) is required for the provision of footpaths on either side of the Kentfield Estate Road to facilitate an uncontrolled pedestrian crossing and a raised table but there will be no impact on the access to or use of Mr Brady’s property.

The permanent land take (plots 1116(1).1e and 1116(2).1e) at the location of Kentfield Estate is shown in the Deposit Maps and details listed in the CPO Schedule and is shown in Figure 2.183, below. The permanent land take plot 1116(2).1e is just south of the existing entrance to the property of Mr Brady at Lurganbrae and the access and egress to his property will not be impacted by the CPO. The permanent land take plot 1116(1).1e is on the opposite side of the Kentfield Estate to the entrance to Mr Brady’s property and this will also not have any impact on the access and egress to Mr Brady’s property.

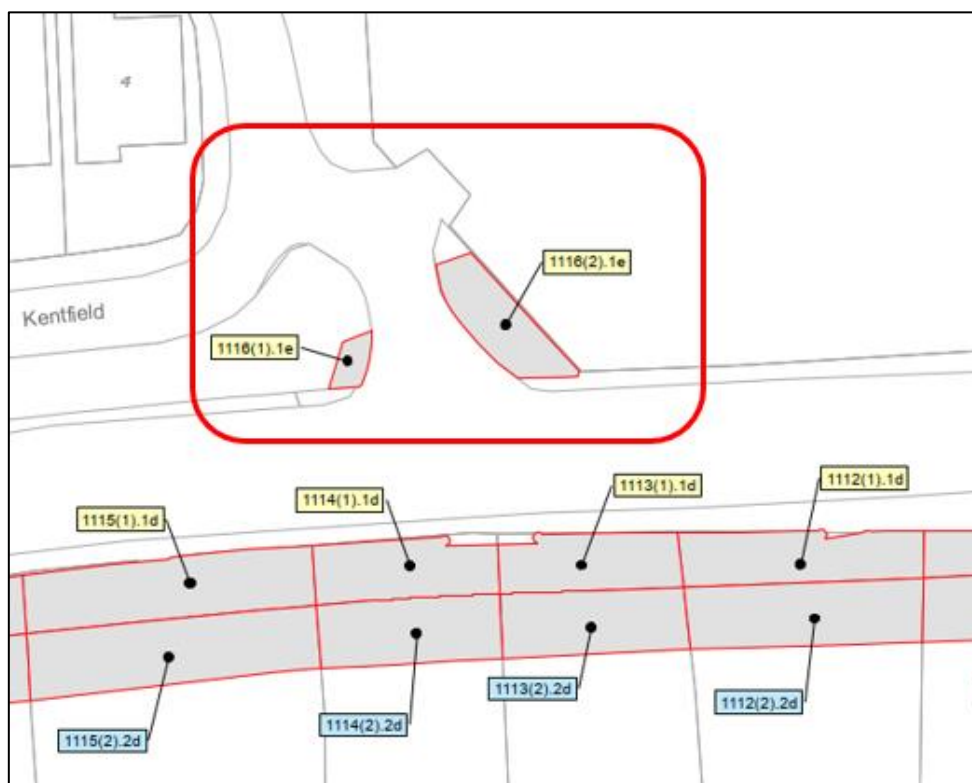


Figure 2.183: Extract from CPO Deposit Map (Sheet 013)

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.

Chapter 5 (Construction) in Volume 2 of the EIAR gives a description of the Construction Phase of the Proposed Scheme. Section 5.5.3.2 states the following:

‘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.’

As noted above, Mr Brady suggests he has a “*legal right of way*” and the NTA has in fact spoken to Mr Brady in that regard and Mr Brady sent the NTA certain drawings, however, the NTA is of the view that this does not amount to evidence of a documented right of way in his favour at this location.

2.18 Beauchamp House, Bray – CPO-023 and CPO-024

2.18.1 Description of the Proposed Scheme at this location

In order to achieve the objectives of this scheme, from Crinken Lane to the Wilford Roundabout, it is proposed to provide northbound and southbound bus lanes, segregated cycle tracks and general traffic lanes.

New pedestrian crossings are proposed at south of Allies River Road near Shanganagh Cemetery.

The existing road cross section at this location provides a footpath with a general traffic lane in each direction. There is an existing bus lane in the northbound direction and an advisory cycle lane in the southbound direction.

The land take required is shown in the following:

- Extracts from the General Arrangement Drawings which are provided as an Appendix in the 02-General Arrangement Drawings Sheet 47 in Chapter 4 (Proposed Scheme Description) in Volume 3, Part 1 of 3 of the EIAR and shown in Figure 2.184.
- The proposed permanent and temporary land acquisition lines overlain on aerial photography are shown in Figure 2.185, and on the Deposit Maps as shown in Figure 2.186.
- The existing property frontage and street view is shown in Figure 2.187.

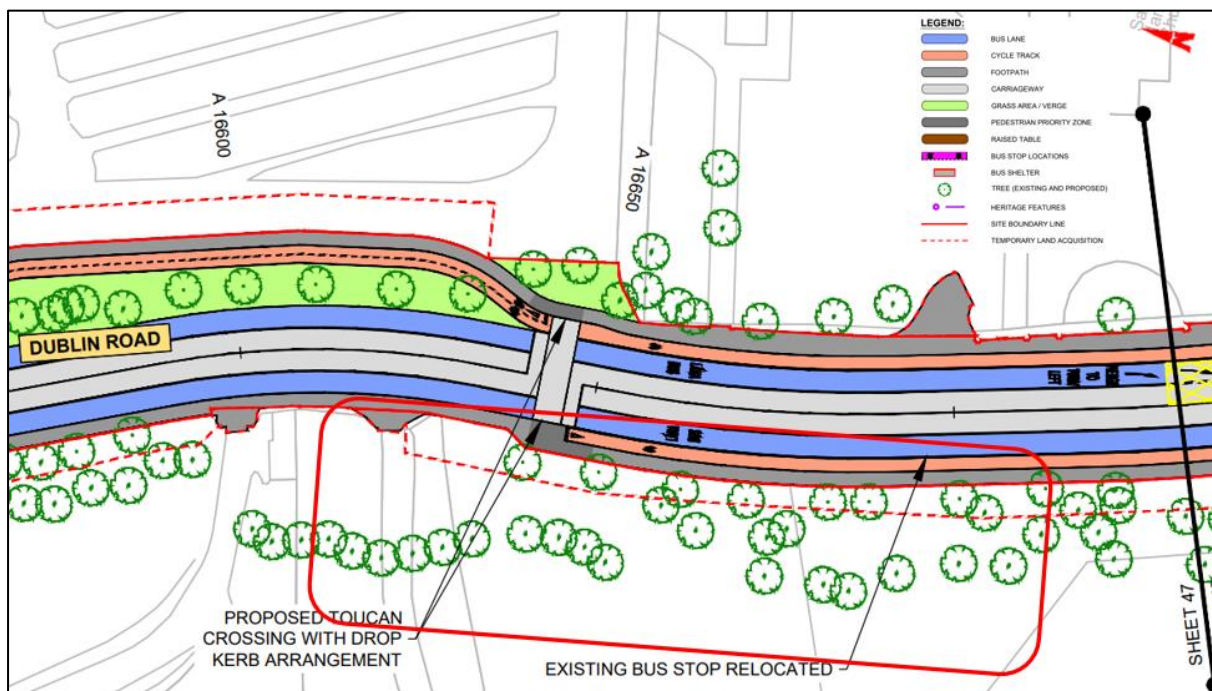


Figure 2.184: Extract from General Arrangement Drawing at Beauchamp House (Sheet 47)



Figure 2.185: Existing aerial view at Beauchamp House

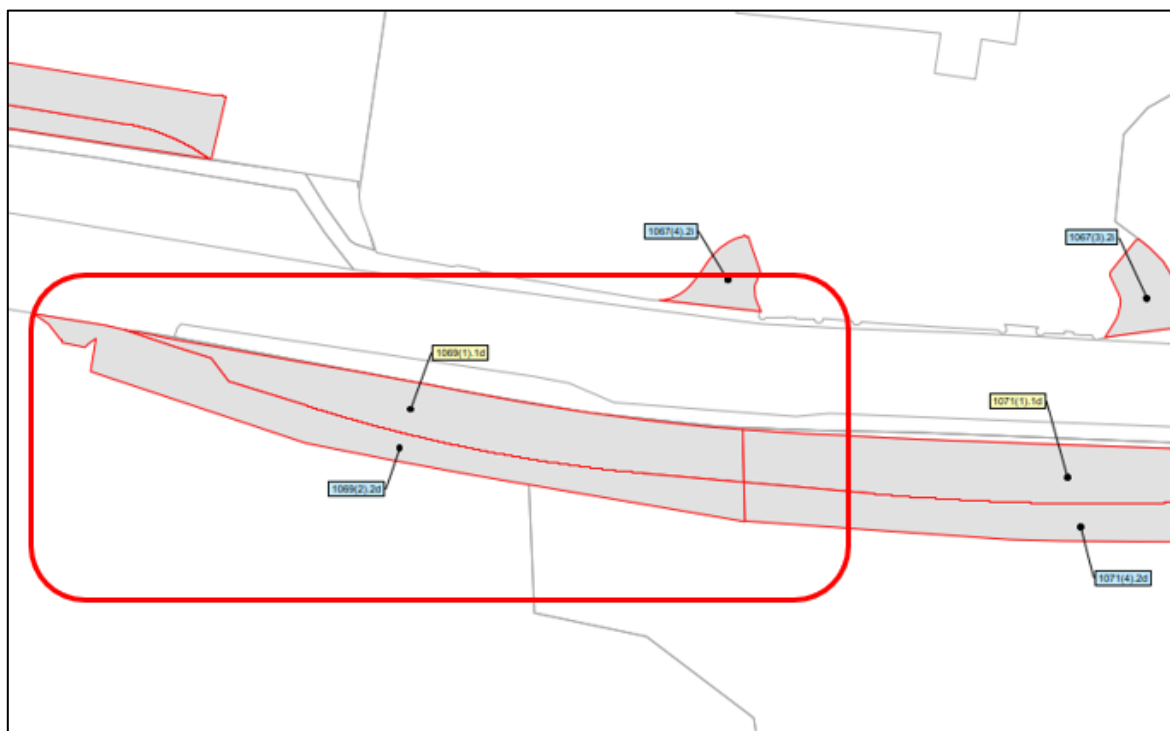


Figure 2.186: Extract from Deposit Map at Beauchamp House (Sheet 007)



Figure 2.187: Existing street view at Beauchamp House (Image source: Google)

2.18.2 Objections Raised

Table 2.45 below lists the two objections within which issues were raised in respect of the same proposed CPO plots at Beauchamp House, Bray.

Table 2.45: Objections Made in Respect of proposed CPO plots at Beauchamp House

No	Name	No	Name	No	Name
023	Eoin Conway	024	Eoin Conway & Helen Clarke		

Objections listed in Table 2.45 above, which relate to the same area, are responded to individually below.

2.18.3 CPO-023 – Eoin Conway

2.18.3.1 Summary of Objections Raised

This CPO Objection relates to the Beauchamp House, Bray. The Proposed Scheme at this location is described in Section 2.18.1 on Description of the Proposed Scheme at this location above.

The objection to the CPO raises five potential issues:

1) Unclear CPO Notice

The objection notes that the Notice of the Making of CPO was confusing that it suggests that the NTA intend to submit the Notice of the Making of the CPO in the coming days. It is therefore not clear whether or not a formal application has in fact been made.

The objection referred The Board to Clinton v. An Bord Pleanála (2007) IESC 19 and Reid v Industrial Development Agency [2015] IESC 82 where the Supreme Court set out the parameters within which any such compulsory acquisition must occur and the test to be employed.

The objection also references the delays experienced in the Metro North and Galway City Outer Bypass.

2) Objections in Relation to Approval of CPO

The objection raised concerns that it is premature to approve the CPO for the following reasons:

- The Proposed Scheme does not have Planning permission and CPO should not be approved in advance of the Planning Application;
- There are no detail design drawings for the Proposed Scheme;
- Need for the Proposed Scheme not established;
- Funding has not been approved for the detailed design, land acquisition or construction of the Proposed Scheme;
- Possibility of acquiring the property required by agreement not considered; and
- Alternative options not considered.

3) Contravention of Article 1 of the First Protocol to the Convention on Human Rights

The Bord has a duty and an obligation to ensure that its decisions meet the requirements of both European and domestic legislation and that the landowners affected by a compulsory expropriation do not suffer an excessive burden under Article 1 of the First Protocol to the Convention on Human Rights, due to the delays in the CPO process.

4) Compensation and Land Value Sharing and Urban Development Zones Bill 2022

The objection notes lack of clarity on the compensation process and the determination of compensation by an Arbitrator if an amount cannot be agreed. The objection mentions the provisions of the Land Value Sharing and Urban Development Zones Bill 2022, the compensation provisions and procedures for assessing and determining compensation together with the procedure of transferring title, would all come within the remit of this latter Bill, and which provisions are entirely different to the provisions set out and referred to in the Notice served.

5) Request for Oral Hearing

The objection acknowledges that it's the Board to exercise its discretion to hold an oral hearing and requests a traditional Oral Hearing for the CPO.

2.18.3.2 Response to Objections Raised

1) Unclear CPO Notice

The Proposed Scheme Compulsory Purchase Order CPO is an application under Section 76 of the Third Schedule of the Housing Act 1966 as extended by Section 10 of the Local Government (No 2) Act 1960 and amended by the Planning and Development Act 2000 (as amended).

As set out in paragraph 2 of the statutory notice, which was served upon the objector, the CPO is “*for the purposes of the construction of the Bray to City Centre Core Bus Corridor Scheme together with all ancillary and consequential works associated therewith for the purposes of facilitating public transport*”. Further, the face of the CPO itself also indicates that it is “for the purposes of facilitating public transport”.

Further, as set out in paragraph 10 of that notice, the EIAR which was prepared in respect of the Bray to City Centre Core Bus Corridor Scheme was available for inspection physically and on the NTA's dedicated website for this Proposed Scheme, and that EIAR contains all of the “*precise details of the proposed construction works*” and all of the “proposed ancillary and consequential works for the Bray to City Centre Core Bus Corridor Scheme” as requested in this objection.

The NTA has also made an application to the Board under Section 51 of the Roads Act 1993 (as amended) for approval of the proposed road development, the Bray to City Centre Core Bus Corridor Scheme, which is currently pending before the Board (ABP-Ref No. HA27.317742).

The lands at plot numbers permanent Plot 1069(1).1d and the temporary Plot 1069(2).2d are proposed to be compulsorily acquired for the specific purposes of widening of the existing road corridor to facilitate a bus lane, cycle track and footpath in each direction. It is proposed to widen the road on the west side

of the Dublin Road, which will impact the boundary wall and trees in the frontage of Beauchamp House property.

The Proposed Scheme as depicted in General Arrangement Drawing on sheets 47 Chapter 4 (Proposed Scheme Description) Volume 3 Figures of the EIAR, and as detailed in Section 4.5.3 in Chapter 4 of Volume 2 of the EIAR, as shown in Figure 2.184, above in the Proposed Scheme Description.

The permanent and temporary land take is depicted in the Deposit Map on sheet 007 as shown in Figure 2.188.

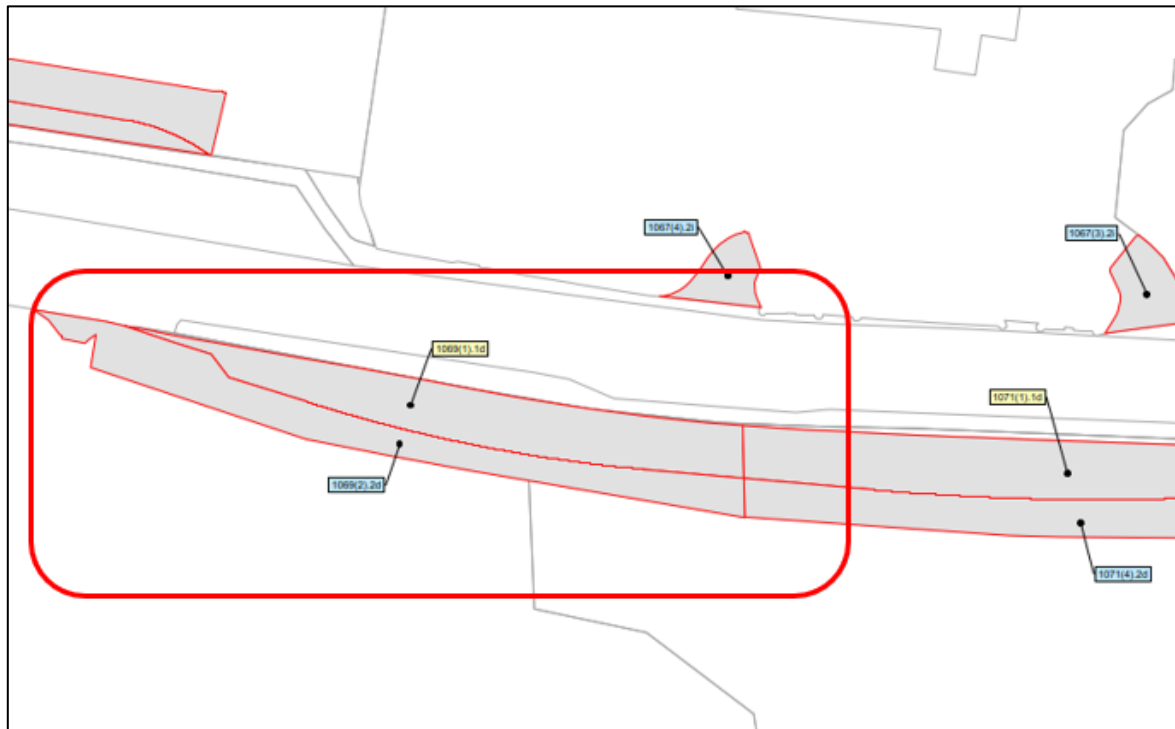


Figure 2.188: Extract from Deposit Map at Beauchamp House (Sheet 007)

With regards to the mention of the following in the CPO Objection:

- The Board to Clinton v. An Bord Pleanála (2007) IESC 19 with the Supreme Court mentioned in the objection;
- Reid v Industrial Development Agency [2015] IESC 82; and
- Metro North and Galway City Outer Bypass, please note below.

As the Board will be aware, the legal principles which apply when an acquiring authority is considering whether and how to exercise a statutory power to compulsorily acquire lands were most recently set out by the Supreme Court in 2015 in Reid v Industrial Development Authority [2015] IESC 82. Those principles can be summarised as stating that in order for land to be compulsorily acquired, the acquiring authority (in this case, the NTA) must establish:-

- a) that it is authorised by statute to acquire the land for the purpose for which it is sought to acquire it;
- b) that the acquisition of the land is legitimately being pursued for that purpose;
- c) that the acquisition of the land is necessary for that purpose; and
- d) that the land to be acquired is the minimum possible required to advance the statutory purpose.

In that regard, the NTA is authorised by section 44 of the Dublin Transport Authority Act 2008 (as amended) to compulsorily acquire land for the purposes of providing public transport infrastructure. The NTA therefore has the requisite statutory authority to make the CPO for the Proposed Scheme for the purpose of providing public transport infrastructure, and the acquisition of the lands required for the Proposed Scheme is legitimately being pursued for that purpose.

The lands to be acquired from Beauchamp House are required for the purpose to achieve the Proposed Scheme objectives as referred above.

Further, the lands to be acquired from Beauchamp House are the minimum required for this purpose, as referred in the response above. Also, alternatives were considered and assessed during the design development phase, refer to response below (refer to response in Section 2.18.3.2 (CPO-023) for Issue No.2 (Objections in relation to approval of CPO) on 'Alternatives not considered'. NTA are satisfied that reasonable alternatives have been considered to inform the Proposed Scheme.

The suggestion in this objection that excluding Beauchamp House's lands from the Compulsory Purchase Order for the Proposed Scheme would not affect the NTA's ability to implement the Proposed Scheme is therefore fundamentally incorrect.

The Supreme Court in Reid also reiterated that the impact on the right to private property must be justified or necessitated by the exigencies of the common good, echoing the earlier (2007) decision of the Supreme Court in Clinton v An Bord Pleanála [2007] IESC 19 (which earlier decision is mentioned in this objection), in which the Supreme Court found that the "acquiring authority must be satisfied that the acquisition of the property is clearly justified by the exigencies of the common good".

As noted below in relation to Article 1 of the First Protocol to the European Convention on Human Rights [refer to response in Section 2.18.3.2 (CPO-023) for Issue No.3 (Contravention of Article 1 of the First Protocol to the Convention on Human Rights), in relation to compulsory acquisition whereby it impacts on an individual's right to private property same is to be justified or necessitated by the exigencies of the common good, as established by the Supreme Court in Clinton v An Bord Pleanála [2007] 4 IR 701 as mentioned in this objection, and reiterated by the Supreme Court in the more recent case of Reid v Industrial Development Agency [2015] IESC 82.

The Proposed Scheme is clearly being pursued for the common good and that is detailed throughout the EIAR and in particular in Chapter 2 (Need for the Proposed Scheme) in Volume 2 of EIAR as presented in Section 2.3.3.1 on Need of the Proposed Scheme of this report.

The significant benefits of the scheme are elaborated upon throughout the EIAR with a summary of the key benefits presented in Section 2.3.3.2 on Benefits of the Proposed Scheme of this report. The benefits of the Proposed Scheme clearly demonstrate the common good of the Proposed Scheme as a whole. The impacts on individual property rights are therefore justified and necessitated by the exigencies of the common good.

The Proposed Scheme is being pursued cognisant of and in accordance with the principles in relation to compulsory acquisition that were identified by the Supreme Court in the case of Reid v Industrial Development Agency [2015] IESC 82, and in the earlier decision of the Supreme Court in Clinton v An Bord Pleanála [2007] 4 IR 701 as mentioned in this objection, including that the impact on an individual's right to private property occasioned by a compulsory acquisition must be justified or necessitated by the exigencies of the common good, and that the impairment of an individual's rights must not exceed that which is necessary to attain the legitimate object sought to be pursued i.e. it must be proportionate to the ends sought to be achieved.

Refer to response in Section 2.18.3.2 (CPO-023) for Issue No.2 (Objections in relation to approval of CPO) on 'CPO Should not be Approved in advance of the Section 51 Planning Application' and also note below.

Further, this objection makes reference to the old Galway City Outer Bypass, for which approval was initially granted by the Board in 2008 before subsequently being quashed in 2013, and to the more recent N6 Galway City Ring Road. While there are a number of factual matters relative to these schemes set out in this objection which are incorrect (it was not a case of the European Courts annulling the CPO for the 2008 Galway City Outer Bypass Scheme as suggested in this objection, and the current N6 Galway City Ring Road application has been remitted to the Board for further consideration and has not been appealed to the European Courts), neither of these examples raised any issues in relation to the sequencing of approval of the CPO for these schemes or in any way suggest that "a CPO should not be approved in advance or simultaneously with the planning permission" as alleged in this objection. In fact the position is as set out above that the Board has a statutory obligation under section 51(7)(b) of the Roads Act to make its decisions in relation to the application for confirmation of the CPO and the application for approval under section 51 of the Roads Act at the same time.

In relation to Metro North as also mentioned in this objection, again no issue arose in relation to the sequencing of approval of the compulsory acquisition of the lands required for that project, and it is simply the case that the entire project ultimately did not proceed due to lack of funding. The recent Metrolink application is currently under consideration by the Board, and we do not see its relevance to the point sought to be made by this objection in relation to sequencing.

If the CPO is confirmed by An Bord Pleanála, a Notice to Treat will be served on the landowner whose land is being acquired. Following service of the Notice to Treat, the landowner will be required to submit a claim for compensation and as part of this process, the NTA will pay the reasonable costs (as part of the claim) for the landowner to engage its agent/valuer in preparing, negotiating, and advising on compensation.

2) Objections in relation to approval of CPO

CPO Should not be Approved in advance of the Section 51 Planning Application

It was entirely appropriate and proper for the NTA to make (i) an application to the Board for confirmation of the Bray to City Centre Core Bus Corridor Scheme Compulsory Purchase Order 2023 (the “CPO”) and (ii) an application to the Board for approval of the Bray to City Centre Core Bus Corridor Scheme (the “Proposed Scheme”) under section 51 of the Roads Act 1993 (as amended) (the “Roads Act”).

As the Board will be aware, section 51(7)(b) of the Roads Act provides as follows:

“(7) (b) Where an application for approval under this section [being section 51 of the Roads Act 1993 (as amended) which is what has occurred here in relation to the Proposed Scheme] relates to a proposed road development, and

- I. a scheme submitted to the Minister [now An Bord Pleanála] for approval under section 49, or*
- II. an application submitted to the Minister [now An Bord Pleanála] for a bridge order under the Act of 1946, or*
- III. a compulsory purchase order submitted to the Minister [now An Bord Pleanála] for confirmation [which is what has occurred here with this CPO],*

relate wholly or partly to the same proposed road development, the Minister [now An Bord Pleanála] shall make a decision on such approval and on the approval of such scheme or the making of such bridge order or the confirmation of such compulsory purchase order at the same time.” (emphasis added)

As the NTA's application for approval of the Proposed Scheme under section 51 of the Roads Act and the CPO submitted to the Board for confirmation “relate wholly or partly to the same proposed road development”, the Board is therefore statutorily required to make its decisions at the same time. Therefore, it is not open to the Board to accede to the request made on behalf of the objector to first make a decision in relation to the application for approval of the Proposed Scheme under section 51.

Further, there are very many practical reasons including in relation to the efficient use of the decision maker's resources as to why it is entirely appropriate to deal with the section 51 application and the related application for confirmation of the CPO together. Indeed, this is also in ease of those who may wish to make an objection and/or submission both in writing and/or at any oral hearing that may be held in relation to the section 51 application and the application for confirmation of the CPO.

Lack of detail design drawings for the Proposed Scheme

As set out in paragraph 10 of the statutory CPO notice, the EIAR which was prepared in respect of the Bray to City Centre Core Bus Corridor Scheme was available for inspection physically and on the NTA's dedicated website for this Proposed Scheme, and that EIAR contains all of the “*precise details of the proposed construction works*” and all of the “*proposed ancillary and consequential works for the Bray to City Centre Core Bus Corridor Scheme*” as requested in this objection.

Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR describes the details of the design of the Proposed Scheme. Section 4.5.3 notes details for the Section 3 Loughlinstown Roundabout to Bray North.

The design details are also shown in the Figures which accompany Chapter 4 (Proposed Scheme Description) in Volume 3, Part 1 and 2 of 3 of EIAR.

Chapter 5 (Construction) Volume 2 of EIAR describes the construction activities along the Proposed Scheme.

Additionally, the Preliminary Design Report and the associated Appendices of the PDR, part of Supplementary information, also gives description of the design details of the Proposed Scheme.

The design of the Proposed Scheme has been developed to a stage where all potential environmental impacts can be identified, and a fully informed environmental impact assessment has been carried out.

During the detailed design phase of the Proposed Scheme, further details and construction methodologies will be developed.

Need for the Proposed Scheme

Refer to response in Section 2.3.3.1 on Need of the Proposed Scheme in this report.

Funding not Approved for the Proposed Scheme

All major publicly funded infrastructure projects, such as the BusConnects Infrastructure Schemes are subject to the Public Spending Code (gov.ie - [The Public Spending Code \(www.gov.ie\)](http://www.gov.ie)) which requires the production of appropriate economic appraisals and business cases. The Preliminary Business Case for BusConnects schemes is set out at the following link. The document sets out the key costs and benefits of the schemes.

<https://www.nationaltransport.ie/planning-and-investment/transport-investment/projects/busconnects/busconnects-dublin-preliminary-business-case/>

Pending planning approval, the progression of the Proposed Scheme to construction stage will be subject to formal business case approvals. As noted on NTA's BusConnects Dublin Preliminary Business Case website:

'The BusConnects Dublin Preliminary Business Case prepared by NTA was approved by the NTA Board for submission to the Department of Transport (DoT) and onwards submission to the Department of Public Expenditure and Reform (DPER) for review. Further to DoT and DPER review (including independent review by JASPERS and the Major Projects Advisory Group (MPAG)) elements of the PBC around inflation and costs were updated to inform the Government decision.'

In March 2022, the Government granted Approval in Principle to the NTA to enable the submission of statutory consent applications for the Core Bus Corridor elements of the programme to An Bord Pleanála (Decision Gate 1) and to commence the tender process for the Next Generation Ticketing element of the programme (Decision Gate 2). This Preliminary Business Case reflects the document as considered by Government with a Cover Note which sets out the revisions to inflation assumptions and costs arising from the consideration of the PBC from Government.'

Section 16 of the BusConnects Dublin Preliminary Business Case sets out the next steps and approvals:

The current approval being sought is a PSC Gate 1 approval in principle to proceed with CBC statutory processes and a PSC Gate 2 approval to commence the NGT tender process. Individual elements or projects will require further approvals as the BusConnects Dublin programme progresses. For example:

- 1) As further projects or components of these projects (e.g. singular CBCs within a CBC Lot) within the BusConnects Dublin programme (e.g. each CBC Lot) proceed to Decision Gate 2 (Pre-Tender Approval)*
- 2) At Decision Gate 3 (Approval to Proceed) as projects or components of these projects within the BusConnects Dublin programme seek approval to proceed to contract award*

Acquiring Property by Agreement

For context, the Environmental Impact Assessment Report (EIAR) Chapter 1 Introduction, Section 1.4, Role of the National Transport Authority, of the Bray to City Centre Core Bus Corridor Scheme EIAR (Volume 2 of 4) states:

'The NTA is responsible for the development and implementation of strategies to provide high quality, accessible and sustainable transport across Ireland.

The NTA has a number of statutory functions including the following which are relevant to the Proposed Scheme:

Develop an integrated, accessible public transport network;

Provide bus infrastructure and fleet and cycling facilities and schemes; and

Invest in all public transport infrastructure.

Specifically, under Section 44(1) of the 2008 Act (as amended), 'in relation to public transport infrastructure in the GDA, the Authority shall have the following functions:

- a. to secure the provision of, or to provide, public transport infrastructure;*
- b. to enter into agreements with other persons in order to secure the provision of such public transport infrastructure, whether by means of a concession, joint venture, public private partnership or any other means; and*
- c. to 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 Act of 2000. '*

Therefore, under section 44(6) of the 2008 Act, the NTA is empowered to acquire lands by agreement or by means of a compulsory purchase order in accordance with Part XIV of the Planning and Development Act 2000 (as amended) (the "2000 Act"), for the purposes of performing its function of providing public transport infrastructure (and in this instance providing the Bray to City Centre Core Bus Corridor Scheme), and such compulsory purchase order may, by virtue of section 10(4)(d) of the Local Government (No. 2) Act 1960 (as amended), authorise the NTA to extinguish a public right of way.

Section 44(7) of the 2008 Act goes on to provide that the 2000 Act applies to a compulsory acquisition of land under, for example, section 44(6) of the 2008 Act, as if it were an acquisition under Part XIV of the 2000 Act and for that purpose a reference to a local authority shall be read as a reference to the NTA.

Section 213 of the 2000 Act is contained in Part XIV of the 2000 Act and is referenced on the face of the CPO for the Proposed Scheme. Section 213(1) of the 2000 Act provides that 'the power conferred on a local authority [to be read as the NTA by virtue of section 44 of the 2008 Act] shall be construed in accordance with this section".

Section 213(2) of the 2000 Act states:-

'A local authority [to be read as the NTA by virtue of section 44 of the 2008 Act] may, for the purposes of performing any of its functions (whether conferred by or under this Act, or any other enactment passed before or after the passing of this Act), ... do all or any of the following:-

- (i) acquire land, permanently or temporarily, by agreement or compulsorily,*
- (ii) acquire, permanently or temporarily, by agreement or compulsorily, any easement, way-leave, water-right or other right over or in respect of any land or water or any substratum of land,*
- (iii) restrict or otherwise interfere with, permanently or temporarily, by agreement or compulsorily, any easement, way-leave, water-right or other right over or in respect of any land or water or any substratum of land, and the performance of all or any of the functions referred to in subparagraphs (i), (ii) and (iii) are referred to in this Act as an "acquisition of land".*

Section 213(4) of the 2000 Act states:-

'a local authority may be authorised by compulsory purchase order to acquire land for any of the purposes referred to in subsection (2) of this section and section 10 (as amended by section 86 of the Housing Act, 1966) of the Local Government (No. 2) Act,

1960, shall be construed so as to apply accordingly and the references to “purposes” in section 10 (1)(a) of that Act shall be construed as including purposes referred to in subsection (2) of this section”.

Section 1.4 of Chapter 1 (Need of the Proposed Scheme) Volume 2 of EIAR, goes on to state:

The Board of the NTA, at its meeting on 18 October 2019, considered whether the function of providing the public transport infrastructure comprising of the CBC Infrastructure Works should be performed by the NTA itself under the provisions of Section 44(2)(b) of the 2008 Act. Following consideration, the Board of the NTA decided that the functions in relation to securing the provision of public transport infrastructure falling within Section 44(2)(a) of the 2008 Act (as amended) in relation to the CBC Infrastructure Works, should be performed by the NTA.

The NTA established a dedicated BusConnects Infrastructure team to advance the planning and construction of the CBC Infrastructure Works, including technical and communications resources and external service providers procured in the planning and design of the 12 Proposed Schemes.’

If the CPO is confirmed by An Bord Pleanála, a Notice to Treat will be served on the landowner whose land is being acquired. Following service of the Notice to Treat, the landowner will be required to submit a claim for compensation and as part of this process, the NTA will pay the reasonable costs (as part of the claim) for the landowner to engage its agent/valuer in preparing, negotiating, and advising on compensation.

The NTA acknowledge the liaison that has occurred with the owners and consultants of the Beauchamp House throughout the design and planning process to date. These are matters that can be successfully addressed between the Beauchamp House owners and the NTA, in the absence of any approval condition.

Cost Benefit Analysis not Considered

Pending planning approval, the progression of the Proposed Scheme to construction stage will be subject to formal business case approvals. As noted on NTA's BusConnects Dublin Preliminary Business Case website:

‘The BusConnects Dublin Preliminary Business Case prepared by NTA was approved by the NTA Board for submission to the Department of Transport (DoT) and onwards submission to the Department of Public Expenditure and Reform (DPER) for review. Further to DoT and DPER review (including independent review by JASPERS and the Major Projects Advisory Group (MPAG)) elements of the PBC around inflation and costs were updated to inform the Government decision.

In March 2022, the Government granted Approval in Principle to the NTA to enable the submission of statutory consent applications for the Core Bus Corridor elements of the programme to An Bord Pleanála (Decision Gate 1) and to commence the tender process for the Next Generation Ticketing element of the programme (Decision Gate 2). This Preliminary Business Case reflects the document as considered by Government with a Cover Note which sets out the revisions to inflation assumptions and costs arising from the consideration of the PBC from Government.’

Section 16 of the BusConnects Dublin Preliminary Business Case sets out the next steps and approvals:

The current approval being sought is a PSC Gate 1 approval in principle to proceed with CBC statutory processes and a PSC Gate 2 approval to commence the NGT tender process. Individual elements or projects will require further approvals as the BusConnects Dublin programme progresses. For example:

- As further projects or components of these projects (e.g. singular CBCs within a CBC Lot) within the BusConnects Dublin programme (e.g. each CBC Lot) proceed to Decision Gate 2 (Pre-Tender Approval)
- At Decision Gate 3 (Approval to Proceed) as projects or components of these projects within the BusConnects Dublin programme seek approval to proceed to contract award

Refer to the BusConnects Business case website for further detail and links:

<https://www.nationaltransport.ie/planning-and-investment/transport-investment/projects/busconnects/busconnects-dublin-preliminary-business-case/>

Alternatives Not Considered

Refer to response in Section 2.3.3.1.2 on Consideration of Alternatives and Options Assessment in this report at Dublin Road section between Crinken Lane and Loughlinstown Roundabout and also note below.

Article 5(1)(d) of Directive 2011/92/EU, as amended by Directive 2014/52/EU (hereafter known as the EIA Directive) requires that an Environmental Impact Assessment Report (EIAR) contains ‘a description of the reasonable alternatives studied by the developer, which are relevant to the project and its specific characteristics, and the main reasons for the option chosen, taking into account the effects of the project on the environment’.

EIAR Chapter 3 (Consideration of Alternatives) in Vol 2 of EIAR provides details of the alternatives considered. As described in section 3.3 various route alternatives considered to inform the Preferred Route Option between in the vicinity of the landholding of Beauchamp House at Dublin Road (Crinken Lane to Wilford Roundabout).

The existing provision over this length comprises a two-lane carriageway with advisory cycle lanes from Wilford Roundabout as far as Shanganagh Cemetery. From here, the cross-section switches to two traffic lanes, a northbound bus lane and a southbound advisory cycle lane until alongside Shanganagh Park. It then transitions back to two lanes with advisory cycle lanes from Shanganagh Park to Crinken Lane.

The Emerging Preferred Route in this section proposed footpaths, segregated cycle tracks, a dedicated bus lane and a general traffic lane in both directions, thus upgrading the existing cycling infrastructure. The Preferred Route Option is in line with the EPR option with further design development.

The Proposed Scheme provides for a full suite of footpath, segregated cycle track, general traffic lane and bus lane in both directions. Cycle tracks and/or footpaths have been brought behind the roadside treeline where suitable, to maintain the roadside tree canopy along the road. To optimise the protection of the roadside trees in front of Shanganagh Cemetery, a section of the northbound cycle track has been relocated to the eastern side of the route to create a two-way cycle track from St. James Church, behind the roadside trees at Shanganagh Cemetery, and across Shanganagh Park. The northbound cycle track crosses back to the west side of the road before Allies River Road. Signal Controlled Bus Priority was applied for northbound buses from Wilford Roundabout to enable a reduction in impact on properties and significant mature trees immediately north of the junction by locally shortening the bus lane extents here until the Woodbrook college.

Section 3.4.1.3.1 of the EIAR Volume 2 Chapter 3 (Consideration of Alternatives) summarises the alternatives considered and the design development. This is further explained in detail in section 6.4.2 of the Preferred Route Option, as part of the Supplementary Information.

‘The design for this section was developed further as part of the Preferred Route Options development following completion of additional topographical and tree surveys, which allowed for a more detailed analysis of the impacts the proposed EPR would have. The assessment also took into account the responses from the Non-Statutory Public Consultations which outlined that heritage wall and roadside tree loss along this section would impact on the visual identity and feel for this length of road.

Signal Controlled Bus Priority was applied for northbound buses from Wilford Roundabout to enable a reduction in impact on properties and significant mature trees immediately north of the junction by locally shortening the bus lane extents here until the Woodbrook college. In this section widening has been provided in the east side to minimise impact to the properties. Signal priority measures which commenced in the adjacent section through Shankill village were extended for southbound buses as far as the Shanganagh Castle grounds to reduce impact on properties.

Cycle tracks and/or footpaths have been brought behind the roadside treeline where suitable, to maintain the roadside tree canopy along the road. At these locations, the intention is to remove the ground-level shrubbery and crown the trees to ensure there is visibility from the road to the newly relocated footpaths and cycle tracks. To optimise the protection of the roadside trees in front of Shanganagh Cemetery, a section of the northbound cycle track has been relocated to the eastern side of the route to create a two-way cycle track from St. James Church, behind the roadside trees at Shanganagh Cemetery, and across Shanganagh Park. The northbound cycle track crosses back to the west side of the road before Allies River Road.

The design has been co-ordinated with proposed entrances for recently approved housing developments at Shanganagh Castle and Woodbrook. These developments have been considered when assessing the most appropriate local alignment, in addition to newly available survey information. In particular, tree survey information has been carefully considered when refining the alignment, to prioritise retention of significant mature trees.

Liaison has taken place with DLRCC to ensure that the design takes into consideration the emerging Shanganagh Park and Cemetery Masterplan interactions with the Proposed Scheme.

The above design development has enabled a reduction in impact on adjacent heritage walls, properties and trees that was evident as a result of the updated topographical survey and tree survey in the area, while maintaining the proposed bus priority infrastructure.'

During the Feasibility and Route Selection stage, alternate route option was considered as part of Route 2B between Crinken Lane and Wilford Roundabout, which will bring cyclists off-line from the main route running east of the Dublin Road. Option 1 part of the Route 2B options was the preferred option over Option 2, as it keeps directly on the main route as aligns with the GDA Cycle Network Plan and meets overall BusConnects objectives.

Section 3.3.2.3 of the EIAR Volume 2 Chapter 3 (Consideration of Alternatives) also summarises the route options considered at the Feasibility stage and the assessment to inform the Emerging Preferred Route option (EPR).

'Following the Stage 1 sifting process, five viable route options for Section 3 were taken forward for assessment and further refinement as shown in Image 3.13. These five route options were as follows:

- *Route 2A would run parallel to the M11 on a newly constructed busway from Wilford Junction through to Loughlinstown Roundabout and then along the N11 to the Wyattville Interchange;*
- *Route 2B would run via the Dublin Road from Wilford Junction, through Shankill and onto the N11 at Loughlinstown Roundabout to the Wyattville Interchange;*
- *Route 2C would run via the Dublin road and Crinken Lane, and join a newly built bus-way parallel to the M11 at Loughlinstown Roundabout, before following the existing N11 to the Wyattville Interchange;*
- *Route 2D would have buses follow the same route as Route 2B, but general traffic could be diverted around Shankill Village using a newly constructed road on the same alignment as that proposed for the bus route in 2C. A Bus Gate would be put in place on the Dublin Road between the Shanganagh Road and Lower Road junctions; and*
- *Route 2E would combine routes 2A and 2B whereby the route would run parallel to the M11 on a newly constructed busway from Wilford Junction to the intersection with Crinken Lane, then it would run along the Dublin Road from Crinken Lane to Loughlinstown Roundabout and along the N11 to the Wyattville Interchange.*

A schematic route alignment of the five route options presented in Figure 2.189, extract Chapter 3 (Consideration of Reasonable Alternatives) in Volume 2 of EIAR.



Figure 2.189: Extract Chapter 3 (Consideration of Reasonable Alternatives) in Volume 2 of EIAR (Image 3.13)

For the Route Option 2B section Wilford Roundabout to Crinken Lane two options were considered.

- *Option 1 – providing parallel bus lanes, cycle tracks and footpaths in a 20m cross-section. Southbound footpath to run through Shanganagh Park (chosen option);*
- *Option 2 – providing dedicated bus lanes and footpaths with a section of off-line cycle tracks running to the east of the Dublin Road.'*

Table 2.46 presents the multi-criteria assessment of the Route Options 2A, 2B, 2C, 2D and 2E, extract from Appendix M (Bray to UCD CBC Feasibility and Options Report) of the Preferred Route Options Report, part of Supplementary Information.

- Based on the assessments above it has been determined that while not the most favourable from an environment perspective Route Option 2B offers the preferred route option for the following reasons:

- It has the lowest capital cost of the five schemes
- It has significant benefits in terms of integration, accessibility and social inclusion as it serves the catchment of Shankill, integrates with the DART and provides continuous cycle facilities
- While not the most preferable of the schemes under journey time reliability, it would still deliver a high level of service for bus passengers
- In terms of safety, the five schemes are considered equal

Route Option 2B was identified as the preferred option for this section and is brought forward as the Emerging Preferred Route. Scheme 2A was the next preferred as it offers the best journey time reliability and has significant environmental benefits compared to the other schemes, however it has significant disbenefits in terms of integration.

Table 2.46: Extract from Appendix M of Preferred Route Options Report (Table 6.6 and 6.7 MCA for Section 3)

Table 6.6 Section 2 Route Options Assessment Summary (Sub-Criteria)						
Assessment Criteria	Sub-Criteria	2A	2B	2C	2D	2E
Economy	Capital Cost					
	Journey-time reliability and quality of service					
Integration	Land Use Integration					
	Residential Population and Employment Catchments					
	Transport Network Integration					
	Cyclists and pedestrian Integration					
Accessibility and Social Inclusion	High volume trip attractors					
	Deprived Geographic Areas					
Safety	Road Safety					
Environment	Archaeological, Architectural and Cultural Heritage					
	Flora and Fauna					
	Soils and Geology					
	Hydrology					
	Landscape and visual					
	Noise, Vibration and Air					
	Land Use and the Built Environment					

Table 6.7 Route Options Assessment Summary (Main Criteria)					
Assessment Criteria	2A	2B	2C	2D	2E
Economy					
Integration					
Accessibility and Social Inclusion					
Safety					
Environment					

EIAR Volume 2 Chapter 3 (Consideration of Alternatives) further summarises ‘Overall 2B overall was deemed to be the most advantageous route, even though it was not the most advantageous under the Environment criterion. This is due to its comparatively lower cost; significant benefits in terms of integration, accessibility and social inclusion as it serves the catchment of Shankill, integrates with the DART and provides continuous cycle facilities; and it would deliver a high level of service for bus passengers. Therefore 2B was brought forward into the Emerging Preferred Route.’

The detail assessment of the sub-options under Route Option 2B is discussed below, as noted in Section 6.2.3.2 of the Appendix M - Bray to UCD Core Bus Corridor - Feasibility and Options Report, of the Preferred Route Options Report, as part of the Supplementary Information.

‘Option 1 - This option proposes providing a typical 20m wide cross section including bus lanes and cycle tracks in each direction, bounded by footpaths. This option would require in the order of 7m of additional lands to facilitate road widening, including mature trees, and the setting back of boundary walls, on one or both sides of the road.’

Option 2 - This option would provide a 16m cross section on the Dublin Road, comprising 2m footpaths, and 3m bus and running lanes in each direction. This option would require in the order of 4m of additional lands to facilitate road widening on one or both sides of the road, along with a further 3m to 4m strip of additional lands further east to provide the cycle track. Between St. James’ Church and Crinken Lane the provision of off-line cycle tracks is constrained by the church and adjacent Shanganagh Cemetery and therefore cycle tracks along the Dublin Road would be provided. This scheme option would avoid some of the mature trees by passing the cycle track around the back of the tree line where possible, however a large number of trees would still be affected.

Sub-options 1 and 3 are shown in Figure 2.190 as noted below.

A summary of the ranking of route options against the scheme sub-criteria is presented in Table 6.2 of the Appendix M as shown in Table 2.47.

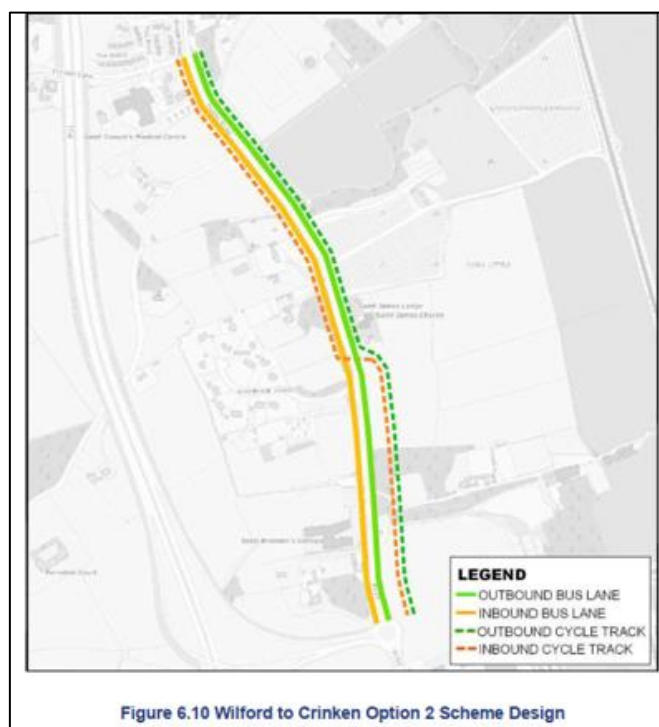


Figure 2.190: Extract Appendix M of the Preferred Route Options Report (Figure 6.10)

Table 2.47: Extract from Appendix M of Preferred Route Options Report (Table 6.2)

Table 6.2 - Wilford Junction to Crinken Lane Scheme Assessment			
Assessment Criteria	Sub-Criteria	Option 1	Option 2
Economy	Capital Cost		
	Journey-time reliability and consistency		
Integration	Land Use Integration		
	Residential Population and Employment Catchments		
	Transport Network Integration		
	Cyclists and pedestrian Integration		
Accessibility and Social Inclusion	High volume trip attractors		
	Deprived Geographic Areas		
Safety	Road Safety		
Environment	Archaeological, Architectural and Cultural Heritage		
	Flora and Fauna		
	Soils and Geology		
	Hydrology		
	Landscape and visual		
	Noise, Vibration and Air		
	Land Use and the Built Environment		

Option 1 requires land acquisition and road widening to facilitate the proposed scheme, resulting in the loss of significant mature trees and setting back of existing boundary walls. Option 2 provides a reduced cross section along the Dublin Road in comparison to Option 1, and will therefore require less road widening and is slightly more preferable in terms of Landscape and Visual, but will still result in the loss of significant mature trees and walls bounding the road. The cost of Option 2 is higher as additional works and land acquisition would be required along the cycle route. The cycle route for Option 1 follows a more direct route along the Dublin Road and does not require northbound cyclists to cross the road, as is the case for Option 2, and therefore Option 1 is slightly more preferable in terms of Cyclist and Pedestrian Integration.

There is little to differentiate between the options, however in reference to the overall scheme objectives Option 1 provides for cyclists directly along the route identified in the GDA Cycle Network Plan and is therefore considered preferable and is brought forward for this section of Option Route 2B.'

Appendix M - Bray to UCD Core Bus Corridor - Feasibility and Options Report of the Preferred Route Options Report, as part of the Supplementary Information, summarises the assessment of route options in Bray.

The Emerging Preferred Route Option is shown in Appendix N of the Preferred Route Options Report, as part of the Supplementary Information.

Both options considered at the Feasibility stage (Route 1 and Route 2) part of option for EPR Route 2B would have the same impact on the property of Beauchamp House.

NTA are satisfied that consideration of reasonable alternatives have been considered to inform the Preferred Route Option in this section of the he Dublin Road (Crinken Lane to Wilford Roundabout).

3) Contravention of Article 1 of the First Protocol to the Convention on Human Rights

Article 1 of the First Protocol to the European Convention on Human Rights states that:

‘Every natural or legal person is entitled to the peaceful enjoyment of his possessions. No one shall be deprived of his possessions except in the public interest and subject to the conditions provided for by law and by the general principles of international law.

The preceding provisions shall not, however, in any way impair the right of a State to enforce such laws as it deems necessary to control the use of property in accordance with the general interest or to secure the payment of taxes or other contributions or penalties.’

There has been no contravention of Article 1 of the First Protocol which itself qualifies the right to peaceful enjoyment of possessions by reference to the concept of public or general interest. This is also in keeping with Article 40.3.2 of the Constitution which recognises that the exercise of property rights ought to be regulated by the principles of social justice and that the State may delimit the exercise of property rights with a view to reconciling their exercise with the exigencies of the common good.

The Proposed Scheme is being pursued cognisant and in accordance with the principles in relation to compulsory acquisition that were identified by the Supreme Court in the case of *Reid v Industrial Development Agency* [2015] IESC 82 including that the impact on an individual’s right to private property occasioned by a compulsory acquisition must be justified or necessitated by the exigencies of the common good, and that the impairment of an individual’s rights must not exceed that which is necessary to attain the legitimate object sought to be pursued i.e. it must be proportionate to the ends sought to be achieved.

In this regard, all of the lands included in Bray to City Centre Core Bus Corridor Compulsory Purchase Order 2023 are necessary and required for the construction and/or operation of the Proposed Scheme (being for the provision of public transport infrastructure) and to meet the objectives of the Proposed Scheme which are as detailed in section 1.2 of Chapter 1 (Introduction) of the EIAR as follows

- *“Enhance the capacity and potential of the public transport system by improving bus speeds, reliability and punctuality through the provision of bus lanes and other measures to provide priority to bus movement over general traffic movements;*
- *Enhance the potential for cycling by providing safe infrastructure for cycling, segregated from general traffic wherever practicable;*
- *Support the delivery of an efficient, low carbon and climate resilient public transport service, which supports the achievement of Ireland’s emission reduction targets;*
- *Enable compact growth, regeneration opportunities and more effective use of land in Dublin, for present and future generations, through the provision of safe and efficient sustainable transport networks;*
- *Improve accessibility to jobs, education and other social and economic opportunities through the provision of improved sustainable connectivity and integration with other public transport services; 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.”*

The Proposed Scheme is in accordance with the concept of public or general interest and is according with the exigencies of the common good. Further, the response to Item 18 below articulates the benefits of the Proposed Scheme and outlines the necessity for the impacts on individuals’ property rights in accordance with the exigencies of the common good.

4) Compensation and Land Value Sharing and Urban Development Zones Bill 2022

The NTA has adhered to the correct statutory procedures in relation to the CPO notices. The CPO was made by the NTA in exercise of the powers conferred on them by the Housing Act 1966 (as amended), the Planning and Development Act 2000 (as amended) and the Dublin Transport Authority Act 2008 (as amended). These procedures have not been changed or amended.

In relation to the reference to the Land Value Sharing and Urban Development Zone Bill 2022, the updated general scheme of the Planning and Development (Land Value Sharing and Urban Development Zone) Bill 2022 was published on 13 April 2023, and the provisions within the general scheme of the Bill are subject to change following pre-legislative scrutiny. It is only then that a final Bill will be published. Further, it is only at Bill stage and even if it did apply (which it doesn't as explained below) it is not law until a Bill has been enacted and commenced. Also, the Bill as it currently stands is not applicable to the CPO being pursued here.

The general scheme of the Bill intends, among other things, to enable the State to secure a share of the increase in land value that occurs as a result of certain public zoning and designation decisions and to provide for mechanisms to encourage timely development on land, in particular residential development, and for the designation of Urban Development Zones to enable the strategic and comprehensive development, redevelopment, or improvement of under-utilised urban or suburban areas. Therefore, it does not have any relevance to the procedures for assessing and determining compensation in the context of this CPO.

If the CPO is confirmed by An Bord Pleanála, a Notice to Treat will be served on the landowner whose land is being acquired. Following service of the Notice to Treat, the landowner will be required to submit a claim for compensation and as part of this process, the NTA will pay the reasonable costs (as part of the claim) for the landowner to engage its agent/valuer in preparing, negotiating, and advising on compensation.

2.18.4 CPO-024 – Eoin Conway & Helen Clarke

2.18.4.1 Summary of Objections Raised

This CPO Objection relates to the Beauchamp House, Bray. The Proposed Scheme at this location is described in Section 2.18.1 on Description of the Proposed Scheme at this location above.

The objection to the CPO raises three potential issues:

1) Impact to Property Due to CPO on a Protected Structure

The objection raised concerns regarding the impact of the CPO on Beauchamp House which a protected structure and included within the National Inventory of Architectural Heritage (NIAH).

The respondent further raised concerns regarding the impact to the boundary walls that form part of the curtilage of the setting of the Protected Structure.

2) Impact to Trees and Biodiversity

The objection was also concerned regarding the removal of trees from the demesne, in relation to the protected structure commenting that the overall changes to the land would have significant negative impacts.

The objection continues to note that the proposals will remove numerous trees which will have a very significant negative impact on the streetscape along the section of Dublin Road, impacting the sylvan character of the area.

The objection notes that the removed trees have not been replaced with a significant number of new trees.

The objection requests further information for the streetscape photomontages regarding the time since planting of trees, to understand the short- and medium-term impacts, including Year 1, 5 and 10.

The objection comments the changes at Beauchamp House will negatively impact trees of various species in the dense mature woodland. It goes further, commenting that the Tree Removal Plan did not survey each tree individually to be lost on lands, and adequate mitigation measures have not been considered.

The objection raised concerns relating to the biodiversity within the Proposed Scheme. The objection requests full tree surveys are undertaken to assess for bat activity prior to making a decision on the application.

The objection continued to raised concerns linked specifically to Beauchamp House and the impact to species and habitats in the over 200-year-old woodland.

3) Non-compliance with Policy, Zoning and LAP

The objection states that the Proposed Scheme contravenes a number of objectives within the DLRCC Development Plan and the Woodbrook-Shanganagh Local Area Plan, including zoning, heritage and ecology objectives.

2.18.4.2 Response to Objections Raised

The objection to the CPO raises three potential issues:

1) Impact to Property Due to CPO on a Protected Structure

The Proposed Scheme Compulsory Purchase Order CPO is an application under Section 76 of the Third Schedule of the Housing Act 1966 as extended by Section 10 of the Local Government (No 2) Act 1960 and amended by the Planning and Development Act 2000 (as amended).

As set out in paragraph 2 of the statutory notice, which was served upon the objector, the CPO is ‘for the purposes of the construction of the Bray to City Centre Core Bus Corridor Scheme together with all ancillary and consequential works associated therewith for the purposes of facilitating public transport’.

Further, as set out in paragraph 10 of that notice, the EIAR which was prepared in respect of the Proposed Scheme was available for inspection physically and on the NTA's dedicated website for this Proposed Scheme, and that EIAR contains all of the ‘precise details of the proposed construction works’ and all of the ‘proposed ancillary and consequential works for the Bray to City Centre Core Bus Corridor Scheme’.

The Proposed Scheme has been designed to deliver upon the Proposed Scheme objectives set out in Chapter 1 (Introduction) of the EIAR, which include enhancement of the potential for cycling by providing safe infrastructure for cycling. In some areas, land acquisition is required to deliver what has been determined to be the most appropriate design configuration that meets these objectives. All areas included in the CPO have been carefully considered and only included where deemed absolutely necessary to meet the Proposed Scheme objectives and to construct the Proposed Scheme with permanent and temporary acquisitions respectively.

The permanent and temporary land take required from the Beauchamp House landholding is shown in the Deposit Maps and details listed in the CPO Schedule, as shown in Figure 2.191. The permanent land take is shown in Plot 1069(1).1d and the temporary land take is shown in Plot 1069(2).2d.

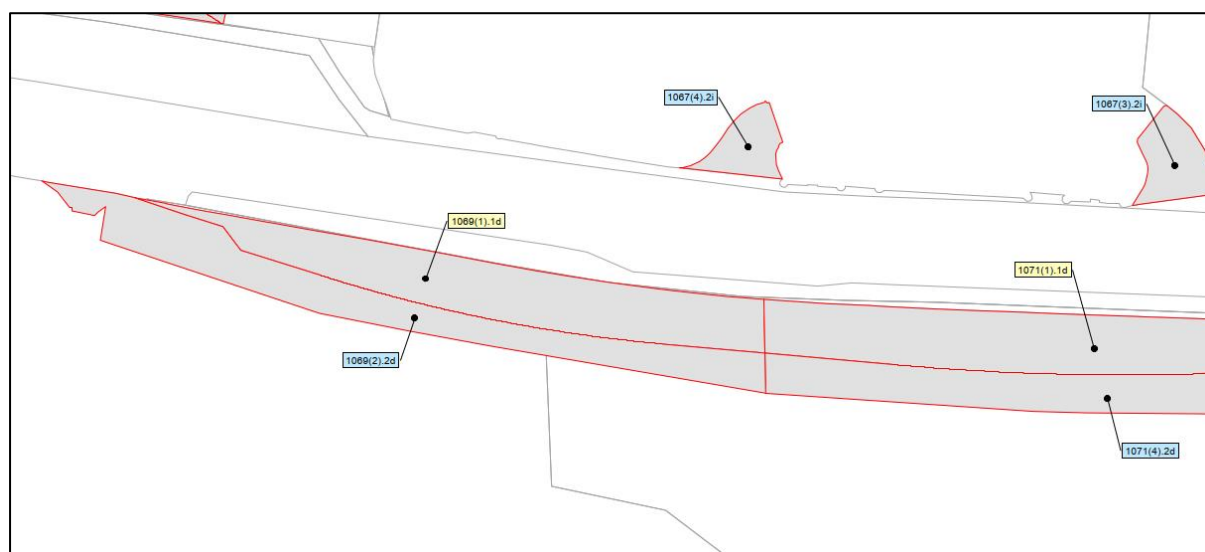


Figure 2.191: Extract from CPO Deposit Map at Beauchamp House (Sheet 07)

As part of the BusConnects Bray to City Centre CBC works, permanent land take (shown in the CPO maps) is required to provide for the desirable minimum width of the bus lane, footpath and cycle track on the Dublin Road, hence meeting the objectives of BusConnects, as shown in Figure 2.192 extract

from 04-Typical Cross section Drawing Chapter 4 (Proposed Scheme Description) Vol 3 Part 1 of 3 of EIAR. It is proposed to widen the road on the west side of the Dublin Road, which will impact the boundary wall and trees in the frontage of the Beauchamp House property.

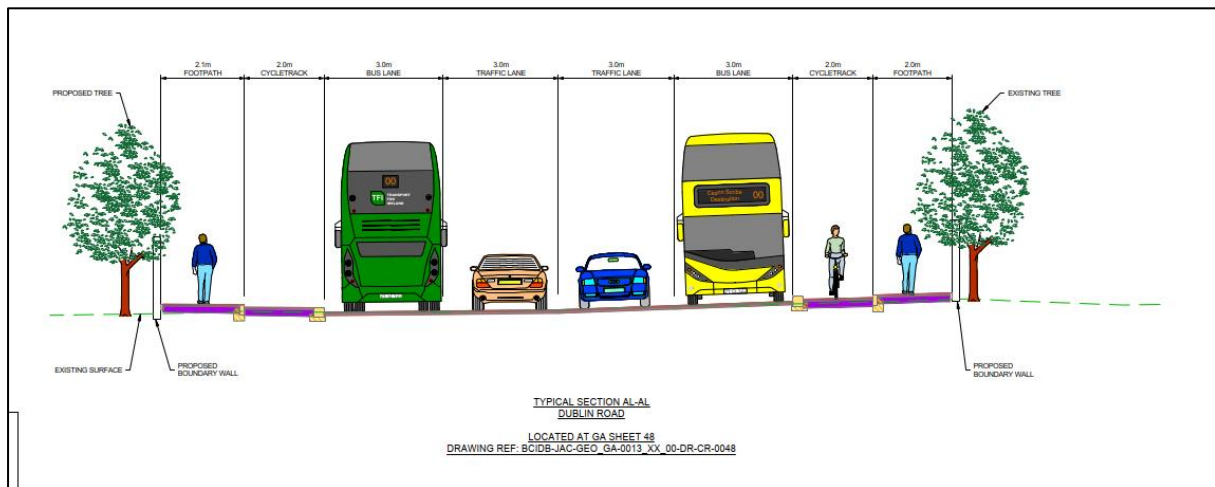


Figure 2.192: Extract from Typical Cross-section at Beauchamp House (Sheet 21)

The Proposed Scheme General Arrangement design at the location of the Beauchamp House is shown in the 02-General Arrangement drawings Chapter 4 (Proposed Scheme Description) drawing Vol 3 Part 1 of 3 of EIAR on Sheet 48 and shown in Figure 2.193.

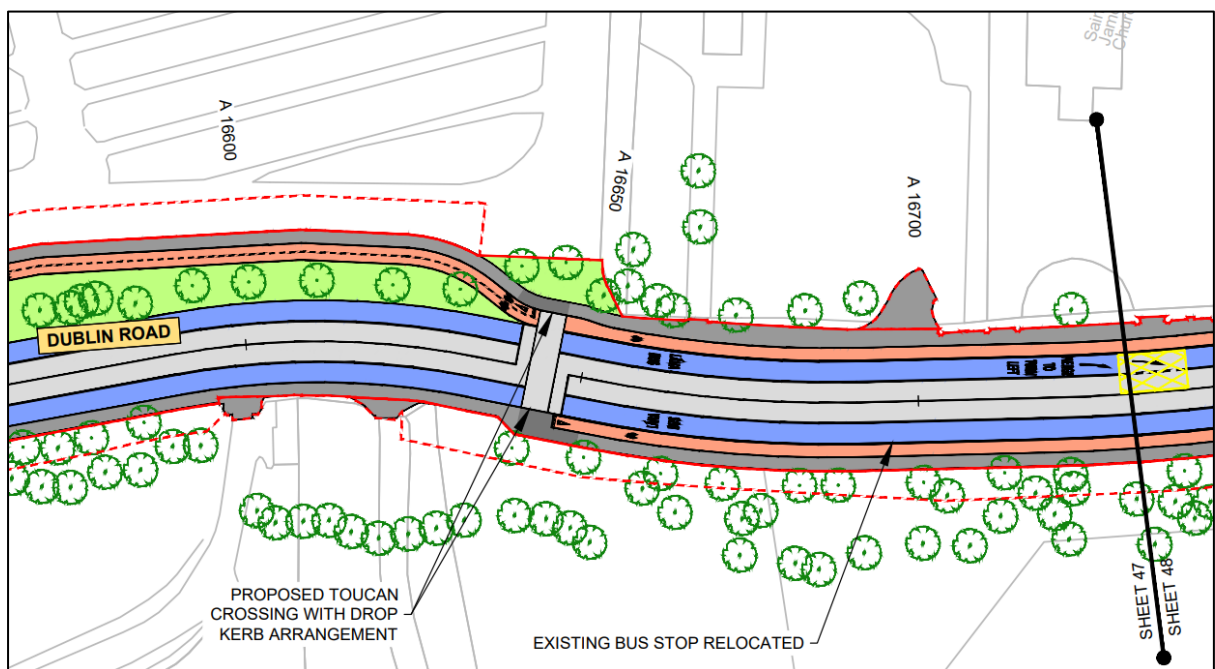


Figure 2.193: Extract from General Arrangement Drawings at Beauchamp House (Sheet 47)

The proposed works would require set-back of the existing boundary wall, which will be relocated along the Beauchamp House frontage with rebuilt stone walls, like for like.

As noted in Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR, the reinstatement of property frontage including boundary walls, gates, railings driveway, footpath and landscaping will be on a like-for-like basis, and detailed accommodation works plans will be prepared in consultation with landowners in line with any formal agreements and in accordance with any embedded mitigations identified in the EIAR or conditions/modifications from An Bord Pleanála in relation to the Proposed Scheme application. The reinstatement of the boundary treatment will ensure a physical boundary is provided between the Proposed Scheme and the property, on a 'like for like' basis.

The Proposed Scheme Boundary Treatment design at the location of the Beauchamp House is shown in the 07- Fencing and Boundary Treatment Drawing Chapter 4 (Proposed Scheme Description) drawing Vol 3 Part 1 of 3 of EIAR on Sheet 47 and shown in Figure 2.194.

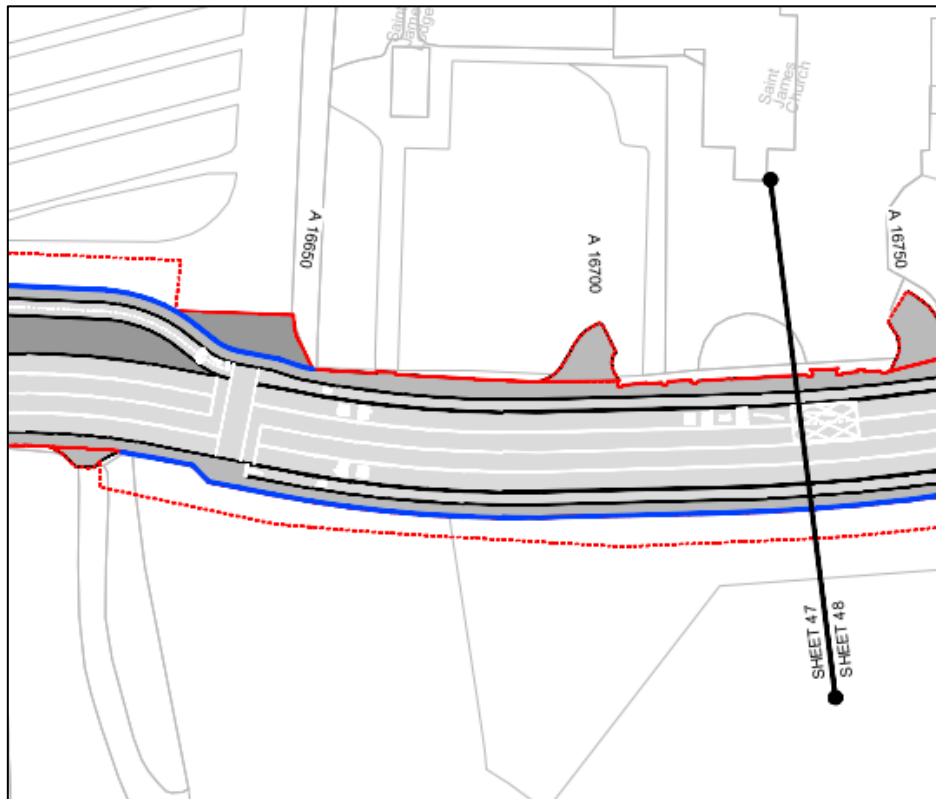


Figure 2.194: Extract from Boundary Treatment Drawing at Beauchamp House (Sheet 47)

Chapter 16 (Architectural Heritage) in Volume 2 of the EIAR assesses the impacts on architectural heritage as a result of the construction and operation of the Proposed Scheme. Figure 16.1 in Volume 3, Part 3 of 3 of the EIAR maps the architectural heritage features located within and adjacent to the boundary of the Proposed Scheme which have been assessed within Chapter 16. Figure 2.195 shows an extract from Figure 16.1 (Sheet 25) which shows the features at Beauchamp House. All architectural heritage features are described in detail in Appendix A16.2 (Inventory of Architectural Heritage Sites) in Volume 4, Part 3 of 4 of the EIAR, including those shown in the extract from Figure 16.1 (Sheet 24) below, and all of the protected structures and features on the National Inventory of Architectural Heritage associated with Beauchamp House (Beauchamp House (DLR RPS 1862, NIAH 60260168), the designed landscape associated with Beauchamp House (NIAH 2552), and the demesne wall of Beauchamp House (CBC0013BTH030, CBC0013BTH031)).

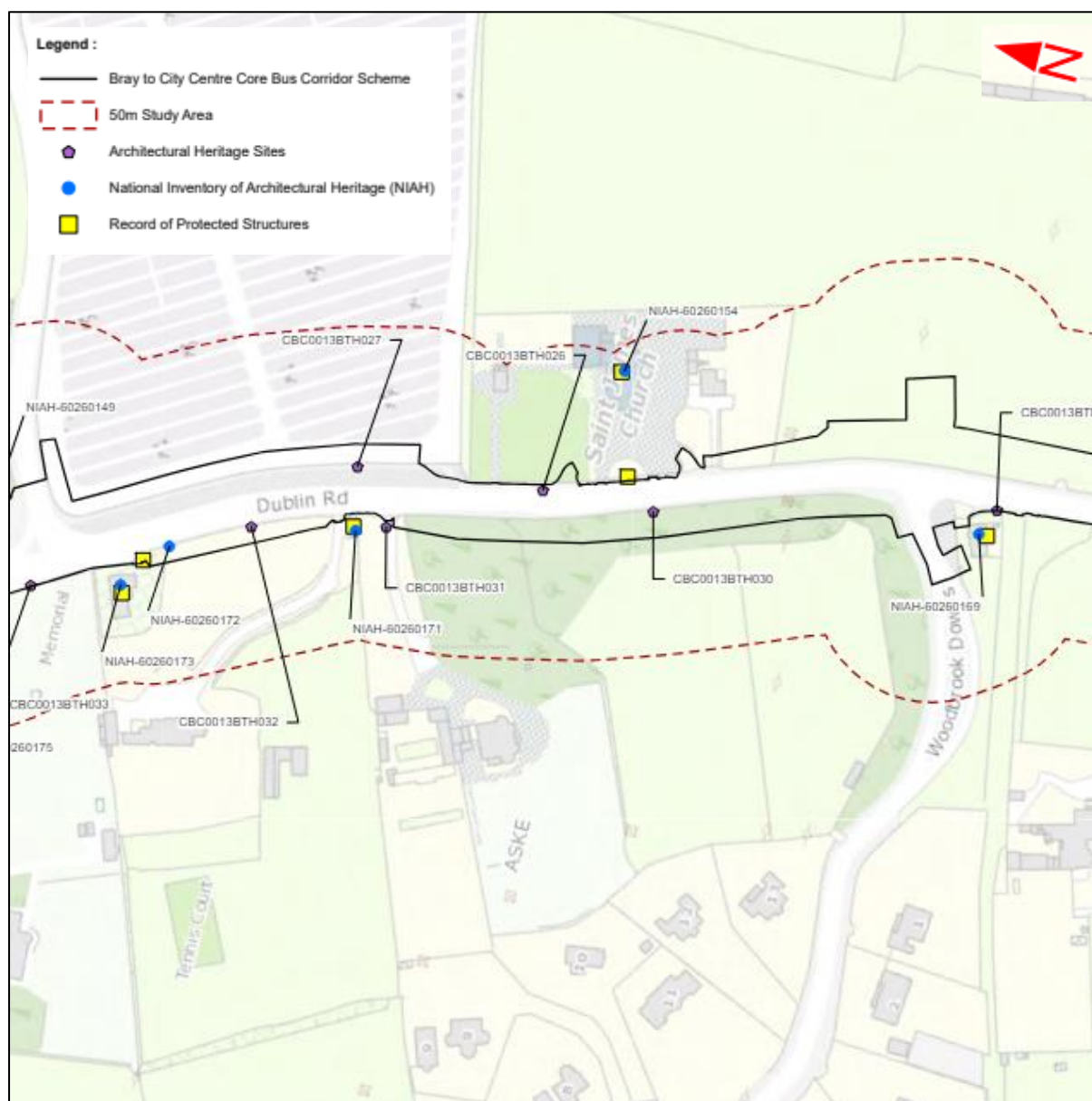


Figure 2.195: Extract from Architectural Heritage Drawings (Figure 16.1) at Beauchamp House (Sheet 24)

The assessment of the Construction Phase impact on Beauchamp House is described in Section 16.4.3.5 (Designed Landscapes) where it describes the potential impact on the boundary of Beauchamp House as follows:

'The proposed land take to accommodate a bus and cycle lane on the west side of the Dublin Road will directly impact on the 19th century coursed granite rubble demesne wall (CBC0013BTH030) with bevelled granite cap to Beauchamp House (NIAH 2552, DLR RPS 1862), necessitating its removal and reinstatement. It is of Medium Sensitivity. Trees along the boundary will be retained for the most part though some will be removed. The magnitude of impact is Medium. The potential Construction Phase impact will be Direct, Negative, Moderate and Temporary.'

Mitigation measures to reduce the impact on the boundary of Beauchamp House are described in Section 16.5.1.5 in Chapter 16 as follows:

'Mitigation includes recording the existing fabric in position prior to the works, labelling the affected masonry and fabric. Recording is to be undertaken by an appropriate architectural heritage specialist engaged by the appointed contractor. The architectural heritage specialist will oversee any labelling, taking-down and reinstatement of the affected masonry. Works to historic fabric will be carried out in accordance with the methodology provided in Appendix A16.3 Methodology for Works Affecting Sensitive and Historic Fabric in Volume 4 of this EIAR. With mitigation, the impact magnitude is reduced from Medium to Low. The predicted post mitigation impact is Direct, Negative, Slight and Long-Term.'

The mitigation measures outlined in Chapter 16, and recorded in Chapter 22 (Summary of Mitigation & Monitoring Measures) in Volume 2 of the EIAR are also included in the Construction Environmental Management Plan included as Appendix A5.1 in Volume 4, Part 1 of 4 of the EIAR, and will ensure that impacted heritage boundaries through Shankill are reconstructed to match the existing and reinstate the curtilage of the Protected Structure, using the existing wall stone and materials where suitable for reuse in order to retain as much of the historic fabric as possible.

2) Impact to Trees and Biodiversity

Refer to Section 2.3.3.11 on Impact to Environment (Trees, Biodiversity, Climate, Air Quality, Noise, and Landscape) of this report for further information on assessment of the impact on trees, biodiversity and landscape through Shankill. The following provides information specific to Beauchamp House.

The proposed works would require loss of mature trees along the frontage of the Beauchamp House. New trees are proposed in the residual green area to restore the sylvan character of the road at this location.

The Proposed Scheme Landscape design at the location of the Beauchamp House is shown in the 05-Landscape Drawings Chapter 4 (Proposed Scheme Description) drawing Vol 3 Part 1 of 3 of EIAR on Sheet 47 and shown in Figure 2.196.

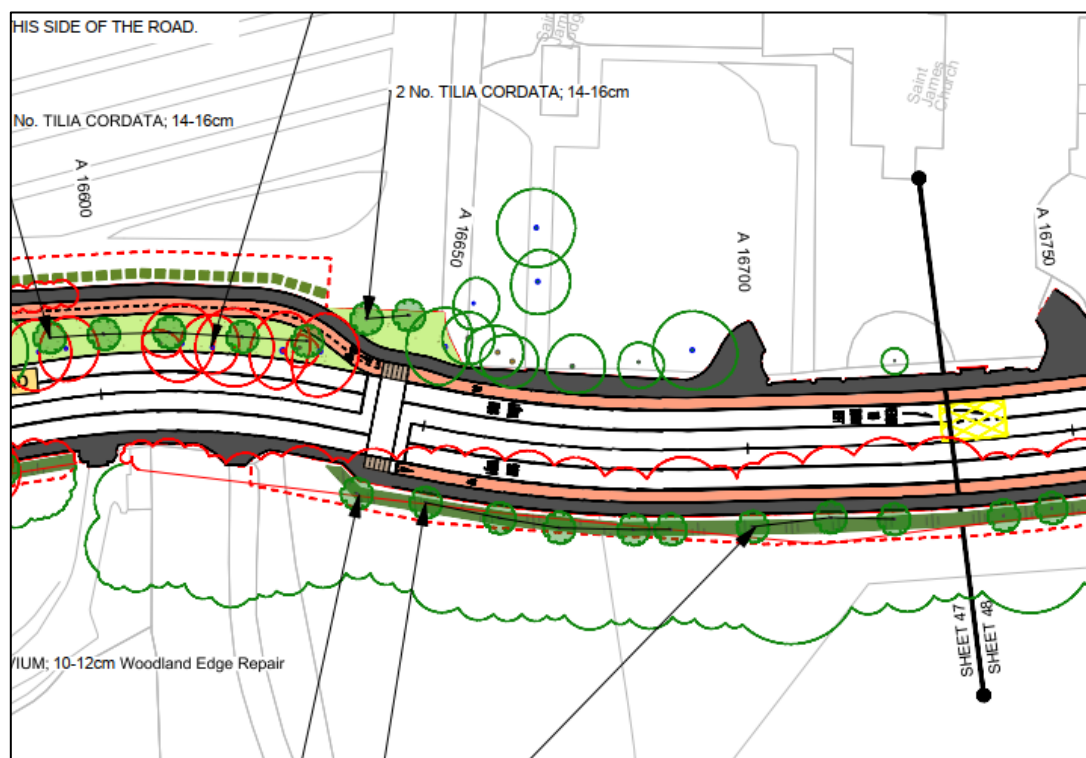


Figure 2.196: Extract from Landscape Drawings at Beauchamp House (Sheet 47)

As shown in Figure 2.196 above, there will be impacts on trees along the front of Beauchamp House. An Arboricultural Impact Assessment was undertaken and is included as Appendix A17.1 in Volume 4, Part 4 of 4 of the EIAR. As per the Tree Schedule in that report, the proposed removals in the respondent's property are a mixed species group (Tree Number G0090) described in the Tree Schedule as '*comprising ash, lime, yew, sycamore and elder that extend along boundary stone wall*', which has been assessed as a Category B2 group (moderate landscape value and conservation). The Tree Schedule states that c.1911m² of this group will need to be removed to facilitate the road widening, however it should be noted that this area of removal is not only within the land parcel in question but covers the whole length on the western side of the road from the entrance to Beauchamp House to the Woodbrook Downs junction.

As shown in the Landscape General Arrangement Drawings in Volume 3 of the EIAR (Figure 2.196 above), it is proposed to plant a number of trees along the boundary of Beauchamp House to mitigate for the proposed tree losses and repair the edge of the woodland, including the species *taxus baccata*, *sorbus torminalis* and *acer pseudoplatanus*, as well as a band of new planting denoted as '*Proposed*'

Native Planting in the drawing legend. Sheet 48 of the Landscape General Arrangement drawings includes the following description of the boundary proposals:

'Partial loss of tree group on west side of road. Wall removed and set back re-using existing stone where possible. New planting to the rear of the new wall.'

The objection describes the photomontages relevant to Beauchamp House (View 08 and 09) and states that it is *'not clear if the planting shown in the views will appear as visualised or over a certain time i.e. after a 10-year period'*. Section 17.5.2.1 of Chapter 17 describes the photomontages stating that *'The proposed Views are shown with proposed planting at approximately 10 to 15 years post-completion of the Construction Phase'*.

The NTA are satisfied that a suitable, robust assessment of the impacts of the Proposed Scheme based on both desk studies and appropriately planned field surveys as further described in Section 2.3.3.10 on Adequacy of Environmental Assessment of this report. The Construction Phase mitigation measures described within the EIAR are replicated in the CEMP (Appendix A5.1 in Volume 4, Part 1 of 4 of the EIAR) and will be requirements of the appointed contractor(s) during pre-construction and construction.

3) Non-compliance with Policy, Zoning and LAP

Appendix A2.1 (Planning Report) in Volume 4 Part 1 of 4 of the EIAR sets out the planning context for the development of the Proposed Scheme, in which it identifies the existing policy framework for the Proposed Scheme in the context of relevant international, European, national, regional and local planning strategy, plan and policy documents. Section 3.7.3 of the Planning Report addresses the Proposed Scheme in the context of the DLRCC Development Plan 2022-2028. As outlined in Section 3.7.3 *'The vision of the DLRCDP (DLRCC 2022) is to 'embrace inclusiveness, champion quality of life through healthy placemaking, grow and attract a diverse innovative economy and deliver this in a manner that enhances the environment for future generations' The DLRCDP places sustainable transport and mobility as a core principle in the future development of the county'*.

Table 3.13 in the Planning Report lists the key transport policies from the DLRCC Development Plan which are relevant to the Proposed Scheme and includes a scheme response for each. The section on the DLRCC Development Plan concludes with the statement that, *'The Proposed Scheme will deliver the infrastructure necessary to enhance public transport, walking and cycling networks along the route corridor. It will facilitate a modal shift towards public transport and active travel modes which is a key objective of the DLRCDP (DLRCC 2022)'*.

Section 3.7.3.4 of the Planning Report specifically discusses the relevant LAPs within the DLRCC area, including the Woodbrook-Shanganagh LAP 2017-2023. Table 3.14 in the Planning Report lists the key objectives within that LAP which are relevant to the Proposed Scheme and includes a scheme response for each. The section on the relevant LAPs concludes stating that *'The Proposed Scheme will deliver the infrastructure necessary to enhance public transport, walking and cycling networks along the route corridor adjoining the LAP area. It will facilitate a modal shift towards public transport and active travel modes which is are key objectives of the Stillorgan LAP (2018) and Woodbrook Shanganagh LAP (2017)'*.

With specific respect to the zoning of the lands, Section 4 of the Planning Report describes the zoning and map-based objectives for all development plans relevant to the Proposed Scheme. The response with respect to the zoning and mapped objectives for Section 3 (Loughlinstown Roundabout to Bray North (Wilford Roundabout)) of the Proposed Scheme is as follows:

'The Proposed Scheme is consistent with the policies and objectives of the DLRCDP (DLRCC 2022) as set out above and in Appendix 1 (Local Policy). The Proposed Scheme is largely within the existing public road / pavement area and where required, in general, only small portions of those zoning objectives listed above may be necessary to facilitate the Proposed Scheme. However, the main use associated with the zoning objective will remain.'

Aside from the zoning objectives, the objection specifically describes a number of policies and objectives relevant to the Proposed Scheme at Beauchamp House. The objection describes a number of heritage, biodiversity and landscape objectives from the Woodbrook-Shanganagh Local Area Plan, stating that the Proposed Scheme contravenes these objectives.

With respect to Objective BH5 *'To seek to retain key historic landscape features'*, the Proposed Scheme design has sought to retain historic landscape features where possible, while also still delivering on the

objectives of the Proposed Scheme (and the transport objectives of the County Development Plan and Local Area Plan). A robust route selection and design refinement process was undertaken in order to identify the optimum route through the Shankill section of the Proposed Scheme (refer to Part 2 of Section 2.18.3.2 above for further detail on the alternatives considered and options selection process for this section of the Proposed Scheme).

With respect to Objective QR12 *'Planning applications for all future development shall be accompanied by an ecological assessment, informed by ecological surveys where relevant, of how proposed developments are compliant with provisions of both the Local Area Plan and the County Development Plan relating to the protection and management of ecology, including protected species such as badgers, bats and owls. Disturbance or destruction to the resting places of protected species will be avoided where possible. In the instances where avoidance is not possible a full assessment will be carried out by a qualified ecologist and the derogation licence process will be followed through engagement with the NPWS'*, a comprehensive EIAR and NIS was completed for the Proposed Scheme, with Chapter 12 (Biodiversity) in Volume 2 of the EIAR describing the ecological assessment, which was completed by suitably qualified and experienced ecologists, informed by a number of different field surveys spanning over several years (as further described within Section 2.3.3.10 on Adequacy of Environmental Assessment and Section 2.3.3.11 on Impact to Environment (Trees, Biodiversity, Climate, Air Quality, Noise, and Landscape) of this report). See specifically the "Biodiversity" section of Section 2.3.3.11 of this report for more detail on the ecological assessment undertaken, which includes assessment of the impact on protected species and outlines comprehensive mitigation measures for the protection of such species during both the Construction and Operational Phase of the Proposed Scheme. The NTA are also currently in the process of applying for a bat derogation licence through the NPWS for the 19 trees identified through the surveys as having "potential roost features".

With respect to Objective 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 reinstatement of any historic walls or features along any new road alignment'*, the Proposed Scheme is in alignment with this objective given that replacement planting to repair the woodland boundary and reinstatement of the boundary wall is proposed as described in Parts 1 and 2 of this response.

The Proposed Scheme will facilitate the delivery of the key transport policies within the DLRCC Development Plan as listed in Table 3.13 in the Planning Report, while minimising impact on the zoning objectives and policies / objectives within the DLRCC Development Plan or the Woodbrook-Shanganagh LAP as far as possible.

2.19 CPO-025 - Executors of Kevin O’Gorman Deceased

2.19.1 Description of the Proposed Scheme at this location

In order to achieve the scheme objectives along this section of the corridor, it is proposed that 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.

The existing junction has been upgraded to Protected Junction layout to improve cycling and pedestrian infrastructure. Protected cycle crossings have been added on all 4 arms of the junction.

In order to achieve the required cross section of the Proposed Scheme, land acquisition is necessary from private properties along this section of Stillorgan Road.

The land take required is shown in the following:

- Extracts from the General Arrangement Drawings which are provided as an Appendix in the 02-General Arrangement Drawings Sheet 19 in Chapter 4 (Proposed Scheme Description) in Volume 3, Part 1 of 3 of the EIAR and shown in Figure 2.197.
- The proposed temporary land acquisition lines overlain on aerial photography are shown in Figure 2.198.
- The existing property frontage and street view is shown in Figure 2.199.

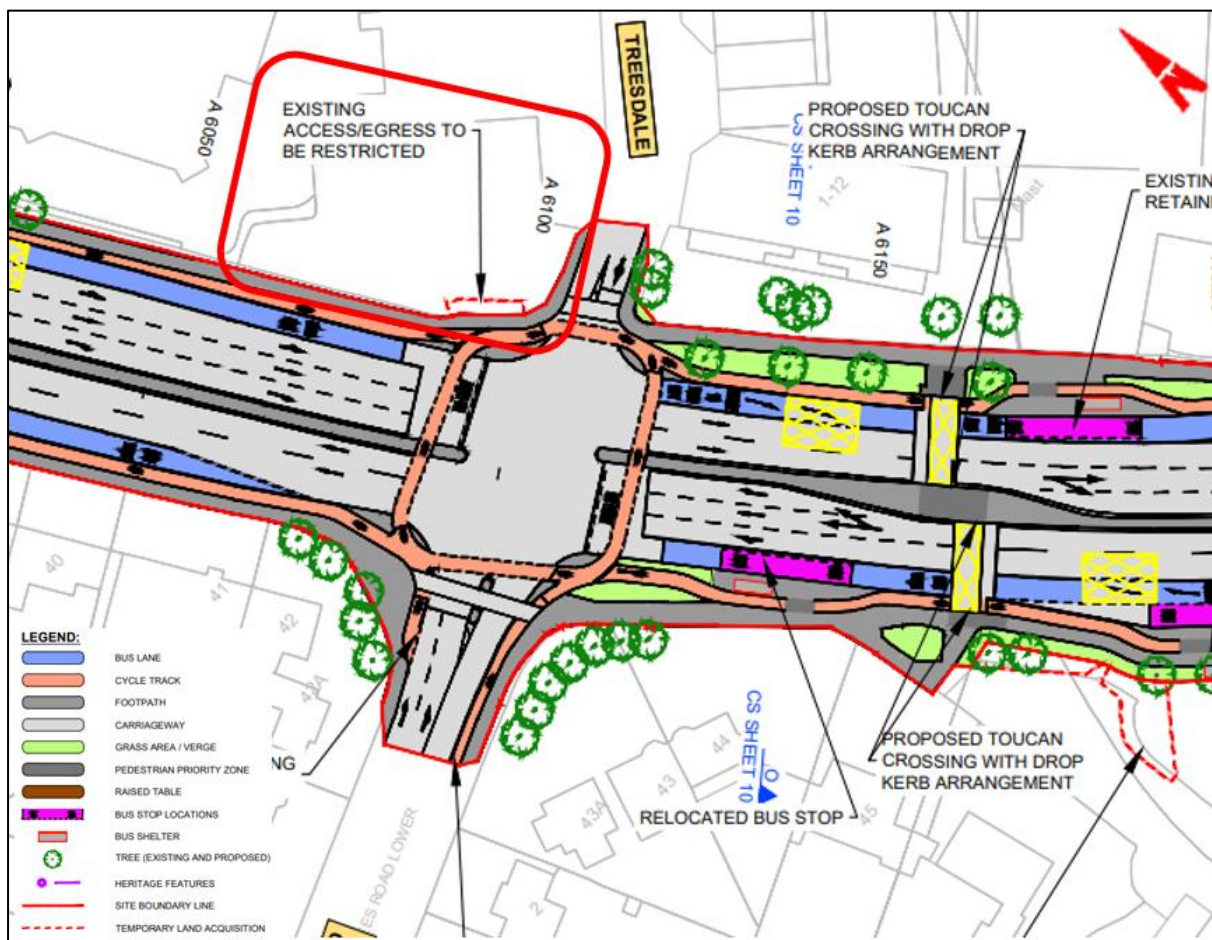


Figure 2.197: Extract from General Arrangement Drawing at Stillorgan Road (Sheet 19)



Figure 2.198: Existing aerial view at Stillorgan Road



Figure 2.199: Existing street view at Stillorgan Road (Image Source: Google)

2.19.2 Summary of Objections Raised

The objection to the CPO raises one potential issue:

1) Claim of Ownership of Plot and Notice not Served in Time

The objection raised concern regarding noted owner of the lands under Plot No. 1003, commenting that the client of the respondent has the equivalent of Freehold tenure in at least part of, or all of, the lands included in the Proposed Scheme.

The objection raised concerns with the fact the owner of the lands was not served with any type of notification of the changes to the property, and therefore it is requested, that an 8-week extension is given where the client is properly served with the Making of the CPO, and then are given all the relevant documents to review and respond to the Proposed Scheme.

2.19.3 Response to Objection Raised

1) Claim of Ownership of Plot and Notice not Served on Time

The Proposed Scheme Compulsory Purchase Order CPO is an application under Section 76 of the Third Schedule of the Housing Act 1966 as extended by Section 10 of the Local Government (No 2) Act 1960 and amended by the Planning and Development Act 2000 (as amended).

The lands at plot numbers Plot 1003(1).2d are proposed to be temporary compulsorily acquired for the specific purposes of accommodation works to close the existing access and egress at the junction to address safety concerns. The temporary land take plot 1003(1).2d is shown in Deposit Map Sheet No 30, as shown in Figure 2.200 below.

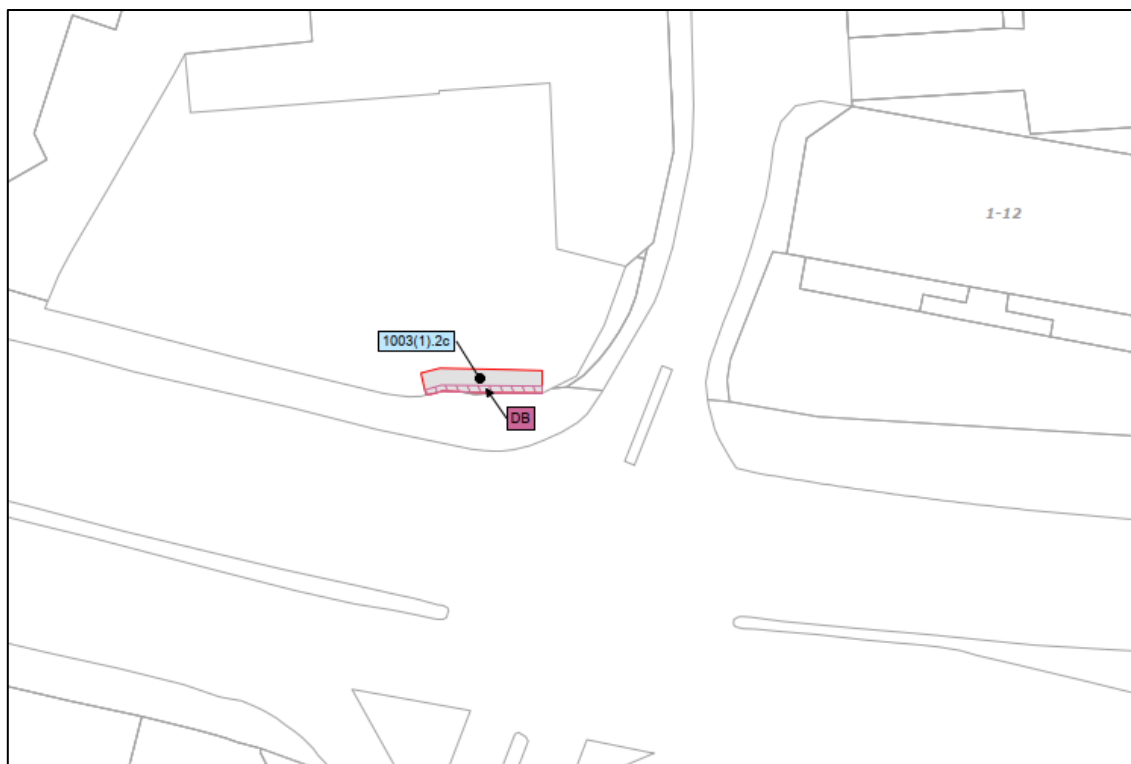


Figure 2.200: Extract from Deposit Map between Merrion Grove and Lower Kilmacud Road (Sheet 30)

In relation to plot number 1003(1).2c, the NTA served notice of the making of the CPO on (i) Dun Laoghaire Rathdown County Council, (ii) Merrie Inns Limited (Dissolved Company) and (iii) James Hennessy Motors Limited on 10 August 2023. These were arising from various searches and investigation conducted to ascertain the relevant interests in this plot.

Then on 1 September 2023, a representative of James Hennessy Motors Limited, namely Mr Martin O'Gorman, who we understand is connected to the Estate of Mr Kevin O'Gorman (for whom the objection was made by Ciarán Sudway & Associates), contacted the NTA with queries in relation to the CPO notice which he indicated that he had received and there was follow on correspondence between Mr Martin O'Gorman and the NTA's consultants on 7 September 2023 in relation to the NTA's proposals

for the lands at plot number 1003(1).2c and it was made clear to Mr Martin O’Gorman that he could make a submission/objection to An Bord Pleanála in relation to the Bray Scheme by 10 October 2023.

Ciarán Sudway & Associates thereafter made an objection on behalf of the Executors of Kevin O’Gorman and also previously wrote to the NTA on behalf of the Executors of the Estate of Kevin O’Gorman on 4 October 2023 indicating that his client has an interest in the lands at plot number 1003(1).2c.

Given the contents of the objection, the NTA are satisfied to have the Executors of Kevin O’Gorman being added to the “owners or reputed owners” column in relation to plot number 1003(1).2c. As the Board is aware, section 217C(1) of the Planning and Development Act 2000 (as amended) provides as follows:-

“217C. (1) Notwithstanding any provision of any of the enactments referred to in section 214 [which includes the Housing Act 1966 under which this CPO was made], 215A, 215B or 215C concerning the confirming or otherwise of any compulsory acquisition, the Board shall, in relation to any of the functions transferred under this Part respecting those matters, have the power to confirm a compulsory acquisition or any part thereof, with or without conditions or modifications, or to annul an acquisition or any part thereof.”

Therefore, the Board can confirm the CPO with the minor modification of adding the Executors of Kevin O’Gorman to the “owners or reputed owners” column in relation to plot number 1003(1).2c in Part II of the schedule to the CPO.

In the event that the CPO is confirmed by An Bord Pleanála, and the NTA exercise its powers of acquisition pursuant to such a confirmed CPO, Notices to Treat will be served on every owner, lessee and occupier of the land and it will then be for such persons to make a claim for compensation and establish that they have a compensable interest in the land in question. As part of this process, the NTA will pay the reasonable costs (as part of the claim) of persons to engage their own agent / valuer in preparing, negotiating and advising on compensation.

2.20 Dargle Centre, Bray – CPO-030, CPO-031, CPO-041, CPO-042 and CPO-047

2.20.1 Description of the Proposed Scheme at this location

In order to achieve the scheme objectives along this section of the corridor, bus lane in both directions, two general traffic lanes and cycle track in both directions.

The existing road cross section in this location provides a footpath on each side of the road with general traffic lanes in each direction. A southbound cycle track stops to the north of the Dargle Centre, and a southbound bus lane commences. A northbound bus lane commences to the south of the Dargle Centre. There are no dedicated cycle lanes in either direction at this location.

In order to achieve the required cross section of the Proposed Scheme, land acquisition is necessary from private properties along this section of Castle Street.

The land take required is shown in the following:

- Extracts from the General Arrangement Drawings which are provided as an Appendix in the 02-General Arrangement Drawings Sheet 52 in Chapter 4 (Proposed Scheme Description) in Volume 3, Part 1 of 3 of the EIAR and shown in Figure 2.201.
- The proposed permanent and temporary land acquisition lines overlain on aerial photography are shown in Figure 2.202, and on the Deposit Maps as shown in Figure 2.203.
- The existing property frontage and street view is shown in Figure 2.204.

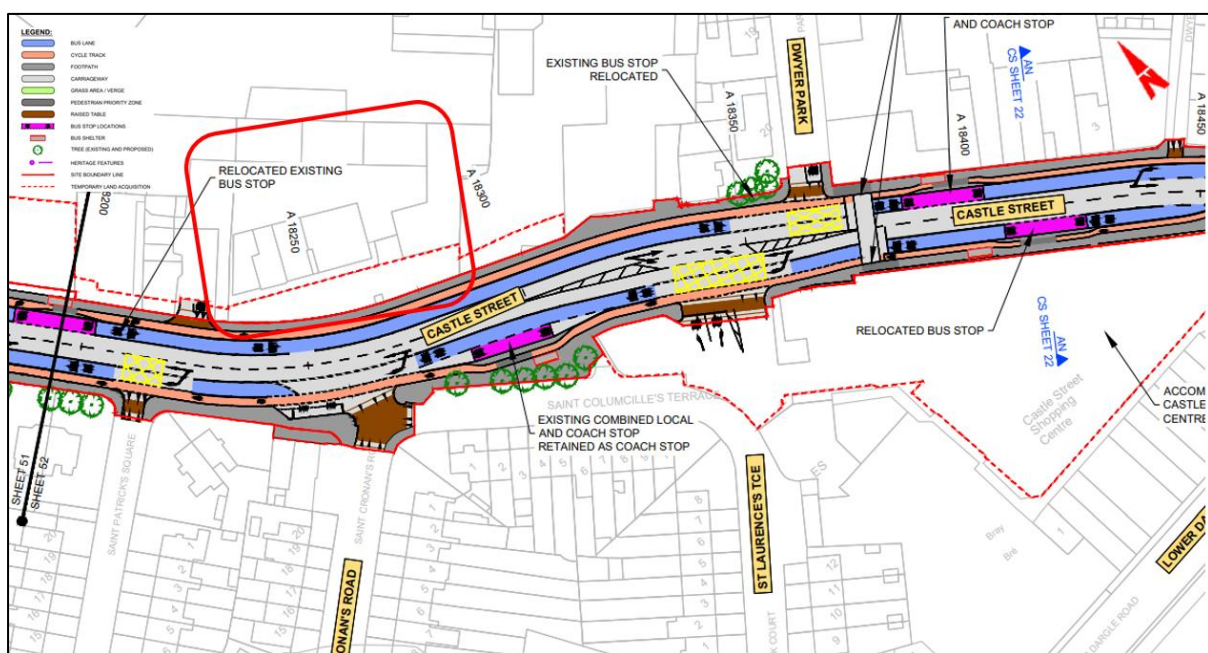


Figure 2.201: Extract from General Arrangement Drawing at Castle Street (Sheet 52)



Figure 2.202: Existing aerial view at Castle Street

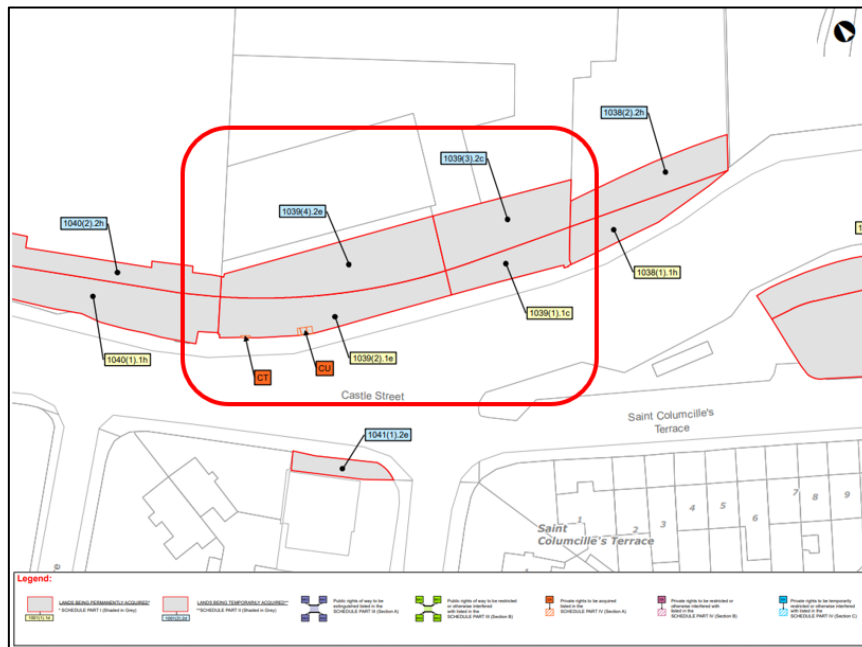


Figure 2.203: Extract from CPO Deposit Maps at the Dargle Centre (Sheet 52)



Figure 2.204: Existing street view at Castle Street (Image Source: Google)

2.20.2 Objections Raised

Table 2.48 below lists the five objections within which issues were raised in respect of the same proposed CPO plots at Dargle Centre, Bray.

Table 2.48: Objections Made in Respect of proposed CPO plots at Beauchamp House

No	Name	No	Name	No	Name
030	Four Star Pizza	041	Kingsley Hogan	047	MCL Estates Ltd – Fast Fit Tyres
031	Four Star Pizza	042	Mandabard Holdings Ltd		

Objections listed in Table 2.48 above, which relate to the same area, are responded to individually below.

2.20.3 CPO-030 – Four Star Pizza

2.20.3.1 Summary of Objections Raised

This CPO Objection relates to the Dargle Centre, Bray. The Proposed Scheme at this location is described in Section 2.20.1 on Description of the Proposed Scheme at this location above.

The objection to the CPO raises six potential issues:

1) Impact on Business

The objection noted that elimination of car parking spaces will mean they cannot function as a business. The objection also raised the issue that there is no clarity on alternative parking for staff and customers.

2) Uncertainty on Timing

The objection raised the issue of the uncertainty of timing for the proposed works. They are concerned that the entire car park will be taken over for works and no provision for customer/staff access.

3) Loading Bays

The objection raised that there is no provision for any loading bays for the businesses on the northern side of Castle Street. They noted that there are 18 businesses impacted by this issue and that the only way of getting deliveries to these premises will be by trucks parking on the bus corridor.

4) Benefits of the Bus Corridor Are Unclear

The objection queried the difference between a bus corridor and a bus lane and queried the need for the expense, disruption and potential loss of jobs.

5) No Clear Link with Planned Future Developments in the Area

The objection finds it frustrating that the bus corridor will come to an abrupt end at the Fran O'Toole bridge and will create a bottle neck on Castle Street. This defeats the purpose until such a time as the bridge is widened.

6) Lack of Consistency in Traffic Planning

The objection highlights that the bus corridor on the Main Street has been closed and made a bicycle lane and questions where the free flow of traffic is.

2.20.3.2 Response to Objections Raised

1) Impact on Business

In developing the design of the Proposed Scheme, the NTA has balanced the need to provide parking / loading at local shops / services with the need to achieve the objectives of the Proposed Scheme to provide high quality public transport, cycling and walking facilities through the Proposed Scheme.

The impact on parking and loading is detailed in Chapter 6 (Traffic & Transport) in Volume 2 of the EIAR.

Section 6.4.6.1.6.4 states:

'The overall significance of effect is assessed as Negative, Moderate and Long-term. This moderate effect is considered acceptable in the context of the planned outcome of the Proposed Scheme, which is to improve accessibility to this local area (on foot, by bicycle and bus) for residents and visitors to local shops and businesses.'

Specifically in relation to loading bays and commercial parking spaces, Section 6.4.6.1.6.4 in Chapter 6 (Traffic & Transport) in Volume 2 of the EIAR states:

- *'There are currently two designated loading / unloading bay located adjacent to the Castle Street northbound carriageway. It is proposed to provide four additional loading / unloading spaces which is considered to have a Positive, Slight and Long-term impact;*
- *There are currently 132 informal parking spaces located in the Castle Street Shopping Centre. It is proposed to reconfigure the existing car park which will result in an overall loss of 13 car parking spaces. This impact is considered have to a Negative, Slight and Long-term impact;*
- *There are currently 16 commercial vehicle spaces for display (car sales) located at Castle Garage Bray, south of Dwyer Park. It is proposed to reduce the number of spaces at this location by three. The impact of the loss of three spaces at this location is considered to be Negative, Slight and Long-term; and*
- *There are currently 15 commercial parking spaces located to the east of Castle Street opposite St Cronan's Road. It is proposed to reduce the number of commercial parking spaces at this location to four. The loss of 11 spaces at this location is considered have to a Negative, Moderate and Long-term impact.'*

Section 6.4.6.1.1.4 states:

'This qualitative assessment has also taken into account nearby parking, which is defined as alternative parking locations along side roads within 200 – 250m of the Proposed Scheme.'

Section 6.3.5.5 states:

'There are a number of side streets which can be used by local residents and visitors / businesses throughout this section. In total there are approximately 137 parking spaces on streets surrounding Dublin Road and approximately 215 parking spaces on streets surrounding Castle Street.'

Chapter 10 (Population) in Volume 2 of the EIAR includes an assessment of the impact on commercial properties as a result of land take during both the Construction Phase (Section 10.4.3.2.2.1) and the Operational Phase (Section 10.4.4.2.2.1). The commercial properties which were assessed are listed in the Chapter's Appendix A10.1 (Schedule of Commercial Businesses) in Volume 4 Part 3 of the EIAR. Four Star Pizza is entry number 223 in that list.

With respect to the assessment of land take impacts on commercial businesses in this area, Chapter 10 states that, *'Table 10.10 shows 7 commercial receptors, a Circle K filling station and Ford Motors, AXA insurance, Dargle Centre and Castle Street Shopping Centre in Bray, and the Circle K filling station, FirstStop and FastFit in Donnybrook, are expected to experience a Negative, Significant, Short-Term land take effect during the Construction Phase.'* Those potential impacts will reduce following the completion of construction at those locations.

Section 10.4.4.2.2.1 in Chapter 10 (Population) in Volume 2 of the EIAR states:

'Table 10.13 shows that one commercial receptor are expected to experience a Negative, Significant and Long-Term impact by permanent land take], the Circle K filling station on the east side of the Dublin Road in Little Bray. Overall, the impact of land take on community areas Donnybrook, Cabinteely, Shankill and Little Bray is expected to be Negative, Not Significant and Long-Term.'

The remainder of businesses noted in Appendix 10.1 (Schedule of Commercial Businesses) in Volume 4, Part 3 of 4 of the EIAR were not assessed as being significantly impacted by either the construction or operation of the Proposed Scheme as summarised in Chapter 10. The impact of land take on commercial receptors across the *Little Bray* community area as a whole is considered Negative, Not Significant to Slight and Short-Term during the Construction Phase and Negative, Not Significant and Long-Term during the Operational Phase.

As per Chapter 10 (Population) Appendix A10.2 (Economic Impact of Core Bus Corridors) in Volume 4 Part 3 of the EIAR, numerous case studies have been done to understand the impact of similar schemes on that of local businesses. It was found in Ireland, that businesses have a tendency to overestimate the impact of cars on their business. For example, a survey undertaken of businesses on Henry Street showed that they perceived 40% of customers arrived by bus whereas the actual percentage was 49%. Another example was businesses perceiving that 6% of customers would walk to Henry Street whereas the actual percentage was 19%.

The conclusion from these studies in Section 2 of this report states:

'Evidence from studies in Ireland and internationally suggest that reductions in the numbers of car journeys to the shops should not lead to a reduction in footfall as traders typically overestimate the importance of cars. Many shoppers are already arriving using sustainable transport options and therefore should be quick to take advantage of new transport options. There may be some disruption to business during the construction phase, however once the new routes are open footfall should return to normal and may in fact rise.'

Additionally, research was undertaken for shoppers of Henry Street and Grafton Street to understand how much was spent in shops by people arriving different modes of transport. On average, it was found that car spending was more per trip. However, due to the frequency of visits by bus, bike and walking, the average spend was higher.

The conclusion for this in Section 2 – The Impact on Local Businesses states:

'There is strong international evidence to suggest that the proposed improvements will lead to further increases in the use of sustainable transport. This should, in turn, more than compensates for reductions in visits by car users. Whilst spend per visitor may fall slightly, the overall spend rises due to the increased overall footfall. This effect should occur as soon as the new proposed routes open with shoppers choosing to make even more use of sustainable transport decisions. Whilst there is limited evidence of the impact during the construction work, none of the evidence suggested an increase in business insolvency or a departure of businesses from the area during construction works.'

2) Uncertainty on Timing

Section 5.3.4.3 in Chapter 5 (Construction) in Volume 2 of the EIAR provides details of the construction activities between Upper Dargle Road to Bray South (Fran O'Toole Bridge).

The expected construction duration for the section will be approximately 9 months. However, construction activities at individual plots will have shorter durations than outlined in overview of construction works presented in Section 5.3. The duration of the works will vary from property to property, but access and egress will be maintained at all times. An indicative Proposed Scheme construction programme is shown in Table 5.2 of Section 5.4.

If the CPO is confirmed by An Bord Pleanála, a Notice to Treat will be served on each landowner whose land is being acquired. Following service of the Notice to Treat, each landowner will be required to submit a claim for compensation and as part of this process, the NTA will pay the reasonable costs (as part of the claim) for the landowner to engage their own agent / valuer in preparing, negotiating, and advising on compensation.

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.

The temporary land acquisition area at the Dargle Centre covers the entirety of the car parking to the front of the centre. This area is required to carry out the works, including car park reconfiguration works. This area will be returned to the owners on completion of the works. As noted above, details regarding temporary access will be discussed with the business owners prior to construction starting. Where possible, the car park reconfiguration works will be done in a phased manner.

During the works, the use of alternative parking spaces, such as parking to the rear of the centre, or side street parking can also be utilised.

Section 5.3.4.3 in Chapter 5 (Construction) in Volume 2 of the EIAR provides details of the construction activities between Upper Dargle Road to Bray South (Fran O'Toole Bridge), as shown in Table 2.49 below, as Section 4c. The expected construction duration for the section will be approximately 9 months. However, construction activities at individual plots will have shorter durations than outlined in overview of construction works presented in Section 5.3.

Table 2.49: Extract from Chapter 5 (Construction) EIAR showing Proposed Scheme Construction Programme

Section Ref.	Approximate Construction Duration	Approximate Length (m)	Year 1				Year 2				Year 3			
			Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Section 1a	15 months	1,300												
Section 1b	15 months	1,300												
Section 2a	15 months	5,800												
Section 2b	12 months	5,700												
Section 3a	12 months	1,270												
Section 3b	9 months	500												
Section 3c	18 months	1,800												
Section 4a	12 months	300												
Section 4b	9 months	400												
Section 4c	9 months	350												

Section 5.5.3.2 in Chapter 5 (Construction) in 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.

3) Loading Bays

Figure 2.205 shows an aerial view of the existing arrangement along the northern side of Castle Street in Bray. The aerial view shows that there is currently a bus lane to the front of these businesses and no existing loading bays on the Castle Street southbound carriageway. However, there is an existing loading bay in the northbound carriageway opposite to Dargle Centre.



Figure 2.205: Existing Aerial View at Castle Street, Bray (Image Source: Google)

Figure 2.206 shows the Proposed Scheme along the northern side of Castle Street. The proposed arrangement will provide for bus lane, cycle track and footpath in both directions. There will be no change to the existing arrangement for loading at these businesses. This figure presents the 02-General Arrangement Drawings Sheet 52 in Chapter 4 (Proposed Scheme Description) in Volume 3, Part 1 of 3 of the EIAR.

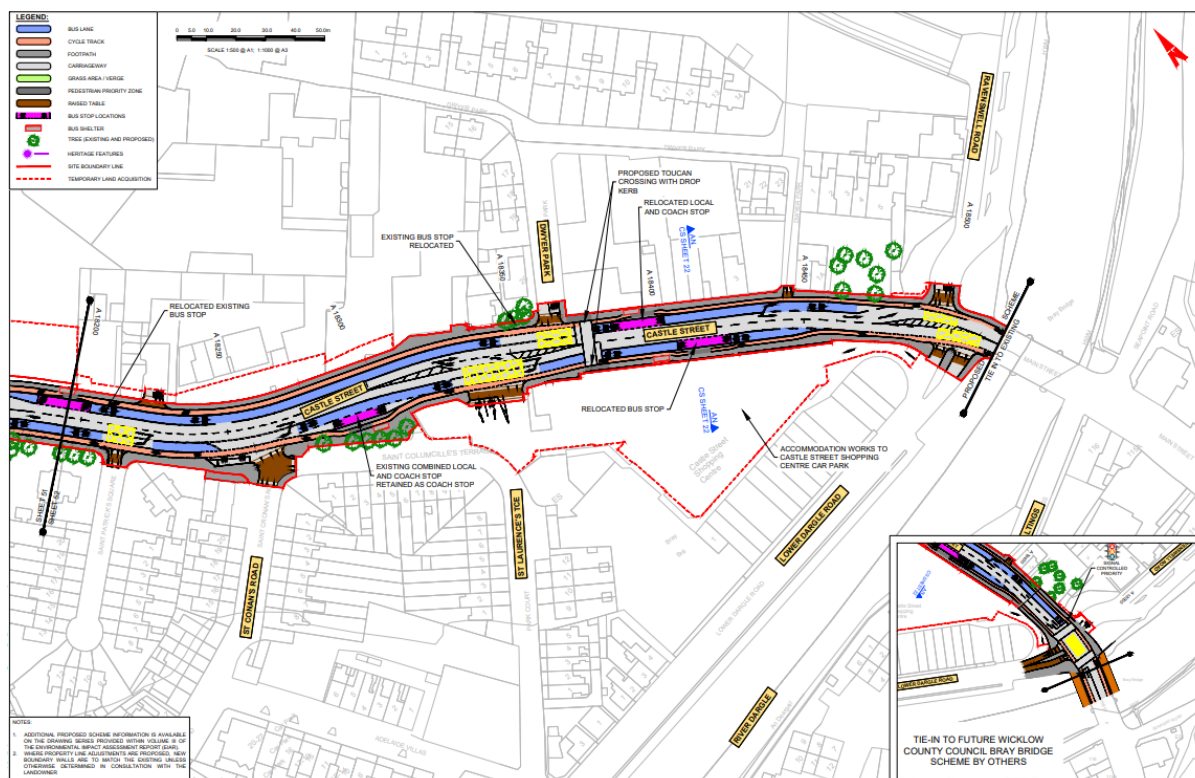


Figure 2.206: Extract from General Arrangement Drawing on Castle Street, Bray (Sheet 52)

Refer to response in Section 2.20.3.2 (CPO-030) for Issue No.1 (Impact on Business) of this section of the report for further details on the impact to loading bays and commercial parking spaces in the area.

In developing the design of the Proposed Scheme, the NTA has balanced the need to provide parking / loading at local shops / services with the need to achieve the objectives of the Proposed Scheme to provide high quality public transport, cycling and walking facilities through the Proposed Scheme.

4) Benefits of the Bus Corridor Are Unclear

Section 2.2 of Chapter 2 (Need for the Proposed Scheme) in Volume 2 of the EIAR, outlines the benefits of the Proposed Scheme. It notes:

'The need for the Proposed Scheme to respond to current deficiencies in our transport system in the context of the wider GDA transport need is presented in this section of the EIAR. The reasonable alternatives considered as part of this process are addressed in Chapter 3 (Consideration of Reasonable Alternatives).'

Section 2.4 outlines the benefits of the Proposed Scheme. It notes:

'The Proposed Scheme has been designed to facilitate improved efficiency of the transport network through the improvement of the infrastructure for active (walking and cycling) and public transport modes making them attractive alternatives to car-based journeys. Central to the design is the optimisation of roadway space with a focus on the movement of people rather than vehicles along the route and through the junctions.'

It goes on to state:

'The benefits resulting from the 2028 AM Peak Hour people movement assessment shows that there is 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 Proposed Scheme.'

The Proposed Scheme aims to provide an attractive alternative to the private car and promote a modal shift to public transport, walking and cycling. In meeting its objectives, the Proposed Scheme will deliver strong positive impacts in terms of promoting active travel and sustainable transport.

It is however recognised that there will be an overall reduction in operational capacity for general traffic along the direct study area given the proposed changes to the road layout and the rebalancing of priority to walking, cycling and bus. This reduction in operational capacity for general traffic along the Proposed Scheme will likely create some level of trip redistribution onto the surrounding road network.

Section 6.4.6.2.8 of Chapter 6 (Traffic & Transport) in Volume 2 of the EIAR shows that *'there is a slight to profound reduction of between -297 and -1738 combined general traffic flows along the direct study area during the AM Peak Hour and a slight to significant reduction of between -428 and -1302 combined general traffic flows along the direct study area during the PM Peak Hour in 2028 Opening Year'*. This is attributed to the Proposed Scheme and the associated modal shift as a result of its implementation. This reduction in general traffic flow has been determined as an overall potential Positive, Slight to Profound Long-Term impact which on the direct study area. The Proposed Scheme demonstrates that there is negligible impact at junctions as traffic queuing is managed efficiently and there would be no negative impact on traffic congestion.

Section 2.4 of Chapter 2 (Need of the Proposed Scheme) in Volume 2 of the EIAR goes on to note that a key objective of the Proposed Scheme is to enhance the potential for cycling along the route. It states:

'Currently within the existing extents of the Proposed Scheme there are segregated cycle tracks on approximately 47% of the route outbound and inbound respectively. This will increase to 91% in both directions. In addition to this, the significant segregation and safety improvements to walking and cycling infrastructure that is a key feature of the Proposed Scheme will further maximise the movement of people travelling sustainably along the corridor.'

Table 4.1 in Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR provides key infrastructure improvements along the Proposed Scheme. As noted in the table, the Proposed Scheme will improve the existing bus priority from 69% to 99.6% through combination of bus lanes and signal control priority. The number of pedestrian crossings is increased from 119 to 176 number.

Cumulative journey time savings can be seen in the Proposed Scheme along the Proposed Scheme due to the introduction of signal-controlled priority at junctions which offer active control at intersections and therefore help to reduce congestion.

Section 6.4.6.2.5.2 of Chapter 6 (Traffic & Transport) in Volume 2 of the EIAR demonstrates the average bus journey time savings, in both the AM and PM peak hour. The Proposed Scheme is expected to deliver bus journey time savings in both the AM and PM peaks where positive long-term impacts from

enhanced capacity, reliability, and punctuality through the provision of bus priority measures. The Proposed Scheme will deliver *'average inbound journey time savings for E1 service bus passengers of 5.9 minutes (11%) in 2028 and 5.8 minutes (10%) in 2043 from the implementation of bus priority measures. The Proposed Scheme will deliver average outbound journey time savings for E1 service bus passengers of up to 7.3 minutes (12%) in 2028 (PM) and 7.5 minutes (13%) in 2043 (AM).'*

The Proposed Scheme will make significant improvements to pedestrian infrastructure through the provision of increased signal crossings, introduction of traffic calming measures, improved accessibility, increased pedestrian directness and increased footpath and crossing widths. Section 2.4 of Chapter 2 (Need of the Proposed Scheme) in Volume 2 of the EIAR states:

'The number of pedestrian signal crossings will increase by approximately 60% as a result of the Proposed Scheme. The scheme design has been developed with cognisance to the relevant accessibility guidance. It is anticipated that the overall quality of pedestrian infrastructure will improve as a result of the Proposed Scheme. This aligns with the overarching aim to provide enhanced walking infrastructure on the corridor.'

It also notes that:

'The Proposed Scheme will address sustainable mode transport infrastructure constraints while contributing to an overall integrated sustainable transport system as proposed in the GDA Transport Strategy 2022-2042. It will increase the effectiveness and attractiveness of bus services operating along the corridor and will result in more people benefiting from faster journey times and improved journey time reliability.'

It goes on to state that:

'In addition to the public transport benefits, the Proposed Scheme will also improve the existing streetscape/urban realm setting along the corridor. This will include the introduction of new and improved landscaping provisions along the corridor, and a complimentary planting regime and streetscape improvements at key locations will also enhance the character of the surrounding built environment along the corridor.'

In the absence of the Proposed Scheme, bus services will be operating in a more congested environment, leading to higher journey times and lower reliability for bus journeys. This limits their attractiveness to users, and this will lead to reduced levels of public transport use, making the bus system less resilient to higher levels of growth. The absence of walking and cycling measures that the Proposed Scheme provides will also significantly limit the potential to grow those modes into the future.

In addition to the benefits to traffic and transport, there will also be environmental benefits from the Proposed Scheme, specifically with respect to air quality, climate, noise, population, and human health, as outlined below.

Chapter 7 (Air Quality) in Volume 2 of the EIAR assesses the air quality impact of the Construction and Operational Phases of the Proposed Scheme. Once operational the Proposed Scheme will have an overall Neutral and Long-Term impact on air quality. However, there are some beneficial impacts as described in Section 7.6.2 of Chapter 7 (Air Quality) in Volume 2 of the EIAR:

'The air dispersion modelling assessment has found that the majority of all modelled receptors are predicted to experience negligible impacts due to the Proposed Scheme, and beneficial impacts are also estimated along the length of the Proposed Scheme. The number of receptors where an exceedance of the NO₂ limit value is predicted decreases as a result of the Proposed Scheme.'

Chapter 8 (Climate) in Volume 2 of the EIAR assesses the climate impact of the Construction and Operational Phases of the Proposed Scheme. The methodology for undertaking the climate assessment is described in Section 8.3, with the assessment looking at both the impact of the project on the climate and the vulnerability of the project to climate change as per the guidance from Highways England's (2021) Design Manual for Roads and Bridges (DMRB) LA 114 Climate. The assessment included both the direct Operational Phase carbon emissions from the Proposed Scheme (Section 8.5.2.4), as well as the indirect Operational Phase carbon emissions (Section 8.5.2.5). The assessment concludes that *'the Proposed Scheme has the potential to reduce CO₂eq emissions equivalent to the removal of approximately 6,030 and 9,140 car trips per weekday from the road network in 2028 and 2043 respectively'*.

Chapter 9 (Noise & Vibration) in Volume 2 of the EIAR assesses the impact as a result of Construction and Operational Phase noise and vibration changes as a result of the Proposed Scheme. As stated in Section 9.6.2, *'Once operational, there will be a Positive to Neutral direct impact along the Proposed Scheme due to a reduction in traffic volumes during both the Opening Year (2028) and the Design Year (2043)'*. Figures 9.4 and 9.5 in Volume 3, Part 3 of 3 of the EIAR show the results of the noise modelling during the Operational Phase of the Proposed Scheme, showing both the change in noise during the Opening Year (2028) and during the Design Year (2043) respectively. As shown in Figure 9.4 the majority of the impact along the Proposed Scheme route will be Imperceptible / Positive during the Opening Year, while Figure 9.5 shows a similar result for the Design Year.

Chapter 10 (Population) in Volume 2 of the EIAR describes the impact assessment with respect to the population along the Proposed Scheme, namely assessing the impacts to the communities along the Proposed Scheme and assessing the impacts on commercial activity along the Proposed Scheme. While there will be localised negative impacts with respect to residential, community and commercial land take, the general accessibility impacts (both community and commercial accessibility) will be positive for the majority of communities along the Proposed Scheme with respect to pedestrian, cyclist, bus user and private vehicle accessibility.

Appendix A10.2 (The Economic Impact of the Core Bus Corridors) in Volume 4 Part 3 of 4 of the EIAR describes the economic impact assessment carried out for all 12 of the Core Bus Corridors which form part of the wider Dublin BusConnects Core Bus Corridors Project. The leading sentence in the Executive Summary of that report states:

'The evidence suggests the infrastructure work will improve the public realm along the routes with positive impacts on businesses and individuals along the corridors'. The Executive Summary goes on to state that *'Whilst there are a number of potential negative impacts, the majority of the evidence suggests the net impact will be positive'*, summarising all of the areas assessed in the report, listing the below items as experiencing positive effects:

- Under the 'Local Businesses' heading:
 - Commerce; and
 - Car parking.
- Under the 'Public Realm' heading:
 - Improved public realm; and
 - Improved outputs.
- Under the 'Health and wellbeing' heading:
 - Walking and cycling;
 - Health; and
 - Productivity.
- Under the 'Social cohesion' heading:
 - Improved transport;
 - Better jobs;
 - Better access; and
 - Reduced crime.
- Under the 'Adapting to the future' heading:
 - Sustainability;
 - Shopping close to home; and
 - Working from home.

Chapter 11 (Human Health) in Volume 2 of the EIAR describes the assessment undertaken into the potential human health impacts as a result of the Construction and Operational Phases of the Proposed Scheme. The assessment found that in general there will be a beneficial impact on human health across the Proposed Scheme once it is operational. Section 11.6.2 of the Chapter states the following with respect to the residual Operational Phase impacts:

'Three issues were assessed as likely to be associated with significant residual impacts on human health, all of which were considered positive.'

Lack of regular physical activity is a leading cause of chronic disease and premature deaths. The Proposed Scheme will improve opportunities and convenience for walking and cycling, which will support many people in the study area in achieving recommended levels of weekly physical activity, for example as part of an active travel commute to work or education. It will also increase safety and the perception of safety for pedestrians and cyclists, who are more vulnerable to injury and mortality from

traffic collisions. Furthermore, by redressing the balance between private car-use and other forms of transport, the Proposed Scheme will improve public transport journey times and reliability, as well as introduce greatly improved active travel infrastructure. This will provide for a more equitable transport experience, including for those without access to a car.

The Proposed Scheme is expected to have a significantly positive contribution to health outcomes related to increased physical activity, equitable access to services and improved safety for vulnerable road users.'

In summary, Section 2.4 of Chapter 2 (Need for the Proposed Scheme) in Volume 2 of the EIAR notes:

'The Proposed Scheme and its objectives fit within the current planning frameworks that are described in Section 2.3. The Proposed Scheme will help deliver many of the objectives on an international, national, regional and local level.

Overall, the Proposed Scheme will make a significant contribution to the overall aims and objectives of BusConnects, the GDA Transport Strategy 2022-2042 and allow the city to grow sustainably into the future, which would not be possible in the absence of the Proposed Scheme.'

5) No Clear Link with Planned Future Developments in the Area

A comprehensive process was undertaken in relation to the route selection for the Proposed Scheme. Section 3.3 in Chapter 3 (Reasonable Alternatives) in Volume 2 of the EIAR provides a detailed summary of this, with further details provided in the Preferred Route Option Report, provided in the Supplementary Information submitted with the application for the Proposed Scheme.

The study area for Section 4 covers Bray North to Bray South. The study area end point extends as far as the urban area of Bray bounded by the N11 to the west and the Southern Cross to the south. The Proposed Scheme infrastructure terminates at the River Dargle to the north of Bray Town, at the Castle Street / Lower Dargle Road Junction adjacent to the Fran O'Toole Bridge, where the Proposed Scheme will tie into the Wicklow County Council's proposed Bray Bridge Improvement Scheme. Beyond the proposed tie-in, that is outside the scope of the Proposed Scheme.

The Proposed Scheme design tie-in to existing road at the north of the Fran O'Toole Bridge in an independent scenario. The Proposed Scheme design at the tie-in has been co-ordinated with the WCC Bray Bridge Improvement Scheme proposals, which takes into account bus priority and cyclists and pedestrian infrastructure. The signalised junction is proposed with Signal Control Priority for busses and safe pedestrian crossings.

Section 3.3 (last bullet point) of the Preferred Route Options Report, part of Supplementary Information states the following:

'The end point for the Emerging Preferred Route was at the south side of Fran O'Toole Bridge on Bray Main Street. In developing the Preferred Route Option, this end point was changed to the northern side of the bridge where it has been designed to tie into the proposed Bray Bridge Improvement Scheme.'

A number of infrastructure projects are planned within the vicinity of the Proposed Scheme which will interface with the proposals and the proposed design takes them into consideration. Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR provides a description of integration of BusConnects with other infrastructure projects and Section 4.6.6.3 states the list of infrastructure projects within the vicinity of the Proposed Scheme which will interface with the project.

In relation to the WCC Bray Bridge Improvement Scheme, Section 4.6.6.3.1 states:

'The Proposed Scheme design terminates at the northern end of the Fran O'Toole Bridge and the design has been coordinated to tie in with Wicklow County Council's Bray Bridge Improvement Scheme proposals, which takes into account bus priority and cyclists and pedestrian infrastructure. The junction design at the tie-in with the proposed Bray Bridge Improvement Scheme designed by WCC has been included as an alternative layout.'

Figure 2.207 shows 'the junction layout as part of the Proposed Scheme where the scheme ties into the existing road cross-section North of the Bray Bridge,' as presented in the 02-General Arrangement Drawings Sheet 52 in Chapter 4 (Proposed Scheme Description) in Volume 3, Part 1 of 3 of EIAR. Figure 2.208 shows 'a coordinated design solution of the overall arrangement in a scenario in which

both schemes have been implemented', as presented in the 02-General Arrangement Drawings Sheet 52 in Chapter 4 (Proposed Scheme Description) in Volume 3, Part 1 of 3 of EIAR.



Figure 2.207: Extract from General Arrangement Drawings showing the Proposed Scheme design tie-in to the Existing Design (Sheet 52)

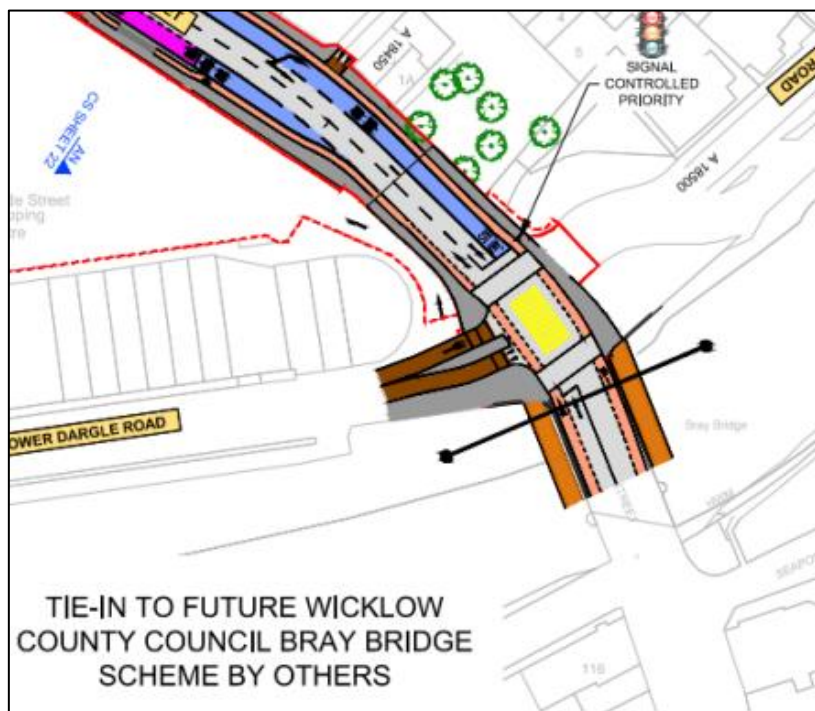


Figure 2.208: Extract from General Arrangement Drawings showing the Proposed Scheme design is co-ordinated with the Proposed WCC Bray Bridge Improvement Scheme (Sheet 52)

As shown in Figure 2.207 and Figure 2.208 above show the boundary of the Proposed Scheme is at Fran O Toole bridge and therefore the way buses are managed beyond the bridge is part of a different scheme.

6) Lack of Consistency in Traffic Planning

The objection suggests that there was an existing bus corridor on Main Street that has been replaced with a bicycle lane, however, the NTA note that the existing cross section on Main Street has a single traffic lane in each direction and single cycle track in the southbound direction, with a short section of northbound cycle track at the northern end of Main Street and a short section of northbound bus lane

at the southern end of Main Street. This arrangement has been unchanged for a number of years. Main Street in Bray is outside the scope of the Proposed Scheme.

The Proposed Scheme aims to improve on the existing situation within the boundaries of the Proposed Scheme, and tie into the existing cross section at tie-in points, at the Fran O'Toole bridge in Bray.

Also, refer to response in Section 2.20.3.2 (CPO-030) for Issue No.6 (No Clear Link with Planned Future Developments in the Area) of the report for further details further details on tie-in works at Fran O'Toole bridge.

2.20.4 CPO-031 – Four Star Pizza

2.20.4.1 Summary of Objections Raised

This CPO Objection relates to the Dargle Centre, Bray. The Proposed Scheme at this location is described in Section 2.20.1 on Description of the Proposed Scheme at this location above.

The objection to the CPO raises one potential issue:

1) Impact to Business

The objection raised concerns regarding the impact to the local business as well as the wider franchise as a result of a decrease in sales due to the Scheme.

It is therefore requested the bus lane on Castle Street is removed and the car park reinstated to allow for the two main functions of the takeaway to operate, both delivery and collection which would be made difficult due to the bus lane and removal of car park on Castle Street.

2.20.4.2 Response to Objections Raised

1) Impact to Business

Refer to response in Section 2.20.3.2 (CPO-030) for Issue No. 1 (Impact on Business) in this report on the specific impacts to Four Star Pizza in Bray.

2.20.5 CPO-041 – Kingsley Hogan – MuMu Fashion Ltd.

2.20.5.1 Summary of Objections Raised

This CPO Objection relates to the Dargle Centre, Bray. The Proposed Scheme at this location is described in Section 2.20.1 on Description of the Proposed Scheme at this location above.

The objection to the CPO raises two potential issues:

1) Elimination of Parking Spaces and Impact on Business

The objection states their objection to the elimination of a large number of parking spaces in front of their commercial property. It is considered that this will cause disruption to trade and economic activity to local businesses, and it will result in the closure of their businesses.

2) Alternatives

The objection suggested alternative solutions to the Proposed Scheme such as:

- Extending the LUAS from Cherrywood to terminate somewhere in the vicinity of the Carlisle grounds.
- Making better use of the existing and underused DART service
- An alternative route to Bray via the Old Bray Golf Course site and vacant adjacent properties.

2.20.5.2 Response to Objections Raised

1) Elimination of Parking Spaces and Impact on Business

Refer to response in Section 2.20.3.2 (CPO-030) for Issue No.1 (Impact on Business) of this report for further information on impact to parking in the area, and impact to this business.

The assessment of MuMu in the Dargle Centre, Donnybrook Road is entry number 226 of Appendix A10.1 (Schedule of Commercial Businesses) in Volume 4 Part 3 of the EIAR.

2) Alternatives

Chapter 3 (Consideration of Reasonable Alternatives) describes the reasonable alternatives considered as part of the Proposed Scheme, including strategic alternatives, such as light rail alternatives and a review of the DART expansion programme, and various route alternatives. The review of alternative carried out is outlined below.

The Proposed Scheme has been designed to deliver upon the Proposed Scheme objectives set out in Chapter 1 (Introduction) in Volume 2 of the EIAR, which include enhancement of the potential for cycling by providing safe infrastructure for cycling. In some areas, land acquisition is required to deliver what has been determined to be the most appropriate design configuration that meets these objectives. All areas included in the CPO have been carefully considered and only included where deemed absolutely necessary to meet the Proposed Scheme objectives and to construct the Proposed Scheme with permanent and temporary acquisitions respectively.

Chapter 3 (Consideration of Reasonable Alternatives) in Volume 2 of the EIAR describes the reasonable alternatives studied and the main reasons for the selection of the Proposed Scheme taking into account the effects on the environment. It considers the alternatives at three levels:

- Strategic Alternatives
- Route Alternatives
- Design Alternatives

The reasonable alternatives studied which are relevant to the Proposed Scheme and its specific characteristics are described in the subsequent sections of this Chapter. The strategic alternatives involved study of the following:

- GDA Transport Strategy 2016 – 2035
- GDA Cycle Network Plan (NTA 2013)
- Bus Rapid Transit – Core Network Report (NTA 2012);
- Review of the DART Expansion Programme (2015);
- BRT Alternative
- Metro Alternative
- Light Rail Alternative
- Demand Management Alternative
- Technological Alternative
- Route Alternatives

GDA Cycle Network Plan was key in assessing the cycling infrastructure along the Proposed Scheme. Section 2.2 of the Preferred Route Options Report, part of Supplementary Information notes the following on the GDA CNP:

'The Greater Dublin Area Cycle Network Plan (the 'GDA Cycle Network Plan') was adopted by the NTA in early 2014 following a period of consultation with the public and various stakeholders. This plan forms the strategy for the implementation of a high-quality, integrated cycle network for the GDA.'

There are a number of primary (Routes 12, 12A, S01, S03, S04, S05), secondary (Routes C7, S01a, S02, 13E/N5, S04, S06, 13C, 13G), Inter Urban (Route D4) and Greenway (Dodder Greenway) cycle routes identified either running along or crossing the Proposed Scheme.

During the earlier assessment process which identified the EPR Option, the provision of these cycle routes was considered at all stages. Therefore, as part of the options assessment process, any upgrading of infrastructure to provide bus priority also needs to consider and provide for the required cycling infrastructure, where practicable, to the appropriate level and quality of service (as defined by the NTA National Cycle Manual) required for primary and secondary cycle routes.

It is noted that in preparing the GDA Transport Strategy (2022 - 2042) the NTA also carried out a review of the GDA Cycle Network Plan. This review culminated in the preparation of the 2022 Greater Dublin Area Cycle Network which was published alongside the GDA Transport Strategy (2022 - 2042). With respect to the Proposed Scheme, the 2022 Greater Dublin Area Cycle Network is broadly aligned with the 2013 GDA Cycle Network Plan.

Notable differences between the 2022 Greater Dublin Area Cycle Network and the 2013 GDA Cycle Network Plan include:

- Dublin Road in Shankill from Loughlinstown Roundabout to Corbawn Roundabout is identified as Secondary Route in the 2022 Greater Dublin Area Cycle Network. These routes were identified as Primary Secondary Routes in the 2013 GDA Cycle Network Plan;*
- Shanganagh Road continuing into Dublin Road R119 through Shankill village is now identified as the Primary Cycle Route. in the 2013 GDA Cycle Network Plan;*
- Dublin Road in Bray from Wilford Roundabout to junction with Lower Dargle Road is identified as Primary Route in the 2022 Greater Dublin Area Cycle Network. These routes were identified as Primary/ Secondary Routes in the 2013 GDA Cycle Network Plan;*
- Upper Dargle Road in Bray is identified as a Secondary Route in the 2022 Greater Dublin Area Cycle Network. This route was identified as a Primary/ Secondary Route in the 2013 GDA Cycle Network Plan;*
- Old Connaught Avenue Road in Bray is identified as a Secondary Route in the 2022 Greater Dublin Area Cycle Network. This route was identified as a Primary/ Secondary Route in the 2013 GDA Cycle Network Plan;*
- Additional link from the Loughlinstown to Deansgrange Greenway have been added to the Primary Route along Dublin Road in Shankill, with connections at Shanganagh Park and Cemetery. These connections were not identified in the 2013 GDA Cycle Network Plan.*
- Additional link from the River Dargle Greenway have been added to the Primary Route along Dublin Road in Bray, with connections at Lower Dargle Road. These connections were not identified in the 2013 GDA Cycle Network Plan.'*

It is noted that each of the changes listed above support and reinforce the need for the delivery of cycling infrastructure along the route of the Proposed Scheme.

The GDA Transport Strategy 2022-2042 states that key elements of the Cycling Network Plan for the GDA will be delivered as part of the Core Bus Corridor schemes.

Chapter 3 (Consideration of Reasonable Alternatives) in Volume 2 of the EIAR, Section 3.3, goes on to note the following on the Route Alternatives:

'Following on from the strategic alternatives considered earlier, this Section sets out the route alternatives which were considered as part of the process to establish the Proposed Scheme. Development of the Proposed Scheme has evolved in the following stages:

- 1) Feasibility and Options Reports were concluded in December 2017 and March 2018 (two reports associated with the Proposed Scheme (Bray to UCD CBC in December 2017 and UCD to City Centre (St. Stephen's Green) CBC in March 2018)), setting out the initial route options and concluding with the identification of the combined Emerging Preferred Route;*
- 2) A first round of non-statutory Public Consultation was undertaken on the Emerging Preferred Route from 26 February 2019 to 31 May 2019;*
- 3) Development of Draft Preferred Route Option (May 2019 to March 2020). Informed by feedback from the first round of public consultation, stakeholder and community engagement and the*

availability of additional design information, the design of the Emerging Preferred Route evolved with further alternatives considered;

- 4) *A second round of non-statutory Public Consultation was undertaken on the draft Preferred Route Option from 4 March 2020 to 17 April 2020. Due to the introduction of COVID-19 restrictions, some planned in-person information events were cancelled, leading to a decision to hold a third consultation later in the year;*
- 5) *A third round of non-statutory Public Consultation was undertaken on the updated draft Preferred Route Option from 4 November 2020 to 16 December 2020; and*
- 6) *Finalisation of Preferred Route Option. Informed by feedback from the overall public consultation process, continuing stakeholder engagement and the availability of additional design information, the Preferred Route Option, being the Proposed Scheme, was finalised.*

Alternative route options have been considered in a number of areas during the iterative design of the Proposed Scheme, such as the location of offline cycle routes and the road layout in constrained locations. The iterative development of the Proposed Scheme has also been informed by a review of feedback and new information received during each stage of public consultation and as data, such as topographical surveys, transport and environmental information was collected and assessed. In addition, the potential for climate impact was considered in all phases of the design process for the Proposed Scheme. As the design progressed climate was indirectly affected in a positive way by refining the design at each stage through reducing the physical footprint of the scheme coupled with the inclusion of technological bus priority measures.

Key environmental aspects have been considered during the examination of reasonable alternatives in the development of the Preferred Route Option for the Proposed Scheme. Environmental specialists have been involved in the iteration of key aspects of the Proposed Scheme with the engineering design team. The following key environmental aspects were considered:

- **Archaeological, Architectural and Cultural Heritage** – *There is the potential for impacts on archaeological, architectural and cultural heritage when providing CBC infrastructure. The assessment had regard to Recorded Monuments and Protected Structures, Sites of Archaeological or Cultural Heritage and on buildings listed on the National Inventory of Architectural Heritage adjacent to the corridor;*
- **Flora and Fauna** – *The provision of the CBC could have negative impacts on flora and fauna, for example, through construction of new infrastructure through green field sites;*
- **Soils and Geology** – *Construction of infrastructure necessary for the provision of the CBC has the potential to negatively impact on soils and geology. For example, through land acquisition and ground excavation. There is also the potential to encounter ground contamination from historical industries;*
- **Hydrology** – *The provision of CBC infrastructure may include aspects (for example structures) with the potential to impact on hydrology;*
- **Landscape and Visual** – *Provision of CBC infrastructure has the potential to negatively impact on the landscape and visual aspects of the area, for example, by the removal of front gardens or green spaces or the altering of streetscapes, character and features;*
- **Noise, Vibration and Air** – *Provision of CBC infrastructure (e.g. the construction activities), has the potential to negatively impact on noise, vibration and air quality along a scheme. For example, through construction works;*
- **Land Use and the Built Environment** – *This criterion assesses the impact of each option on land use character, and measured impacts which would prevent land from achieving its intended use, for example through land acquisition, removal of parking spaces or severance of land; and*
- **Climate** – *Construction works involve negative GHG emissions impacts, while operational efficiencies of public transport, walking and cycling through modal shift from car usage has the potential to reduce GHG impacts.'*

In Section 4 Bray North to Bray South, the Emerging Preferred Route Option has been taken forward as the Preferred Route Option. The EPR at this location includes for dedicated bus lane in each direction, segregated cycle track and footpath in each direction, and this allows sustainable transport modes to achieve priority and safety. The EPR option requires the full widening to occur on the eastern side of the existing carriageway.

Alternative option with no segregated cycle tracks was considered in this section where the cyclists will share with the bus lane. This option would provide for journey time reliability for the buses; however this alternative does not provide segregated cycling infrastructure in this section of the Proposed Scheme, which is identified as a Primary Cycle Route in the GDA Cycle Network Plan 2013. Dublin Road in Bray from Wilford Roundabout to junction with Lower Dargle Road is identified as Primary Route in the 2022 Greater Dublin Area Cycle Network. These routes were identified as Primary/ Secondary Routes in the 2013 GDA Cycle Network Plan.

In the alternate option cyclists would have to share the bus lane on a proposed Primary Cycle Route and therefore it will not meet the BusConnects objectives and would impact the safety of the cyclists in particular on the immediate approaches to a significant junction accessing the M11. The EPR Option performs better in terms of integration with the transport network and safety.

Section 6.5.2 of the Preferred Route Option Report, part of the Supplementary information, refers to the development of design at Castle Street, as noted below:

'The design has been further developed between Ravensdale Park and Dwyer Park to provide for continuous cycle lane and bus lane in both direction while minimising the impact to properties and the heritage wall on the east side at Belton Terrace. Alternative options were evaluated which included no widening either side, which would mean compromise to the bus lane and cycle track.'

Alternative options were evaluated to minimise impact to the Castlestree Shopping Centre Car Park. The Proposed Scheme provides for continuous bus lane, cycle track and footpath in front of the Castlestree Shopping Centre with the bus lane commencing further north of the Bray Bridge to avoid impact to the Shopping Centre car park entrance from the Lower Dargle Road, the cycle track is reduced to minimum at this constraint point. The entrance to the shopping centre from the Lower Dargle Road is proposed as one-way entry only. The pedestrian crossing has been moved closer to the shopping centre entrance and the bus stop to facilitate the pedestrian desire line.'

Section 3.4.2.4 in Chapter 3 (Consideration of Reasonable Alternatives) in Volume 2 of the EIAR, lists the design development post 3rd public consultation for Section 4 (Bray North (Wilford Roundabout) to Bray South (Fran O'Toole Bridge)):

'Key changes for the Proposed Scheme implemented in the design of the draft Preferred Route Option for Section 4 include:

- The design was also further developed between Ravenswell Road and Dwyer Park to provide for continuous cycle lanes and bus lanes while minimising the impact on properties and the heritage wall at Belton Terrace. Alternative options were evaluated which included no widening either side of the Dublin Road, which would mean compromise to the bus lane and cycle track. It is proposed to apply widening on the west side into the Castle Street Shopping Centre car park;*
- The road alignment at the Upper Dargle Road Junction in Bray was further reviewed and updated to avoid impact to the pine tree under preservation (Tree Preservation Order). The road geometry has been revised to provide minimum road width at the junction. A two-way cycle track connection was provided from the junction to tie-in to the existing two-way cycle track through the grounds; and*
- The design at the end of the Proposed Scheme tie-in with the Fran O'Toole Bridge Improvement Scheme proposals designed by others was co-ordinated. It is proposed to provide a southbound bus lane only and two general traffic lanes on the immediate Castle Street approach to the Fran O'Toole Bridge and southbound cycle track tie-in to the Bray Bridge Improvement Scheme proposals of cantilever cycle bridge and northbound cycle track will run through the bridge cross-section.'*

Section 3.4.3 goes on to state:

'3.4.3 Further Consideration Following Updated Draft Preferred Route Option Consultation (November 2020)

The design has been further developed between Ravensdale Park and Dwyer Park to provide for continuous cycle lane and bus lane while minimising the impact to properties and the heritage wall on the east side at Belton Terrace. Design options were evaluated to minimise impact to the Castle Street

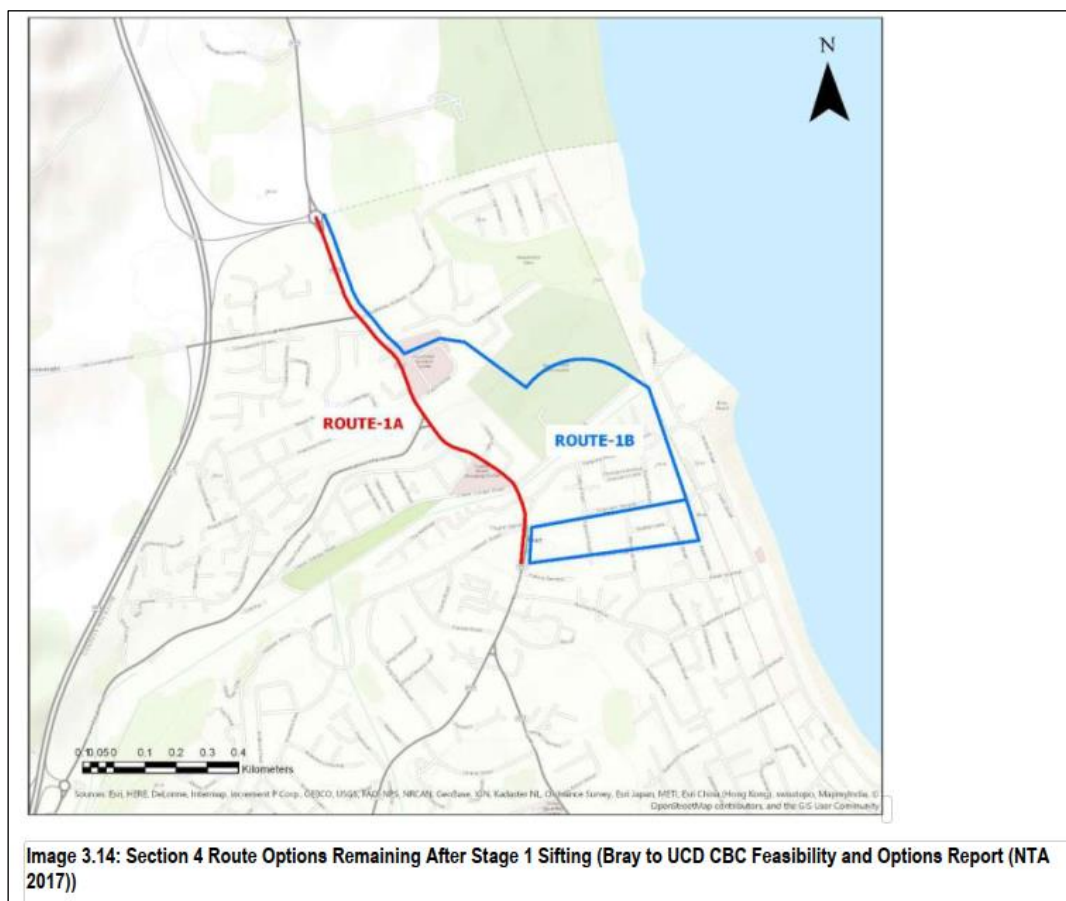
Shopping Centre car park which includes an alternative to remove the bus lane for a short section and replace with Signal Control Priority. The Proposed Scheme provides for continuous bus lane, cycle track and footpath with the northbound bus lane commencing further north of the Bray Bridge to reduce impact to the Shopping Centre car park entrance from the Lower Dargle Road and cycle track reduced to minimum at this constraint point. The entrance to the shopping centre from the Lower Dargle Road is proposed as one-way entry only. The pedestrian crossing has been moved closer to the shopping centre entrance and the bus stop to facilitate the pedestrian desire line;'

Section 3.3.2.4 summarises the route options considered at the Feasibility stage and the assessment to inform the Emerging Preferred Route option (EPR) in Section 3 – Loughlinstown Roundabout to Bray North as follows:

'Following the Stage 1 sifting process, two viable route options for Section 4 were taken forward for assessment and further refinement as shown in Image 3.14. These two route options were as follows:

- *Route 1A would run via Castle Street and Dublin Road to Wilford Roundabout; and*
- *Route 1B would run via Quinsborough Road (northbound direction) / Florence Road (southbound direction), parallel to the DART line across the River Dargle via a new bridge, through the old Bray Golf Club lands onto Dublin Road to Wilford Roundabout.*

Both routes overlap at their start and end points. The Florence Road junction with Main Street is the terminus for both routes, with the inbound route of Option 1B overlapping with the start of Option 1A between the Florence Road and Quinsborough Road junctions on Main Street. Both options also overlap on the Dublin Road from approximately Chapel Lane to Wilford Roundabout.



Overall 1A was deemed to be the most advantageous route. This is due to its significantly lower cost; the likelihood of less impact on the environment; and it was the preferred option under the Safety criterion. Therefore, 1A was brought forward into the Emerging Preferred Route.'

While Route Option 1B would have avoided the impact at the Castle Street, Route Option 1A was brought forward into the Emerging Preferred Route.

Appendix M (Bray to UCD Core Bus Corridor - Feasibility and Options Report) in the Preferred Route

Options Report, as part of the Supplementary Information, summarises the assessment of route options in Bray. The Emerging Preferred Route Option is shown in Appendix N of the Preferred Route Options Report, as part of the Supplementary Information.

NTA are satisfied that reasonable alternatives have been considered to inform the Proposed Scheme which meets the objectives.

2.20.6 CPO-042 – Mandabard Holdings Ltd

2.20.6.1 Summary of Objections Raised

This CPO Objection relates to the Dargle Centre, Bray. The Proposed Scheme at this location is described in Section 2.20.1 on Description of the Proposed Scheme at this location above.

The objection to the CPO raises four potential issues:

1) Consultation after CPO

The objection raised the concern that on receipt of the CPO Notice, they had requested that a member of design team mark out the extent of the temporary and permanent land takes on site at their property, and that this was not done. The objection raised concerns relating to the CPO of the lands, commenting that these have not been detailed within the application in significant detail, making it difficult to understand.

2) Access

The objection refers to Section 5.5.3.2 of Volume 2 of the EIAR, and raised the concern that this does not provide enough detail relating to access.

3) Project Timelines

The objection raises the concern that there is no indication as to how long the works will take.

4) Design Detail and Constitutional Rights

The objection claims that there is a lack of design being put forward and it is their view that it would be premature of for the Bord to make a decision in favour of the Proposed Scheme as currently being presented. It is claimed that the order as presently presented would constitute an infringement of their Clients constitutional right to the quiet enjoyment of their property.

2.20.6.2 Response to Objections Raised

1) Consultation after CPO

Refer to response in Section 2.13.3.2 (CPO-017) for Issue No.1 (Request for Details on CPO) in this report for further details on consultation after CPO.

2) Access

At the Dargle Centre, during the operational stage, there will be no change to the existing access arrangements, as indicated in Appendices 02-General Arrangement Drawings Sheet 52 in Chapter 4 (Proposed Scheme Description) in Volume 3, Part 1 of 3 of EIAR and shown in Figure 2.209 and 07-Fencing and Boundary Treatment Drawings Sheet 52 in Chapter 4 (Proposed Scheme Description) Part 1 of 3 Vol 3 of EIAR and shown in Figure 2.210.

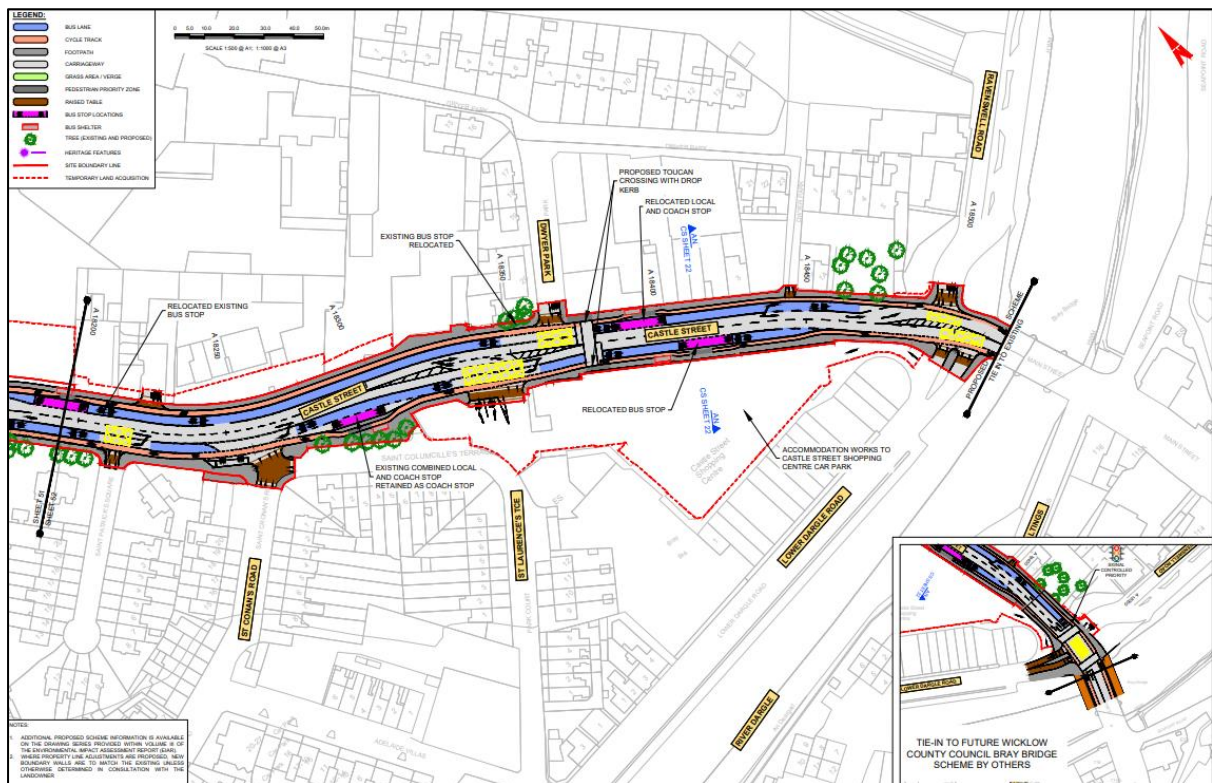


Figure 2.209: Extract from General Arrangement Drawings at Castle Street (Sheet 52)

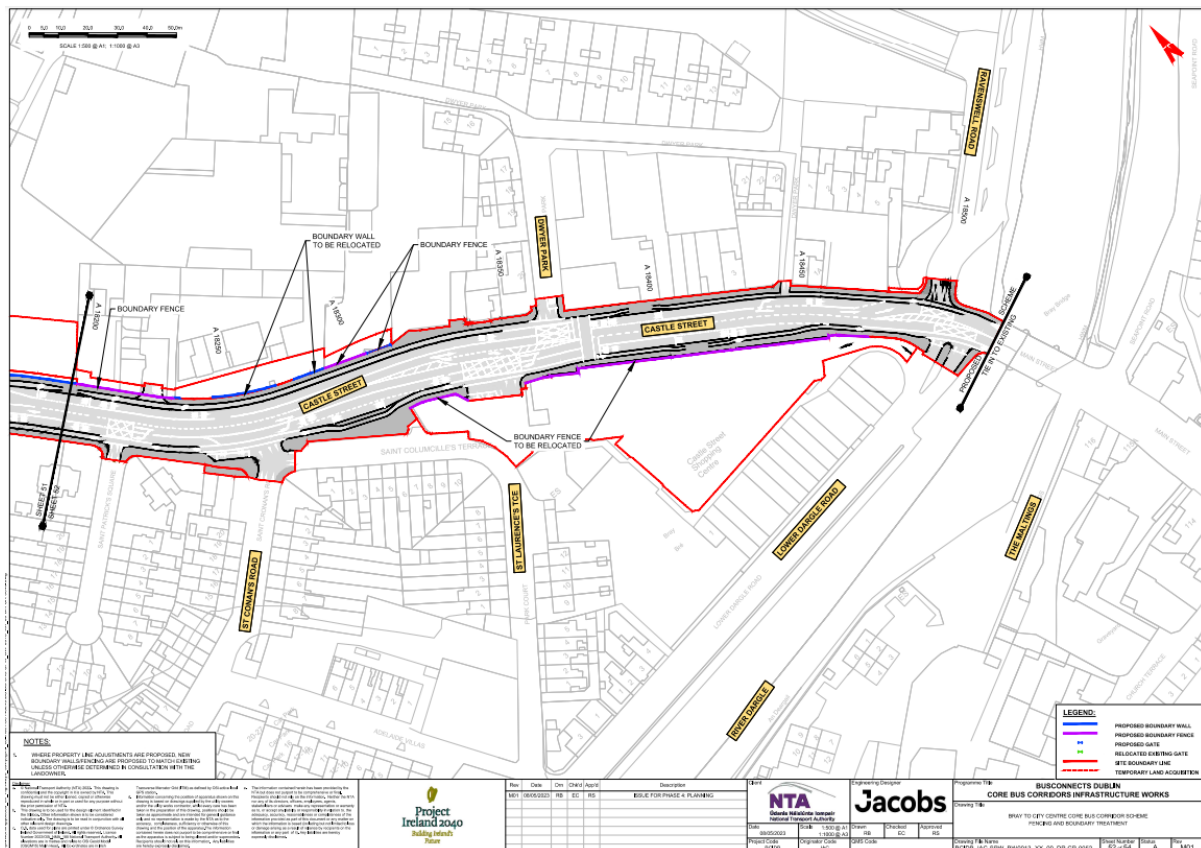


Figure 2.210: Extract from Fencing and Boundary Treatment Drawing at Castle Street (Sheet 52)

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, EIAR Appendix A5.1 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.*'

3) Project Timelines

Refer to response in Section 2.20.3.2 (CPO-030) for Issue No.4 (Uncertainty on Timing) in this report for further information on the project timelines.

4) Design Detail and Constitutional Rights

Refer to Section 2.3.3.22 on (Constitutional Requirements of the CPO) in this report and also note below.

Purpose of the CPO of the land

The Proposed Scheme has been designed to deliver upon the Proposed Scheme objectives set out in Chapter 1 (Introduction) in Volume 2 of the EIAR, which include enhancement of the potential for cycling by providing safe infrastructure for cycling. In some areas, land acquisition is required to deliver what has been determined to be the most appropriate design configuration that meets these objectives. All areas included in the CPO have been carefully considered and only included where deemed absolutely necessary to meet the Proposed Scheme objectives and to construct the Proposed Scheme with permanent and temporary acquisitions respectively.

The Proposed Scheme design at the location of the Dargle Centre is presented in the General Arrangement Drawings which are provided as an Appendix in the 02-General Arrangement Drawings Sheet 52 in Chapter 4 (Proposed Scheme Description) in Volume 3, Part 1 of 3 of the EIAR and shown in Figure 2.212 below. The permanent and temporary land take required at the Dargle Centre is shown in the Deposit Maps, as shown in Figure 2.213 and details listed in the CPO Schedule.

As part of the Proposed Scheme, the permanent land take is required to allow for the construction of the Proposed Scheme and achieve the BusConnects standard cross-section at this location, which includes a bus lane, traffic lane, cycle track and footpath in both directions. The existing carriageway will be widened on the west side (within the Castle Street Shopping Centre) and west side (within the Dargle Centre) to allow for bus lane, cycle track and footpath. The standard cross-section provided at this location is the optimum CBC cross-section which meets the CBC Design Guidelines Objectives in accordance with Section 2 (Fig 1) in Appendix A4.1 (Preliminary Design Guidance Booklet) in the Typical Detail Drawings which are provided as an Appendix in the 04-Typical Cross Sections Sheet 04 in Chapter 4 (Proposed Scheme Description) in Volume 3, Part 1 of 3 of the EIAR and shown in Figure 2.211 below.

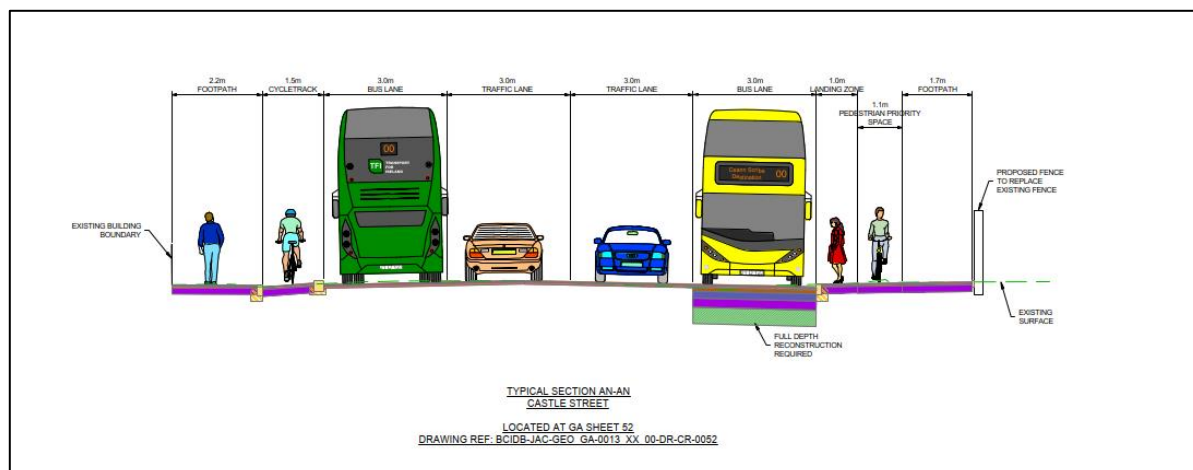


Figure 2.211: Extract from Typical Cross-section Drawing (Sheet 22)

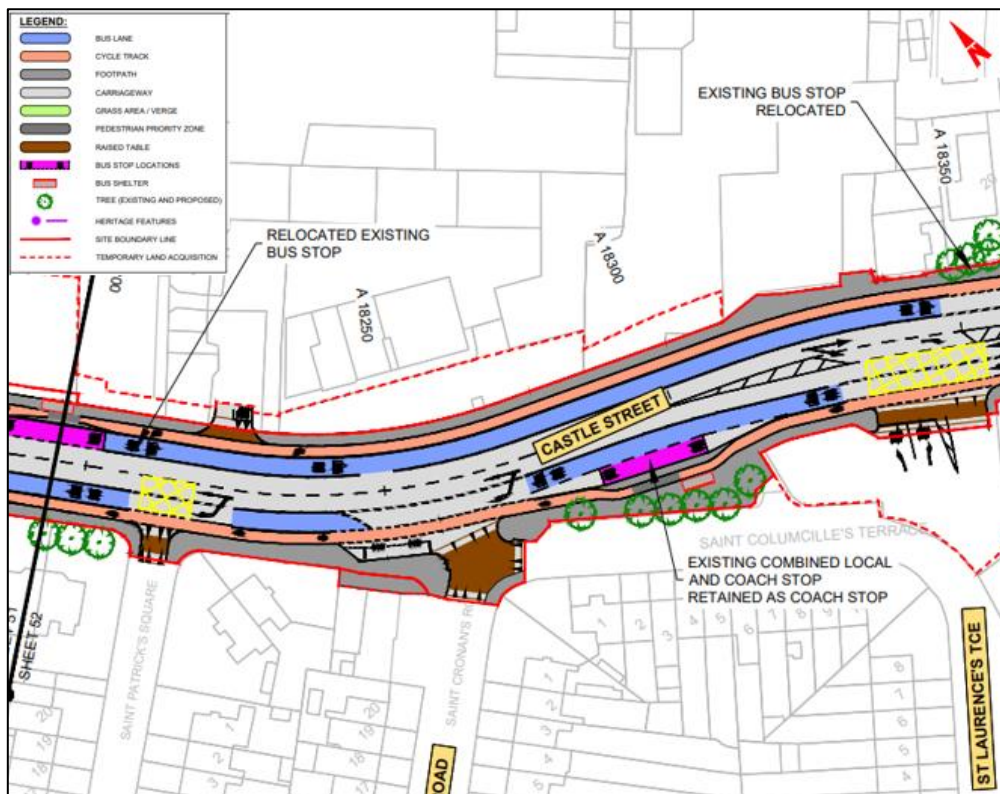


Figure 2.212: Extract from General Arrangement Drawings at the Dargle Centre (Sheet 52)

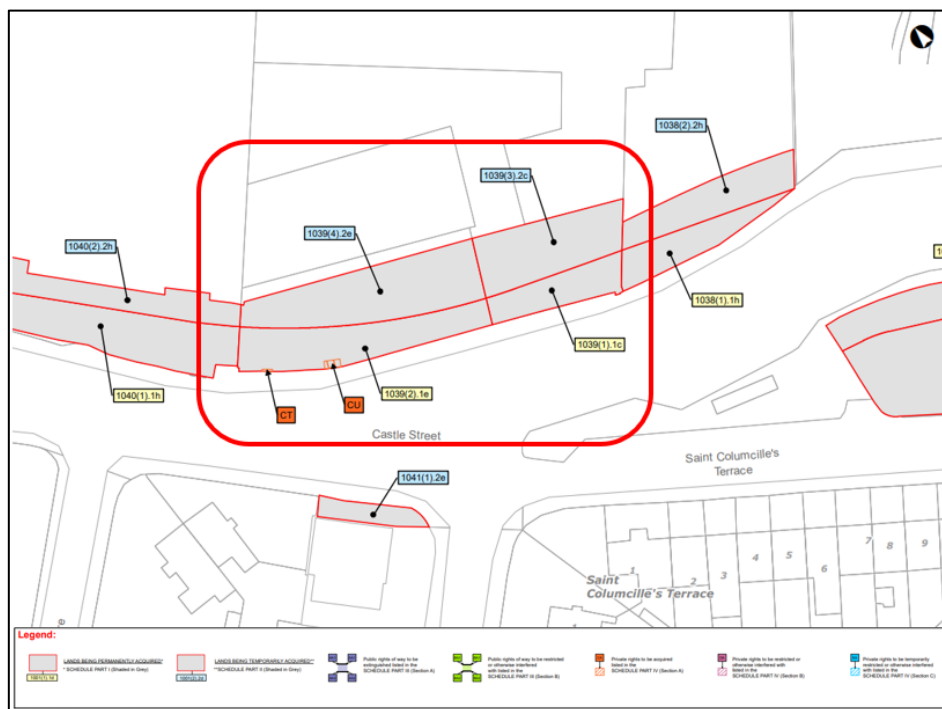


Figure 2.213: Extract from CPO Deposit Maps at the Dargle Centre (Sheet 52)

The temporary land take is required for the duration of the construction period to allow working space for the construction works and boundary works/and or accommodation works. Temporary land take will be returned back after construction, reinstated in the same condition as existing.

Proposed Scheme Details

Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR describes the details of the design of the Proposed Scheme. Section 4 notes details for the Section 4 Bray North (Wilford Junction) to Bray South at Castle Street, Bray.

Constitutional Rights

A comprehensive process was undertaken in relation to the route selection for the Proposed Scheme. Section 3.3 of EIAR Chapter 3 Reasonable Alternatives provides a detailed summary of this, with further details provided in the Preferred Route Option Report provided in the Supplementary Information submitted with the application for the Proposed Scheme. In terms of alternative solutions, Chapter 3 of the EIAR sets out the reasonable alternatives studied and the main reasons for the selection of the Proposed Scheme taking into account the effects on the environment. Within this Chapter consideration is given to strategic alternatives including both light rail and metro. Section 3.2.5 of this chapter states that the appropriate type of public transport provision in any particular case is predominately determined by the likely quantum of passenger demand along the particular public transport route. Section 3.3 and 3.4 of Chapter 3 of the EIAR set out that design development and assessment work was carried on this section of the Proposed Scheme, in particular Sections 3.3.2.4, 3.4.1.4 and 3.4.2.4. The design development at Castle Street, Bray to inform the Proposed Scheme is documented in Section 6.5 of the Preferred Route Option Report, part of Supplementary Information.

The Proposed Scheme has been designed to deliver upon the Proposed Scheme objectives set out in Chapter 1 (Introduction) in Volume 2 of the EIAR, which include enhancement of the potential for cycling by providing safe infrastructure for cycling. In some areas, land acquisition is required to deliver what has been determined to be the most appropriate design configuration that meets these objectives. All areas included in the CPO have been carefully considered and only included where deemed absolutely necessary to meet the Proposed Scheme objectives and to construct the Proposed Scheme with permanent and temporary acquisitions respectively.

Refer to response in Section 2.20.5.2 (CPO-041) for Issue No.2 (Alternatives) in this report for further information on the route selection and design at Castle Street, Bray.

If the CPO is confirmed by An Bord Pleanála, a Notice to Treat will be served on the landowner whose land is being acquired. Following service of the Notice to Treat, the landowner will be required to submit a claim for compensation and as part of this process, the NTA will pay the reasonable costs (as part of the claim) for the landowner to engage their agent / valuer in preparing, negotiating, and advising on compensation.

In light of all of the above, the NTA is satisfied that the making of the CPO is reasonable and justified and does not represent a disproportionate interference with the objector's constitutionally protected property rights.

2.20.7 CPO-047 – MCL Estates Ltd

2.20.7.1 Summary of Objections Raised

This CPO Objection relates to the Dargle Centre, Bray. The Proposed Scheme at this location is described in Section 2.20.1 on Description of the Proposed Scheme at this location above.

The objection to the CPO raises nine potential issues:

1) Absence of Owner Details in CPO

The objection highlighted that the CPO does not detail the freehold owners of the property. The freehold owners have been indicated in the objection and the ownership is a Fee Simple interest held under the Registry of Deeds. The objection notes that the registry of deeds includes full ownership of the four parking spaces at the public road and the land between these parking spaces and the building itself. The CPO plots are therefore inaccurate as they do not distinguish the owner areas in front of the Fast Fit building but rather take in a common area to the west.

2) Surplus Land Acquisition

The objection claims that the route has been designed with an excessive acquisition area that is unnecessary and, on this basis, they believe that the design is flawed.

3) Drainage

The objection raises that the property owners are concerned in relation to the drainage implications associated with the works on the public road, in that they may negatively impact their retained property and parking areas.

4) Noise

The objection claims that inadequate information has been provided regarding the mitigation measures that are being proposed to control increased noise pollution from the intensive bus corridor.

5) Access During Construction

The objection considers that the temporary land acquisition in front of the main building is unnecessary and as a result the building will be unable to facilitate the existing use.

6) Route Selection and Design

The objection claims that the route selection has been designed with an excessive acquisition area that is unnecessary.

7) Boundary Treatment

The objection claims that there is no detail in relation to boundary treatment either temporary or permanent.

8) Environmental Impact

The objection claims that there is a lack of clarity around what the total environmental impact will be of the BusConnects Scheme including the environmental impact and upfront carbon footprint for the construction phase.

9) Footpath / Cycle Paths

The objection claims that there is a lack of clarity in relation to the impact of the Proposed Scheme on footpaths and cycle paths.

2.20.7.2 Response to Objections Raised

1) Absence of Owner Details in CPO

An assertion is made in this objection that the “CPO does not detail the freehold owners of the property”, and as far as this objection is concerned, the freehold owners of the property are identified as Sir Thomas Farmer and Anne Drury Farmer. Sir Thomas Farmer c/o Colin McLachlan, MCL Estates Limited was included in the “owner or reputed owner” of the lands at plot numbers 1039(1).1c, 1039(2).1e, 1039(3).2c and 1039(4).2e and a notice of the making of the CPO was served on Mr. Farmer at the above address on 10 August 2023. Ms Anne Drury Farmer was not included in the CPO schedules as the NTA understand that she is unfortunately deceased and that her interest in the property has passed to Sir Thomas Farmer as the surviving joint tenant of the property.

In the event that the CPO is confirmed by An Bord Pleanála, and the NTA exercise its powers of acquisition pursuant to such a confirmed CPO, Notices to Treat will be served on every owner, lessee and occupier of the land and it will then be for such persons to make a claim for compensation and establish that they have a compensable interest in the land in question. As part of this process, the NTA will pay the reasonable costs (as part of the claim) of persons to engage their own agent / valuer in preparing, negotiating and advising on compensation.

2) Surplus Land Acquisition

Refer to response in Section 2.20.6.2 (CPO-042) for Issue No.4 (Design Detail and Constitutional Rights), sub-heading ‘Purpose of the CPO of the land’ in this report for further information on the land acquisition at this location and also note below.

The Proposed Scheme Compulsory Purchase Order CPO is an application under Section 76 of the Third Schedule of the Housing Act 1966 as extended by Section 10 of the Local Government (No 2) Act 1960 and amended by the Planning and Development Act 2000 (as amended).

As set out in Paragraph 2 of the statutory notice, which was served, the CPO is *‘for the purposes of the construction of the Bray to City Centre Core Bus Corridor Scheme together with all ancillary and consequential works associated therewith for the purposes of facilitating public transport’*. Further, the face of the CPO itself also indicates that it is *‘for the purposes of facilitating public transport’*.

Further, as set out in Paragraph 10 of that notice, the EIAR which was prepared in respect of the Proposed Scheme was available for inspection physically and on the NTA’s dedicated website for this Proposed Scheme, and that EIAR contains all of the *‘precise details of the proposed construction works’* and all of the *‘proposed ancillary and consequential works for the Bray to City Centre Core Bus Corridor Scheme’*.

The Proposed Scheme has been designed to deliver upon the Proposed Scheme objectives set out in Chapter 1 (Introduction) in Volume 2 of the EIAR, which include enhancement of the potential for cycling by providing safe infrastructure for cycling. In some areas, land acquisition is required to deliver what has been determined to be the most appropriate design configuration that meets these objectives. All areas included in the CPO have been carefully considered and only included where deemed absolutely necessary to meet the Proposed Scheme objectives and to construct the Proposed Scheme with permanent and temporary acquisitions respectively.

If the CPO is confirmed by An Bord Pleanála, a Notice to Treat will be served on the landowner whose land is being acquired. Following service of the Notice to Treat, the landowner will be required to submit a claim for compensation and as part of this process, the NTA will pay the reasonable costs (as part of the claim) for the landowner to engage its agent/valuer in preparing, negotiating, and advising on compensation.

3) Drainage

Section 4.6.15 in Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR describes the approach taken to drainage design for newly paved areas. In particular, the principal objectives of the drainage design are described in Section 4.6.15.4 as follows:

- *‘All drainage structures for newly paved areas are designed with a minimum return period of no flooding in 1:30 years with a 20% climate change allowance. Unless informed otherwise via hydraulic models, drainage structures for existing paved areas are assumed to have been designed with a return period of no flooding in 1:5 years;*
- *A SuDS drainage design has been developed for all newly paved areas in accordance with the SuDS hierarchy set out in the Drainage Design Basis. SuDS are provided to ensure no increase on existing runoff rates from new or existing paved areas;*
- *Due to the largely impermeable nature of soils across Dublin, infiltration rates were assumed to be zero for calculating the required attenuation volumes of any SuDS measures. This is a conservative approach and ensures SuDS measures are not knowingly undersized at this stage of the design. Where necessary, permeability tests will need to be completed so that infiltration rates can be considered in a future design stage;*
- *All runoff from road pavement or any other paved areas is collected in a positive drainage system. Over-the-edge discharges are not permitted; and*
- *Narrow filter drains or fin drains are not expected for inner city roads.’*

Section 13.4.1.1 in Chapter 13 (Water) in Volume 2 of the EIAR states:

‘The drainage design includes principles relating to Sustainable Drainage Systems (SuDS). A SuDS drainage design has been developed as a first preference and in accordance with the SuDS hierarchy as described in the SuDS Manual C753 (CIRIA 2015) (hereafter referred to as the SuDS Manual). The SuDS Manual recommends that when considering SuDS solutions, the preferred approach is a hierarchy whereby runoff using source control solutions (e.g. pervious surfacing) are considered first. Where source control is not possible or cannot fully address an increase in runoff from a development, residual flows are then managed using site controls (e.g. bioretention / infiltration basins). If this is not practical or residual flows remain above existing runoff rates, regional controls (e.g. oversized pipes) are used. SuDS provide the dual benefits of controlling flows and treating water quality. In areas where the catchment is proposed to remain unchanged as no additional impermeable areas are proposed, the design consists of relocating existing gullies (where possible) to new locations.’

The Proposed Scheme primarily involves the reallocation of existing road space. Where additional impermeable areas are proposed, a SuDS strategy has been developed to ensure that there will be no increase in existing runoff rates. This is the appropriate surface water management strategy for the Proposed Scheme. Hence, the proposed works on the public road will not impact the property.

A Flood Risk Assessment was undertaken for the Proposed Scheme and is included as Appendix A13.2 (Site Specific Flood Risk Assessment) in Volume 4 Part 3 in the EIAR. The Proposed Surface Water Drainage Works drawing series in Volume 3 (Figures) of the EIAR provides information in relation to drainage and the proposed drainage design.

Supplementary information is also provided in Appendix K Drainage Design Basis Document of the Preliminary Design Report.

4) Noise

Chapter 9 (Noise and Vibration) in Volume 2 of the EIAR assesses the impact of noise and vibration at noise sensitive receptors along the Proposed Scheme. As part of the baseline noise surveys undertaken for the Proposed Scheme, there was an attended noise monitoring location on Castle Street near the end of the Proposed Scheme (Reference Number CBC0013ANML023), on the footpath to the northeast of Fran O'Toole Bridge as shown in Figure 9.2 (Sheet 13) in Volume 3, Part 3 of 3 of the EIAR. Figures 9.4 and 9.5 map the potential impact significance of traffic noise in the Opening Year (2028) and the Design Year (2043) respectively, with the modelling for the Opening Year giving an impact significance rating of Imperceptible / Positive along Castle Street (Figure 9.4, Sheet 8). The modelled impact remains unchanged in the Design Year modelling at Imperceptible / Positive along Castle Street (Figure 9.5, Sheet 8).

Regarding the Operational Phase noise impact of the Proposed Scheme, Section 9.4.4.1 in Chapter 9 (Noise and Vibration) in Volume 2 of the EIAR provides details of the assessment undertaken for the Operational Phase of the Proposed Scheme in respect of the potential noise and vibration impacts associated with altered traffic flows, realigned traffic lanes and displaced traffic flows.

Section 9.4.4.1.1.5 states:

'Along the majority of roads off the Proposed Scheme within the 1km study area, impacts as a result of traffic redistribution are determined to be Indirect, Positive, Moderate and Short to Medium-Term impact to Indirect, Negative, Slight to Moderate and Short to Medium-Term impact (Table 9.17) for the majority of roads due to the negligible to low volume of additional traffic added once the Proposed Scheme becomes operational.' It goes on to state that *'There are a small number of roads in the overall study area where there are potential initial significant impacts. These are defined as roads with a daytime traffic noise level above 55 dB LAeq,16hr and an increase in noise level greater than 3 dB.'*

Table 9.47 lists these roads and Castle Street is not included in Table 9.47.

Section 9.5.2 in Chapter 9 (Noise and Vibration) describes the mitigation measures required during the Operational Phase of the Proposed Scheme to mitigate potential noise impacts. With respect to the change in traffic noise it states the following:

'The impact assessment has determined that there are no calculated long-term significant direct or indirect traffic noise impacts across the study area for the Proposed Scheme. The range of noise level changes and overall noise levels calculated do not require any specific noise mitigation measures to be incorporated into the Proposed Scheme.'

In respect of electric buses, as discussed in Section 9.4.4.1.1. the proposed Opening Year (2028), the NTA forecast is for 94% of the city bus fleet to be EVs or HEVs. For the Design Year (2043), the city bus fleet is forecast to be 100% electric. The operation of electric and hybrid buses will eliminate ICE noise from buses accelerating, decelerating, and idling at bus stops which is the dominant noise source.

In addition, the characteristic of noise from EVs is subjectively less intrusive compared to those with ICE's and is masked to a much greater extent by surrounding road traffic. It is noted the bus stops along the Proposed Scheme will be used by other bus operators which may not transition to EV and HEVs over the same period as the city bus fleet. The volume of these buses along the Proposed Scheme will, however, be significantly less than the city bus fleet and hence, noise levels associated with these areas will not generate significant noise levels over the prevailing noise environment.

With respect to construction traffic noise impacts, as noted in Figure 9.3 in Volume 3, Part 3 of 3 of the EIAR, a noise impact of Not Significant is forecast along Castle Street. For construction noise from the works along the Proposed Scheme, there is the potential for some temporary significant impacts at the nearest receptors from construction plant noise and activities such as ground-breaking.

The EIAR contains a comprehensive set of mitigation measures to minimise Construction Phase impacts, including noise impacts. Construction noise mitigation measures are set out in Section 9.5 in Chapter 9 (Noise and Vibration) in Volume 2 of the EIAR and are also summarised in Chapter 22 (Summary of Mitigation & Monitoring Measures) in Volume 2 of the EIAR and in Appendix 5.1 (Construction Environmental Management Plan) in Volume 4, Part 1 of 4 of the EIAR.

During the Construction Phase, Section 9.5.1.1 states that:

'The appointed contractor will be required to take specific noise abatement measures to the extent required and comply with the recommendations of BS 5228–1 (BSI 2014a) and S.I. No. 241/2006 - European Communities (Noise Emissions by Equipment for Use Outdoors) (Amendment) Regulations 2006.' It also states that *'During the Construction Phase, the appointed contractor will be required to manage the works to comply with the limits detailed in Section 9.2.4.1 using methods outlined in BS 5228–1 (BSI 2014a).'*

Section 9.5.1.1 also states that:

'BS 5228–1 includes guidance on several aspects of construction site practices, which include, but are not limited to:

- *Selection of quiet plant;*
- *Control of noise sources;*
- *Screening;*
- *Hours of work;*
- *Liaison with the public; and*
- *Monitoring.'*

Specifically, Section 9.5.1.1. states that:

'The appointed contractor will put in place the most appropriate noise control measures depending on the level of noise reduction required at individual working areas (i.e. based on the construction threshold values for noise and vibration set out in Table 9.9: and Table 9.12).' [Note - Table 9.9 of Section 9.2.4.1 of EIAR Chapter 9 (Noise and Vibration) sets out the Construction Noise Threshold (CNT) Levels for the Proposed Scheme].

Section 9.5.1.1.4 in Chapter 9 (Noise and Vibration) in Volume 2 of the EIAR sets out the proposed working hours and states:

'It is envisaged that generally construction working hours will be between 07:00hrs and 23:00hrs on weekdays, and between 08:00hrs and 16.30hrs on Saturdays. Night-time and Sunday working will be required during certain periods to facilitate street works that cannot be undertaken under daytime / evening time conditions.'

However, the contractor will also have to take account of sensitive receptors (in particular any nearby residential areas). Section 9.5.1.1.4 goes on to state:

'The planning of such works will take consideration of sensitive receptors, in particular any nearby residential areas. Construction activities will be scheduled in a manner that reflects the location of the site and the nature of neighbouring properties. Construction activities / plant items will be considered with respect to their potential to exceed construction noise thresholds at NSLs and will be scheduled according to their noise level, proximity to sensitive locations and possible options for noise control. In situations where an activity with potential for exceedance of construction noise thresholds is scheduled (e.g. road widening and utility diversions or activities with similar noise levels identified in Table 9.46), other construction activities will be scheduled to not result in significant cumulative noise level.'

In summary the noise abatement measures set out in the EIAR that the appointed contractor will be required to put in place to comply with the limits detailed in Section 9.2.4.1 using methods outlined in BS 5228-1 will result in appropriate and adequate mitigation measures in respect of construction noise impact at this location during construction.

5) Access During Construction

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'*.

Section 5.3.4.3 of Chapter 5 (Construction) of Volume 2 of the EIAR provides details of the construction activities between Upper Dargle Road to Bray South (Fran O'Toole Bridge). The expected construction duration for the section will be approximately 9 months. However, construction activities at individual plots will have shorter durations than outlined in overview of construction works presented in Section 5.3. The duration of the works will vary from property to property, but access and egress will be maintained at all times. An indicative proposed scheme construction programme is shown in Table 5.2 of Section 5.4.

The temporary land acquisition area at the Dargle Centre covers the entirety of the car parking to the front of the centre. This area is required to carry out the works, including car park reconfiguration works. This area will be returned to the owners on completion of the works. As noted above, details regarding temporary access will be discussed with the business owners prior to construction starting. Where possible, the car park reconfiguration works will be done in a phased manner.

Additionally, EIAR Appendix A5.1 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.'*

During the works, the use of alternative parking spaces, such as other parking at the centres, or side street parking can also be utilised.

6) Route Selection and Design

Refer to response in Section 2.20.5.2 (CPO-041) for Issue No.2 (Alternatives) in this report for further information on the route selection and design at Castle Street, Bray.

7) Boundary Treatment

As noted in Chapter 4 Proposed Scheme Description of the EIAR, reinstatement of property frontage including boundary walls, gates, railings driveway, footpath and landscaping will be on a like-for-like basis, and detailed accommodation works plans will be prepared in consultation with landowners in line with any formal agreements and in accordance with any embedded mitigations identified in the EIAR or conditions/modifications from An Bord Pleanála in relation to the Proposed Scheme application. The reinstatement of the boundary treatment will ensure a physical boundary is provided between the Proposed Scheme and the property, on a 'like for like' basis.

Figure 2.214 shows an extract from the Fencing and Boundary Treatment Drawings in the EIAR, Volume 3, Figures: Part 1 of 3, Chapter 4 indicating Castle Street.

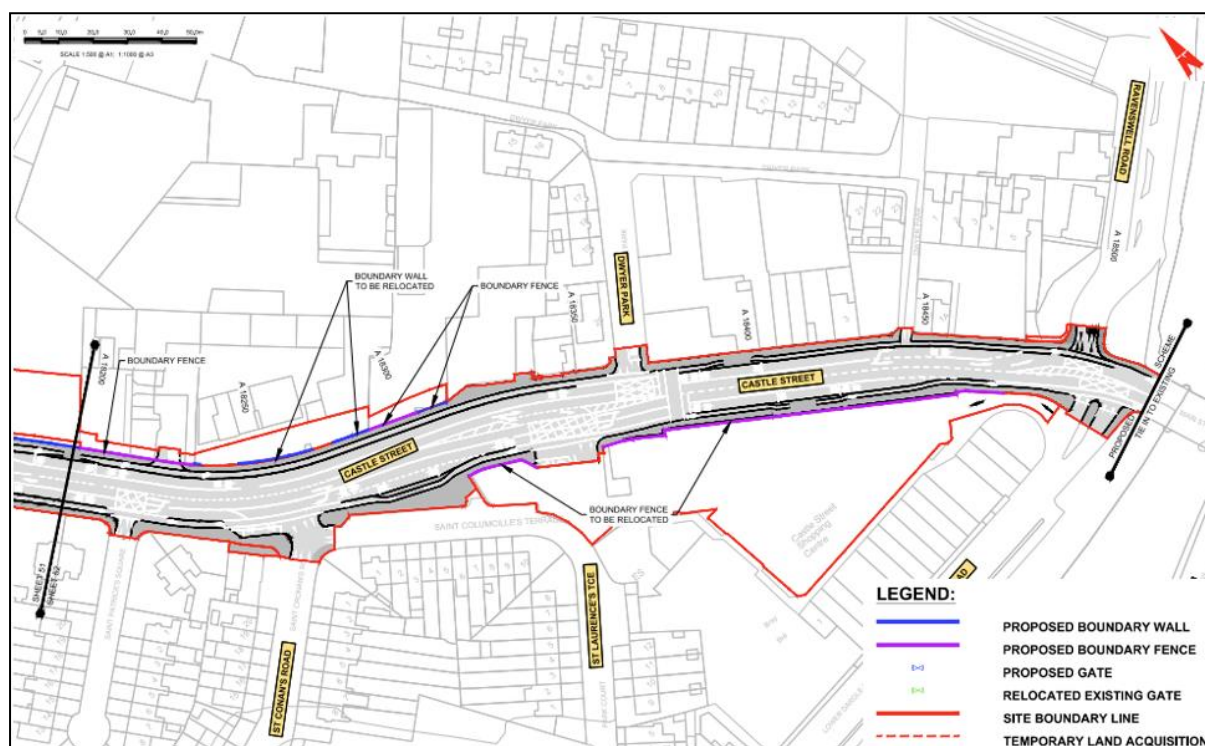


Figure 2.214: Extract from Fencing and Boundary Treatment Drawings at Castle Street (Sheet 52)

8) Environmental Impact

A full and comprehensive Environmental Impact Assessment Report was prepared which fully assessed and presented the impacts of the Proposed Scheme. Refer to Section 2.3.3.10 (Adequacy of Environmental Assessment) of this report for a full description of the environmental assessment work carried out.

An overview of the EIAR and its main findings are also included in the Non-Technical Summary in Volume 1 of the EIAR. A summary list of all predicted significant residual impacts is provided in Chapter 23 (Summary of Significant Residual Impacts) in Volume 2 of the EIAR.

Specifically in relation to the carbon footprint of the Construction Phase, Section 8.8.1 of Chapter 8 (Climate) in Volume 2 of the EIAR states:

'The Proposed Scheme is estimated to result in total Construction Phase GHG emissions of 15,652 tonnes embodied CO₂eq for materials over a 36-month period, equivalent to an annualised total of 0.014% of Ireland's non-ETS 2020 target and 0.087% of the 2030 Transport Emission Ceiling. The embodied carbon emissions associated with the Construction Phase of the Proposed Scheme will be short-term and temporary in nature. Nevertheless, the impact on CO₂eq emissions, after mitigation, ...due to the embodied carbon associated with the Construction Phase of the Proposed Scheme will be Negative, Minor and Short-Term.'

9) Footpath / Cycle Paths

Section 4.6.1 outlines the preferred widths of the mainline cross-section. 2.0m is a desirable minimum width for footpaths, with 1.2m being a minimum width at pinch points over a 2m length of the path. The minimum nominal width is 1.8m. It notes that *'The cross-sectional design of the mainline has been developed to achieve the desirable width criteria contained within the PDGB wherever reasonably practicable.'*

Section 4.5.4.5 of Chapter 4 (Proposed Scheme Description) of Volume 2 of the EIAR, notes the proposed cycling provision in the Bray North to Bray South section as *'Segregated cycle facilities will be provided in both directions from the M11 Wilford junction to the end of the Proposed Scheme at Fran O'Toole Bridge.'*

These cycle tracks follow a 2022 GDACNP Primary Route. Cycle facilities are currently only intermittently provided, and are composed of a mix of advisory cycle lanes and shared bus lanes along

this section of the Proposed Scheme, however these will be reconfigured and upgraded to the arrangement set out in the PDGB (including 120mm upstand kerb between cycle track and traffic lane).

A tie-in is provided to a Secondary Route within the 2022 GDACNP at the Old Connaught Avenue / Dublin Road junction, and at the Upper Dargle Road / Dublin Road Junction.'

At the Dargle Centre, shown below in Figure 2.215, the cross-section proposed will include footpaths, segregated cycle tracks, bus lanes and traffic lanes in both directions.

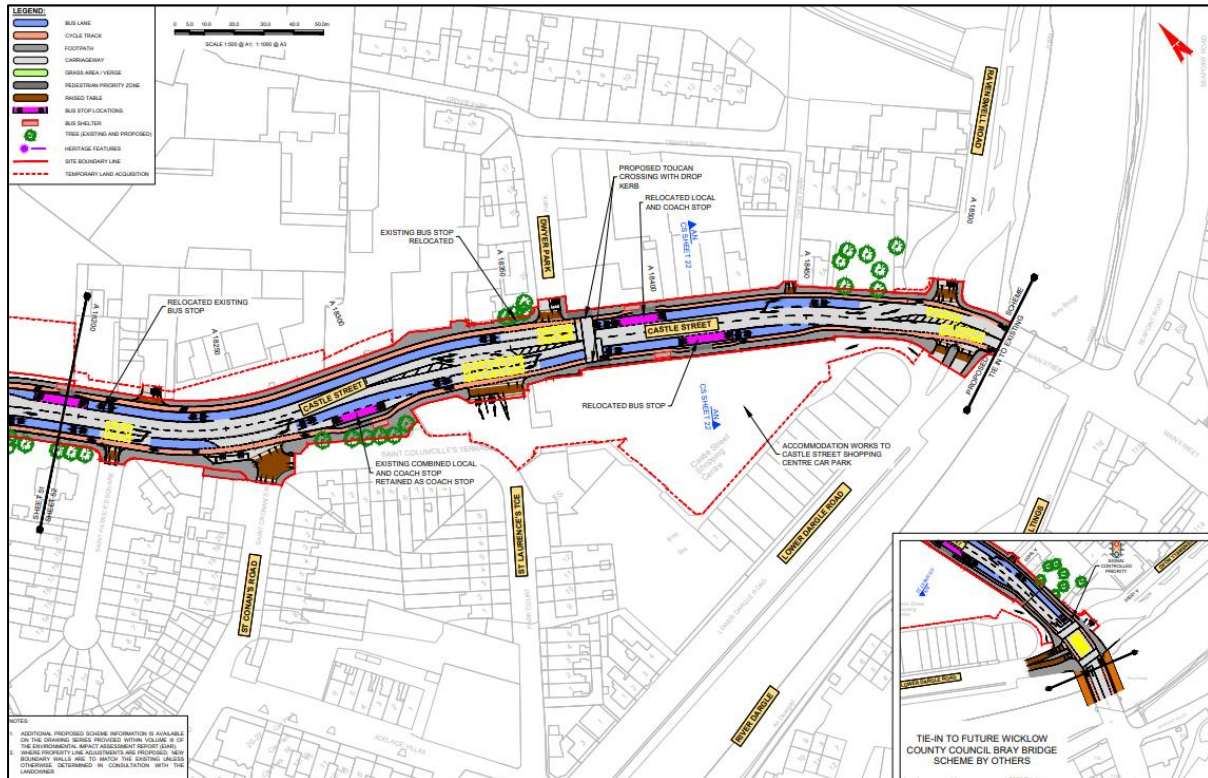


Figure 2.215: Extract of General Arrangement Drawing at the Dargle Centre (Sheet 52)

Section 6.4.6.1.6.1 in Chapter 6 (Traffic & Transport) Assessment notes:

'The key infrastructure changes to pedestrian links along Section 4 of the Proposed Scheme are summarised as follows:

- Increased footpath width, crossing width, and pedestrian directness
- Increased provision of priority crossings across side streets with raised tables;
- Provision of pedestrian crossings on all arms at R761 Dublin Road / Old Connaught Avenue junction, R761 Dublin Road / Chapel Lane junction and R761 Dublin Road / R918 Upper Dargle Road junction; and
- Provision of new mid-link pedestrian crossing along R761 Castle Street to the north of the R761 Castle Street / Lower Dargle Road junction. '

The assessment of the qualitative impacts on the Pedestrian Infrastructure for Section 4 of the Proposed Scheme are summarised in Table 2.50 along with the accompanying sensitivity for each junction and the resultant significance of effect. A detailed breakdown of the assessment at each impacted junction, including a list of the junctions which experience no change, can be found in Appendix A6.4.1 (Pedestrian Infrastructure Assessment) in Appendix A6.4 in Volume 4 of this EIAR.

Table 2.50: Extract from Chapter 6 (Traffic and Transport) Page 113 - Significance of Effects for Pedestrian Impact During Operational Phase

Junctions	Chainage	Do Minimum LoS	Do Something LoS	Magnitude of Impact	Sensitivity	Significance of impact
R761 Dublin Road / Old Connaught Avenue 4-arm Signalised Junction	A17710 - A17780	E	A	High	High	Positive Profound
R761 Dublin Road / St Peter's Road 3-arm Priority Junction	A17790 - A17810	D	B	Medium	High	Positive Very Significant
R761 Dublin Road / Chapel Lane 4-arm Priority Junction	A17880 - A17930	D	A	Medium	High	Positive Very Significant
R761 Dublin Road / Lidl Entrance Staggered 4-arm Priority Junction	A18030 - A18050	D	B	Medium	Medium	Positive Significant
R761 Dublin Road / R918 Upper Dargle Road Junction 3-arm Signalised Junction	A18120 - A18170	E	A	High	High	Positive Profound
R761 Castle Street / St Patrick's Square 3-arm Priority Junction	A18200 - A18210	D	B	Medium	High	Positive Very Significant
R761 Castle Street / Saint Cronan's Road 3-arm Priority Junction	A18250 - A18260	F	B	High	High	Positive Profound
R761 Dublin Road / Dwyer Park (north) Staggered 4-arm Junction	A18320 - A18360	E	B	Medium	High	Positive Very Significant
R761 Castle Street mid-link crossing <i>North of the of the R761 Castle Street / Dwyer Park (south) Junction</i>	A18370	B	A	Low	High	Positive Moderate
R761 Dublin Road / Dwyer Park (south) 3-arm Priority Junction	A18440 - A18450	D	B	Medium	High	Positive Very Significant
R761 Castle Street / Lower Dargle Road 4-arm Junction	A18480 - A18500	C	B	Low	Medium	Positive Moderate
Section Summary		D	B	Medium	High	Positive Very Significant

Section 6.4.6.1.6.1 goes on to state:

'The contents of Table 6.38 demonstrates that the Proposed Scheme will have a long-term positive impact on the quality of the pedestrian infrastructure along Section 4.

The LoS during the Do Minimum scenario ranges between B and F with nine of the 11 impacted locations being rated as D or lower. During the Do Something scenario, all of the impacted junctions along this section achieve the highest A / B ratings. This is because of the proposed improvements to the existing pedestrian facilities in the form of additional crossing locations, increased pedestrian directness, provision of traffic calming measures to reduce vehicle speeds, improved accessibility and increased footpath and crossing widths. All proposed facilities have been designed in accordance with the principles of DMURS and the National Disability Authority (NDA) 'Building for Everyone: A Universal Design Approach' (NDA 2020) with regards to catering for all users, including those with disabilities.

Overall, it is anticipated that there will be a Positive, Very Significant and Long-term effect to the quality of the pedestrian infrastructure along Section 4 of the Proposed Scheme, during the operational phase, which aligns with the overarching aim to provide enhanced walking infrastructure on the corridor. A detailed breakdown of the assessment at each impacted junction, including a list of the junctions which experience no change, can be found in Appendix A6.4.1 (Pedestrian Infrastructure Assessment) in Appendix A6.4 in Volume 4 of this EIAR.'

Section 6.4.6.1.6.2 notes:

'The key cycling improvements along Section 4 of the Proposed Scheme can be summarised as follows:

- Proposed 1.25m to 2m wide one-way cycle tracks adjacent to the southbound and northbound carriageway throughout Section 4 with the exception of a 50m section between north of the R761 Castle Street / Dwyer Park (south) Junction and south of the R761 Castle Street / Dwyer Park (south) Junction where a combined bus and cycle lane is provided for southbound cyclists; and*

- *Positioning the proposed cycle tracks to bypass behind the bus stops along Section 4.'*

Table 2.51 outlines the cycling qualitative assessment along Section 4, which sets out the overall Do Minimum LoS and the Do Something LoS and the description of impact.

Table 2.51: Extract from Chapter 6 (Traffic and Transport) Page 114 - Cycling Impact During Operational Phase

Location	Chainage	Do Minimum LoS	Do Something LoS	Magnitude and type of Impact	Sensitivity	Significance of impact
R761 Dublin Road: Wilford Roundabout to Chapel Lane	A17400 - A17900	D	A	Medium	Medium	Positive Significant
R761 Dublin Road: Chapel Lane to Upper Dargle Road	A17900 - A18150	C	B	Low	Medium	Positive Moderate
R761 Castle Street: Upper Dargle Road to Fran O'Toole Bridge	A18150 - A18500	C	C	Negligible	High	Not Significant
Section Summary		C	B	Low	Medium	Positive Moderate

Table 2.51 as noted in Section 6.4.6.1.6.2:

'Demonstrates that the scheme will have a permanent positive impact on the cycling environment. The significance of these impacts range from not significant to significant positive impact, demonstrating that the scheme will create enhancements for cyclists.

During the DoMinimum scenario the LoS ranges between C and D. During the DoSomething scenario, the LoS ratings increase to between A and C. This is due to the proposed improvements to the existing cycling facilities, in the form of increased segregation, improvements to the cycle way widths and improvements to the cycling priority at junctions.

Overall, it is anticipated that there will be Positive, Moderate and Long-term effect to the quality of the cycling infrastructure along Section 4 of the Proposed Scheme, during the Operational Phase. A detailed breakdown of the assessment along each section can be found in Appendix A6.4.2 (Cycling Infrastructure Assessment) in Appendix A6.4 in Volume 4 of this EIAR.

The findings of the cycling assessment aligns with the objective of the CBC Infrastructure Works, applicable to the Traffic and Transport assessment of the Proposed Scheme, to 'Enhance the potential for cycling by providing safe infrastructure for cycling, segregated from general traffic wherever practicable'.

2.21 CPO-032 - St Anne's Church (Fr. Michael O'Sullivan SAC, PP)

2.21.1 Description of the Proposed Scheme at this location

In order to achieve the scheme objectives along this section of the corridor, it is proposed that the St Anne's Roundabout (Dublin Road/ Shanganagh Road/ Corbawn Lane) is 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.

Along Dublin Road adjacent to The Resource Centre and St Anne's Church it is proposed to provide a southbound bus lane, a bi-directional cycle track on the eastern side and general traffic lanes in each direction. The existing pedestrian crossing adjacent to St Annes Church and The Resource Centre is to remain as part of the proposals, alongside the bus stops, with one being relocated.

The existing road cross section at this location consists of a small roundabout, with a single lane, access is available to Dublin Road, Shanganagh Road, and Corbawn Lane. Footways goes around the edge of the roundabout, cycle lanes currently stop on Dublin Road to the north, with unsignalized crossings on every roundabout, with small islands in between the lanes. Along Dublin Road adjacent to The Resource Centre and St Anne's Church the existing road cross section in this location provided a footpath on each side of the road with general traffic lanes in each direction. There was no bus lane provided in this location, but on-road cycle lanes were provided in both a northbound and southbound direction.

In order to achieve the required cross section of the Proposed Scheme, land acquisition is necessary from private properties along this section of Dublin Road.

The land take required is shown in the following:

- Extracts from the General Arrangement Drawings which are provided as an Appendix in the 02-General Arrangement Drawings Sheet 43 in Chapter 4 (Proposed Scheme Description) in Volume 3, Part 1 of 3 of the EIAR and shown in Figure 2.216.
- The proposed permanent and temporary land acquisition lines overlain on aerial photography are shown in Figure 2.217.
- The existing property frontage and street view is shown in Figure 2.218 and Figure 2.219.

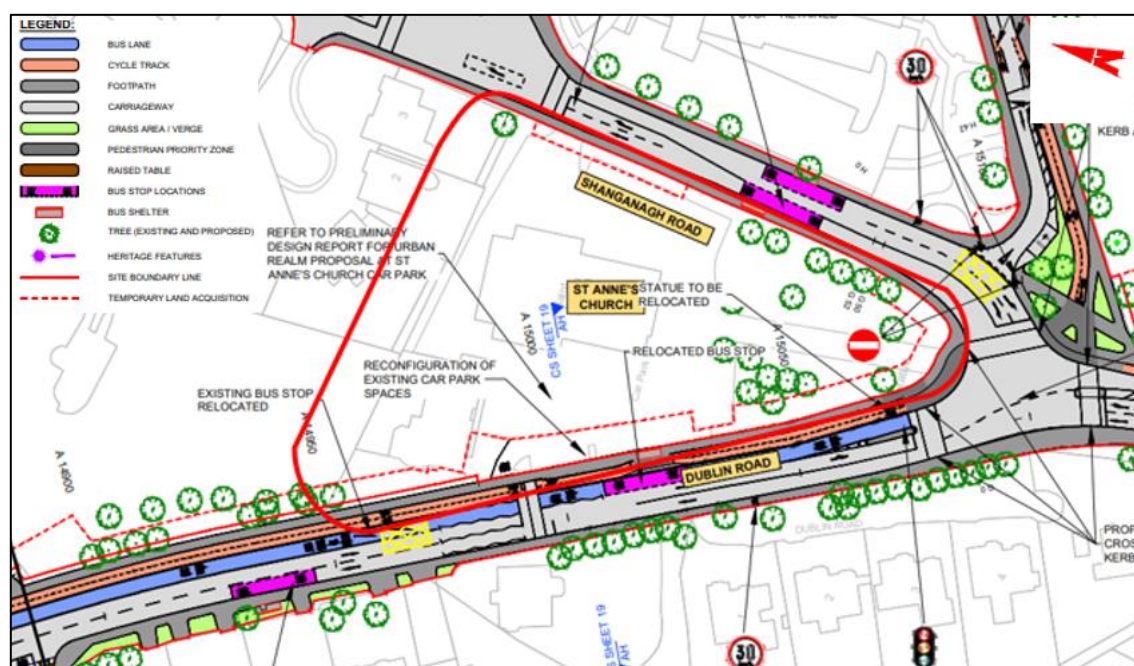


Figure 2.216: Extract from General Arrangement Drawing at St Anne's Church on Dublin Road (Sheet 43)



Figure 2.217: Existing aerial view at St Anne's Church on Dublin Road



Figure 2.218: Existing street view(s) at St Anne's Church on Dublin Road (Image Source: Google)



Figure 2.219: Existing street view(s) at St Anne's Church on Dublin Road (Image Source: Google)

2.21.2 Summary of Objections Raised

The objection to the CPO raises six potential issues:

1) Protected Structure Status

The objection noted the importance of St Annes Church and how when it was built in 1933 it was to provide a striking perspective when viewed from the bridge. The church is a protected structure, and that protection includes its curtilage (the land and outbuildings immediately surrounding the structure which is (or was) used for the purposes of the structure).

2) Loss of Parking

The objection raised concern over the negative impact on parking (stated as 76 spaces reducing to 50 spaces in the objection) at St. Anne's Church. Further concerns were also raised that the Proposed Scheme would reduce the already limited number of parking spaces which are currently used at times of funerals taking place, which frequently cannot be fully accommodated due to the existing available parking.

3) Impact to Property, Boundary Walls, Trees, Hedgerows and Biodiversity

The objection raised concerns regarding the loss of land and the impact on the striking perspective of the church noting impacts to the boundary wall(s), gardens, loss of trees and the loss of mature hedgerows.

4) Increase in Traffic in Shankill and Corbawn Lane

The objection raised concern regarding the impact of the Proposed Scheme and therefore the associated traffic movements due to implementing the Proposed Scheme. Specific concerns around rerouting all traffic in and out of the Corbawn area therefore rendering Corbawn Lane unused / redundant. The objection also notes the past proposals of a similar design implemented which lasted a year before the previous existing situation was re-implemented.

5) Lack of Consultation

As part of the submission, it was noted that there has been no public engagement with the residents of Shankill and therefore it is not possible to understand the basis of the changes proposed for Shankill as part of the Proposed Scheme.

2.21.3 Response to Objection Raised

1) Protected Structure Status

The NTA notes the comments regarding the importance of St Annes Church and that the structure has protected status, noting the curtilage is included in that protection. Chapter 5 (Construction) in Volume 2 of the EIAR describes the proposals for land acquisition and boundary treatments in Section 5.5.2.1 as follows:

‘Any lands acquired temporarily to facilitate construction work will be returned to landowners on completion of the works. Existing boundary walls or fencing being relocated will be constructed to match the existing conditions, unless otherwise agreed. The removal of trees, vegetation, lawns, paving etc. will be minimised in so far as practicable.’

Chapter 16 (Architectural Heritage) in Volume 2 of the EIAR describes the assessment of impacts on heritage features, including protected structures. A full assessment of the potential impacts on St Annes Church has been undertaken, with the feature described within Appendix A16.2 (Inventory of Architectural Heritage Sites) in Volume 4, Part 3 of 4 of the EIAR (see Table 2.52, Table 2.53, and Table 2.54 below) and is mapped on Sheet 22 of Figure 16.1 (Architectural Heritage) in Volume 3 of the EIAR (see Figure 2.220 below).

Table 2.52: Inventory entry for St Anne’s Church in Appendix A16.2 in Volume 4 of the EIAR


Identification No.	RMP DU026-109
Additional Identifiers	DLR RPS 1805, NIAH 60260114
Legal Status	Recorded Monument and Protected Structure
Location	Saint Anne’s Catholic Church Shankill
Date of Construction	Built 1931-3
Original Use	Church
Description	Detached seven-bay double-height Catholic church, designed 1930-1 by Ashlin and Coleman (formed 1903) of Suffolk Street, Dublin. Opened 1933. On a T-shaped plan originally six-bay double-height comprising seven-bay double-height nave opening into four-bay single-storey lean-to side aisles with single-bay (single- or two-bay deep) single-storey triple-pile transepts (north). Extended, 1971, producing present composition. Interior contains a cross from Kiltuc Church, giving it archaeological interest
Significance Rating	Regional
Categories of Special Interest	Architectural, Archaeological, Artistic, Historical, Social, Technical
Sensitivity	Medium
Sources	Dúchas 1995, Dúchas 1998, NMS 2020a and 2020b, DLR 2022, NIAH 2020a, Nd OSI 1937 to 1953, Archiseek 2020a, Ball 1903, Bennett 2005, Bence Jones 1988, Dean 2016, Galavan 2017, Daly et al. 1998, Hone Craig and Fewer 2002, IAA 2020, Joyce 1913, Kelly 1996, Lewis, 1837, M’Cready 1892, Corlett 1999, Pearson 1998 Turner 1983, Price 1942, Williams 1994, Field Survey
Photographs	

Table 2.53: Inventory entry for St Anne's Church in Appendix A16.2 in Volume 4 of the EIAR



Identification No.	CBC0013BTH233
Location	Saint Anne's Catholic Church Shankill.
Legal Status	Protected as in the curtilage of a protected structure RMP DU026-109, DLR RPS 1805
Date of Construction	Mid-20th century, after the building of Saint Anne's Catholic Church built in 1936
Original Use	Statue of Our Lady
Description	Statue of Our Lady
Significance Rating	Local Importance
Categories of Special Interest	Artistic, Historic, Social, Cultural
Sensitivity	Low Sensitivity
Sources	DLR 2022, NMS 2020a, OSI 1940 to 1944, Corlett 1999, Pearson 1998, O'Mahony 2015, Field Survey
Photographs	

Table 2.54: Inventory entry for St Anne's Church in Appendix A16.2 in Volume 4 of the EIAR

Identification No.	CBC0013BTH062
Location	Boundary Saint Anne's Catholic Church Shankill
Legal Status	Protected as in the curtilage of a Protected Structure (Saint Anne's Catholic Church Shankill RMP DU026-109, DLR RPS 1805).
Date of Construction	Church is early 20th century but the walling is probably 19th century as it corresponds with the walls on the opposite side of the road (CBC0013BTH063, CBC0013BTH061, CBC0013BTH060, CBC0013BTH058) and the nearby Bridge (CBC0013BTH059) walls.
Original Use	Boundary walls
Description	Low coursed granite rubble wall with bevelled granite cap
Significance Rating	Regional
Categories of Special Interest	Historical, Architectural, Technical
Sensitivity	Medium
Sources	IAA 2020a, Archiseek 2020a, Lewis, 1837, Ball 1903, Joyce 1913, Price 1942, Hone Craig and Fewer 2002, Turner 1983, Corlett 1999, Pearson 1998, Galavan 2017, Daly et al. 1998, OSI 1837 to 1843, OSI 1908 to 1911, OSI 1940 to 1944, Field Survey
Photographs	

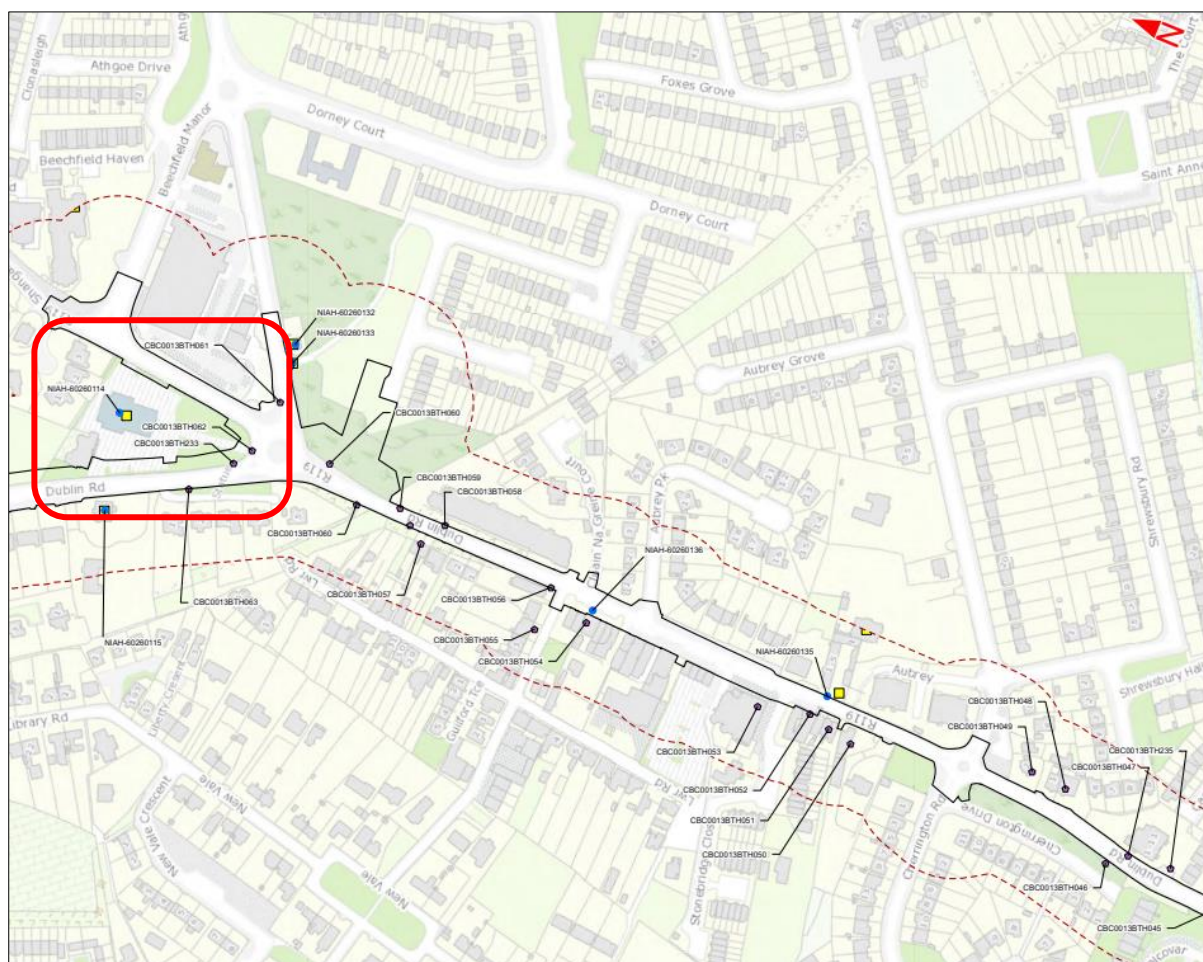


Figure 2.220: Extract from Figure 16.1 (Sheet 22) in Volume 3 showing the location of St Annes Church, Statue of Our Lady and Boundary Wall

DLR RPS 1805 / RMP DU026-109 & CBC0013BTH062 (Church & Boundary Wall)

Section 16.4.3.1 of Chapter 16 describes the potential direct impact at the site as follows:

'The proposed land take on the east side of the Dublin Road and west side of Shanganagh Road will impact on the granite wall boundary wall (CBC0013BTH062) to Saint Anne's Catholic Church Shankill (RMP DU026-109, DLR RPS 1805). The church is of Regional Importance and Medium Sensitivity. Trees along the boundary and the grounds will be retained for the most part though some will be removed and replaced. The magnitude of impact is Medium. The potential Construction Phase impact will be Direct, Negative, Moderate and Temporary.'

With respect to mitigation measures, Section 16.5.1.1 of Chapter 16 states:

'Mitigation will include recording of the feature by an appropriate architectural heritage specialist engaged by the appointed contractor, prior to of the Construction Phase, in accordance with the methodology provided in Appendix A16.3 Methodology for Works Affecting Sensitive and Historic Fabric in Volume 4 of this EIAR. A similar boundary treatment will be reinstated on the new alignment which will reduce the magnitude of the impact from Medium to Low. The predicted post-mitigation impact is Direct, Negative, Slight and Temporary.'

CBC0013BTH233 (Statue of Our Lady)

Section 16.4.3.7.3 of Chapter 16 describes the potential direct impact at the site as follows:

'The statue of Our Lady in the grounds of Saint Anne's Catholic Church Shankill (CBC0013BTH233) will be repositioned to accommodate a land take on the east side of the Dublin Road. The statue is of Local importance and Low Sensitivity. There is potential for damage of the sensitive fabric during its removal, transport, storage, and reassembly. The magnitude of this impact is High. The predicted Construction Phase impact is Direct, Negative, Moderate and Temporary.'

With respect to mitigation measures, Section 16.5.1.7.3 of Chapter 16 states:

'Mitigation includes the recording of the statue and its component parts prior to the works, labelling the affected fabric prior to its careful dismantling and removal to safe storage, and the reinstatement of the statue in the vicinity of its original location. Recording is to be undertaken by an appropriate architectural heritage specialist engaged by the appointed contractor. The architectural heritage specialist will oversee the labelling, taking-down and reinstatement of the trough. Works to historic fabric will be carried out in accordance with the methodology provided in Appendix A16.3 Methodology for Works Affecting Sensitive and Historic Fabric in Volume 4 of this EIAR. This will reduce the magnitude of the risk from High to Low. The predicted residual Construction Phase impact is Direct, Negative, Slight and Temporary.'

As outlined within Chapter 16, all heritage walls and boundary features, where impacted, will be deconstructed and reinstated in accordance with Appendix A16.3 (Methodology for Works Affecting Sensitive and Historic Fabric) in Volume 4, Part 3 of 4 of the EIAR.

As described above, with the mitigation measures described, the residual impacts on the heritage features of St Anne's Church will reduce to Direct, Negative, Slight and Temporary.

2) Loss of Parking

The parking spaces at St Annes Church have been identified as informal parking spaces in Parking and Loading assessment described in Section 6.4.6.1.5.4 of Chapter 6 (Traffic and Transport) of Volume 2 of the EIAR, and states:

'There are currently 83 informal parking spaces at St Anne's Church. It is proposed to reconfigure St. Anne's Church car park which will result in no overall loss in the number of car parking spaces. As such, the impact of this change is considered to be Negligible and Long-term.'

Section 9.2 of Appendix G (Parking Survey Report) describes the design impacts and the impact on the informal parking at St Annes Church which is adjacent to Shankill Roundabout and can be seen in Figure 2.221 and Figure 2.222.

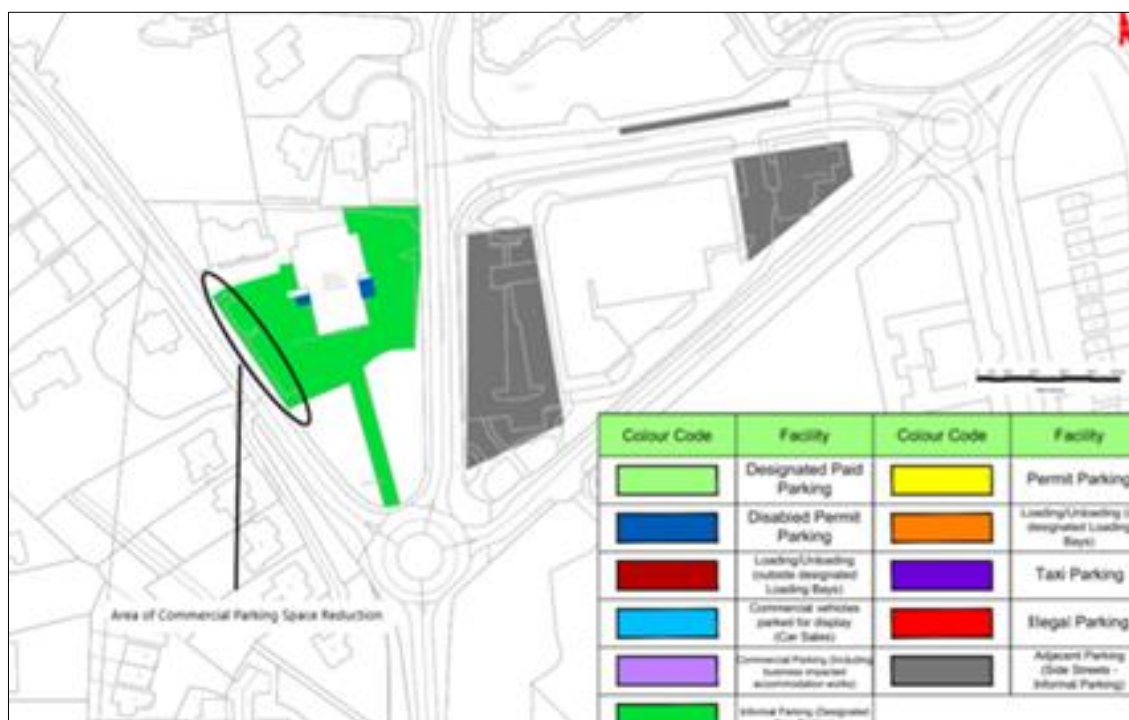


Figure 2.221: Extract from Appendix G (Parking Survey Report) (Figure 9.2)



Figure 2.222: Existing parking aerial view at St Annes Church and The Resource Centre on Dublin Road (Image Source: Google)

Figure 2.222 above shows that there will be no impact to the existing 83 parking spaces and 3 disabled parking spaces at St Annes Church as part of the Proposed Scheme proposals. The car park will be reconfigured to maintain existing number of car park spaces.

3) Impact to Property, Boundary Walls, Trees, Hedgerows and Biodiversity

The Proposed Scheme Compulsory Purchase Order CPO is an application under Section 76 of the Third Schedule of the Housing Act 1966 as extended by Section 10 of the Local Government (No 2) Act 1960 and amended by the Planning and Development Act 2000 (as amended).

As set out in Paragraph 2 of the statutory notice, which was served upon the objector, the CPO is ‘for the purposes of the construction of the Bray to City Centre Core Bus Corridor Scheme together with all ancillary and consequential works associated therewith for the purposes of facilitating public transport’.

Further, as set out in Paragraph 10 of that notice, the EIAR which was prepared in respect of the Proposed Scheme was available for inspection physically and on the NTA’s dedicated website for this Proposed Scheme, and that EIAR contains all of the ‘precise details of the proposed construction works’ and all of the ‘proposed ancillary and consequential works for the Bray to City Centre Core Bus Corridor Scheme’.

The NTA has also made an application to the Board under Section 51 of the Roads Act 1993 (as amended) for approval of the proposed road development, the Bray to City Centre Core Bus Corridor Scheme, which is currently pending before the Board (ABP-Ref No. HA06D.317121).

The Proposed Scheme has been designed to deliver upon the Proposed Scheme objectives set out in Chapter 1 (Introduction) in Volume 2 of the EIAR, which include enhancement of the potential for cycling by providing safe infrastructure for cycling. In some areas, land acquisition is required to deliver what has been determined to be the most appropriate design configuration that meets these objectives. All areas included in the CPO have been carefully considered and only included where deemed absolutely

necessary to meet the Proposed Scheme objectives and to construct the Proposed Scheme with permanent and temporary acquisitions respectively.

The permanent and temporary land take required from St Anne's Church and the Resource Centre is shown in the Deposit Maps and details listed in the CPO Schedule, as shown in Figure 2.223. The permanent land take is shown in Plot 1095(2).2i and 1095(3).2i and the temporary land take is shown in Plot 10795(1).1i.

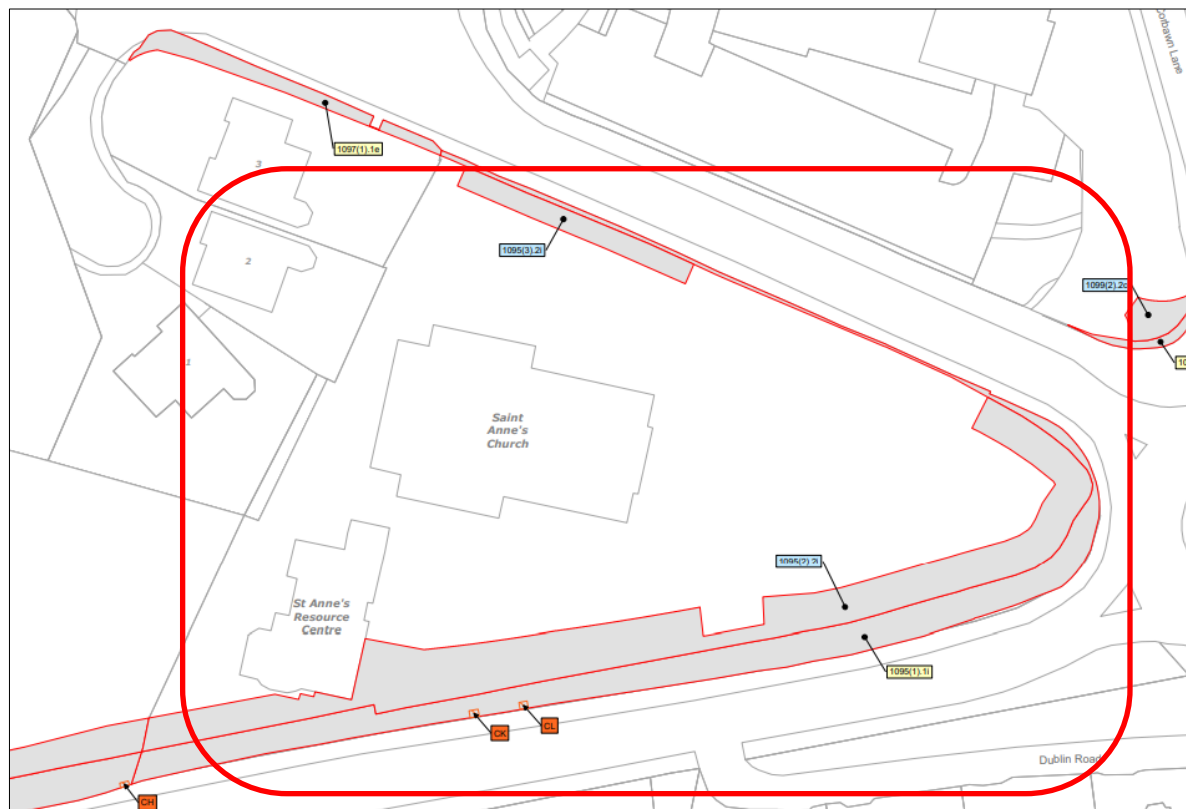


Figure 2.223: Extract from Deposit Map at St Anne's Church on Dublin Road (Sheet 10)

As part of the BusConnects Bray to City Centre CBC works, permanent land take (shown in the CPO maps) is required to provide for the desirable minimum width of the bus lane, footpath, and cycle track on Dublin Road, hence meeting the objectives of BusConnects, as shown in Figure 2.216 extract from 02-General Arrangement Drawing in Chapter 4 (Proposed Scheme Description) Volume 3, Part 1 of 3 of EIAR on Sheet 43. The proposal at the location of the St Anne's Church is to widen the road on the eastern side to provide a continuous bus lane, bi-directional segregated cycle tracks (on the eastern side) and footpaths in both directions. The permanent land take will impact the churches boundary wall(s), hedgerows, Our Lady statue, gardens, and trees.

The proposed works would require set-back of the existing boundary wall at St Anne Church and The Resource Centre. As noted in Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR, the reinstatement of property frontage including boundary walls, gates, railings, driveway, footpath and landscaping will be on a like-for-like basis, and detailed accommodation works plans will be prepared in consultation with landowners in line with any formal agreements and in accordance with any embedded mitigations identified in the EIAR or conditions/modifications from An Bord Pleanála in relation to the Proposed Scheme application. The reinstatement of the boundary treatment will ensure a physical boundary is provided between the Proposed Scheme and the property, on a 'like for like' basis.

The Proposed Scheme Boundary Treatment design at the location of St Anne's Church is shown in the 07- Fencing and Boundary Treatment Drawing in Chapter 4 (Proposed Scheme Description) Volume 3, Part 1 of 3 of EIAR on Sheet 43 and shown in Figure 2.224, which shows a continuous boundary wall set-back with the gate.

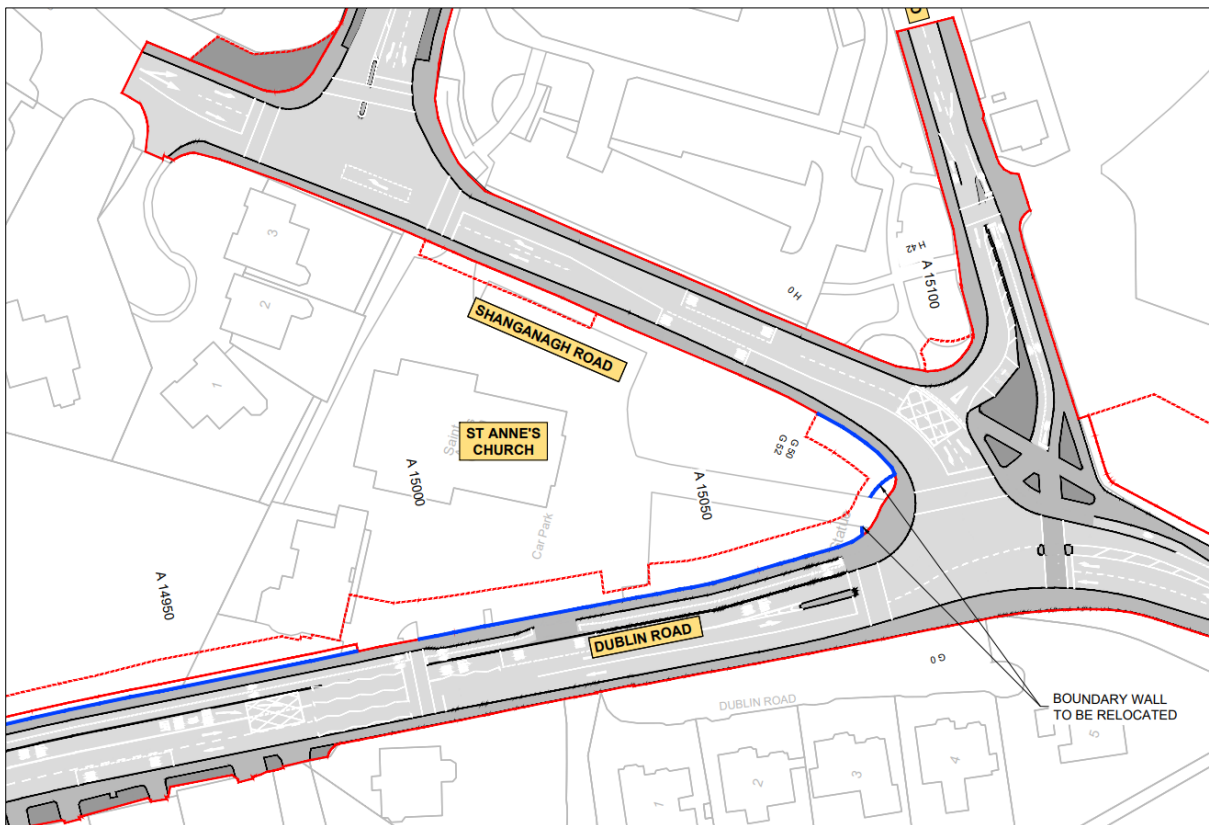


Figure 2.224: Extract from Boundary Treatment Drawing at St Anne's Church on Dublin Road (Sheet 43)

The Proposed Scheme would require loss of mature hedgerows along the existing boundary of the grounds to the church as well as a single wild cherry tree. This tree has been surveyed as a category c tree with poor structural condition. New hedgerows are proposed along the new set back boundary of the church grounds as well as new flowering cherry trees to enhance the setting of the church as a local area enhancement. The Our Lady statue will be re-positioned along with any reinstatement of the affected grounds that are associated with the Proposed Scheme works.

The Proposed Scheme Landscape design at the location of St Anne's Church is shown in the 05-Landscape Drawings in Chapter 4 (Proposed Scheme Description) Volume 3, Part 1 of 3 of EIAR on Sheet 43 and shown in Figure 2.225.

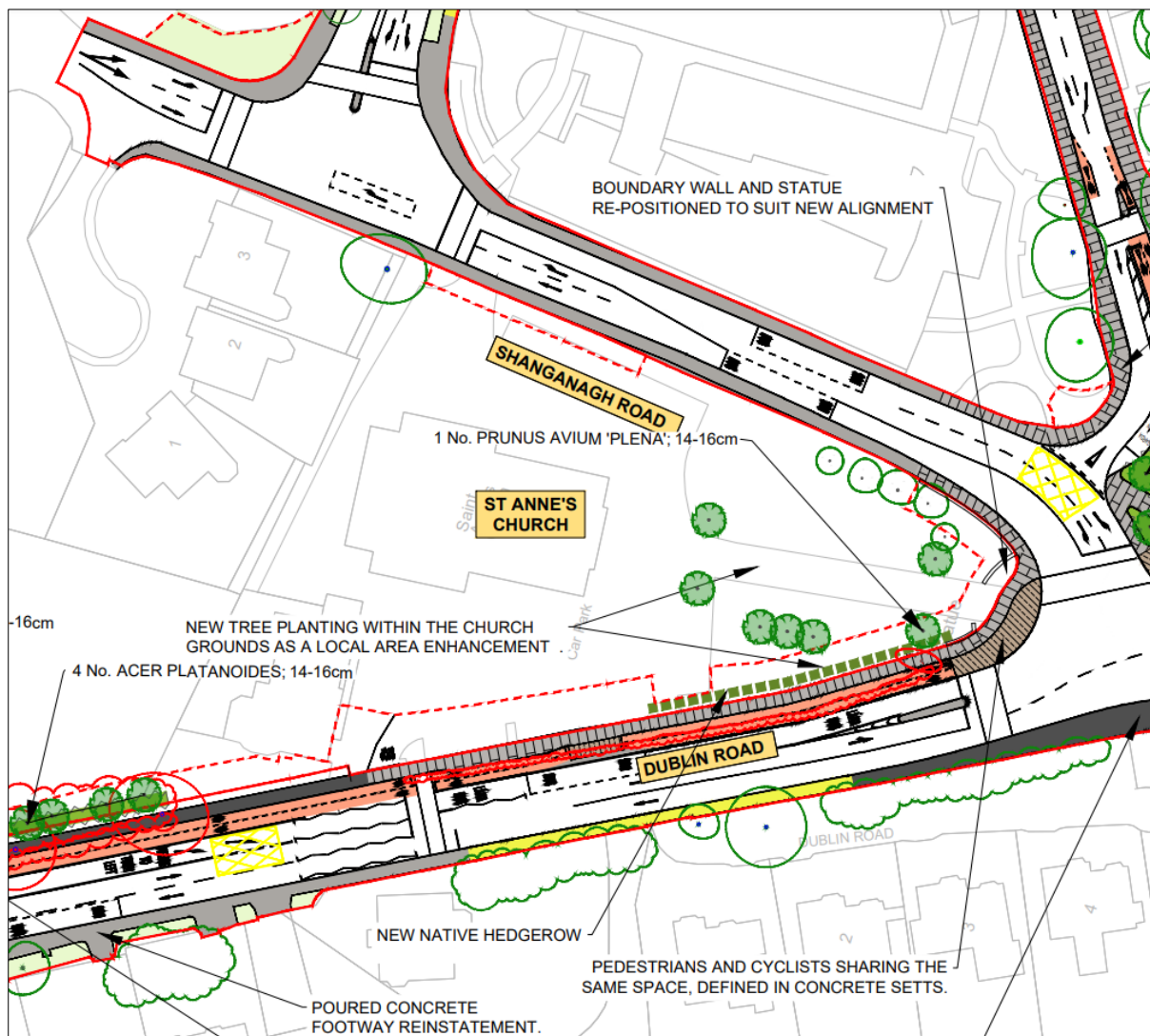


Figure 2.225: Extract from Landscape Drawings at St Anne's Church on Dublin Road (Sheet 43)

The CPO of lands at St Anne's Church will result in further consultation with the landowner / parish to ensure all boundaries and other aspects of the church affected by the land acquisition are reinstated on a like for like basis. Section 17.5.1 of Chapter 17 Landscape (Townscape) & Visual in Volume 2 of the EIAR states: *'Where properties are subject to permanent and/or temporary acquisition appropriate measures will be put in place by the appointed contractor to provide for protection of features, trees and vegetation to be retained, and for continued access during construction and for adequate security and screening of construction works. All temporary acquisition areas will be fully decommissioned and reinstated at the end of the Construction Phase or at the earliest time after the reinstatement works are completed to the satisfaction of the NTA'*.

Section 4.5.3.8 Chapter 4 (Proposed Scheme Description) Vol 2 of EIAR notes the following on the proposed urban realm at St Anne's Church.

'Image 4.11 shows an example of how the urban realm improvements could be undertaken in the accommodation works area associated with St Anne's Church. The church forecourt and grounds can be redesigned to adjust the parking layout to ensure no net loss of spaces as well as including a tree avenue towards the southern elevation. A new stone boundary wall and associated ornamental planting and concrete paving can be created as a focal point at the pedestrian entrance to accommodate the re-positioned statue. The surrounding footways that form part of the Proposed Scheme are to be reinstated with concrete paving and kerbs will match existing.

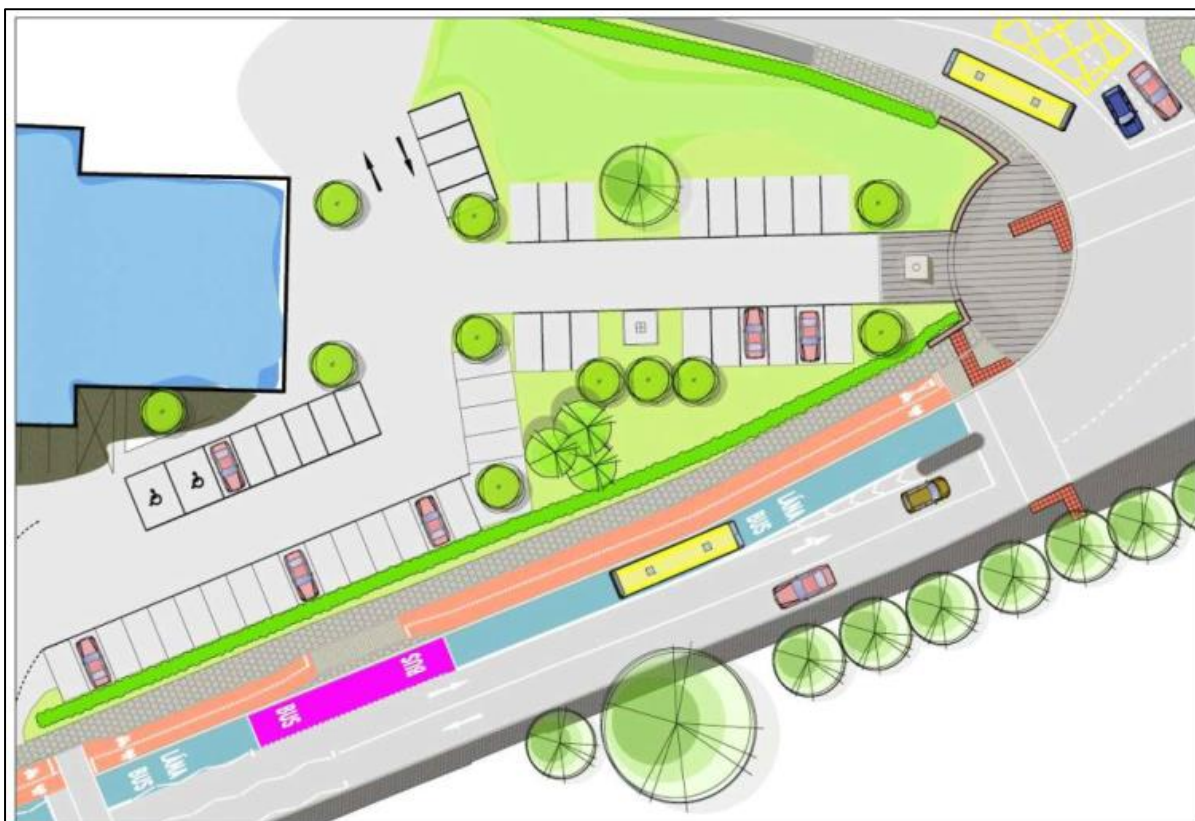


Image 4.11: St Anne's Church Grounds

4) Increase in Traffic in Shankill and Corbawn Lane

Refer to Section 2.3.3.5 on Impact to Traffic Flows, Speed Limit, and Traffic Calming and Section 2.3.3.4 on Upgrade Roundabouts to Signalised Junction and Signal Control Priority in this report.

5) Lack of Consultation and Engagement

Refer to Section 2.3.3.15 on Public Consultation in this report.

2.22 The Barbeque Centre, Shankill – CPO-034, CPO-060, CPO-063 and CPO-077

2.22.1 Description of the Proposed Scheme at this location

In order to achieve the scheme objectives along this section of the corridor, it is proposed to provide a northbound bus lane, and a general traffic lane and footway in each direction. An upgraded junction is proposed at the entrance to Olcovar, opposite the Barbeque Centre, a bus stop has also been relocated to the south of the entrance of the Centre.

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.

The existing layout comprise of a general traffic lane and advisory cycle lane in each direction, with a footpath on either side of Dublin Road. The entrance to Olcovar is currently not signalised and has a staged signalised pedestrian crossing to the south of the junction.

The temporary land take required is shown in the following:

- Extracts from the General Arrangement Drawings which are provided as an Appendix in the 02-General Arrangement Drawings Sheet 45 in Chapter 4 (Proposed Scheme Description) in Volume 3, Part 1 of 3 of the EIAR and shown in Figure 2.226.
- The proposed temporary land acquisition lines overlain on aerial photography are shown in Figure 2.227, and on the Deposit Maps as shown in Figure 2.228.
- The existing property frontage and street view is shown in Figure 2.229.

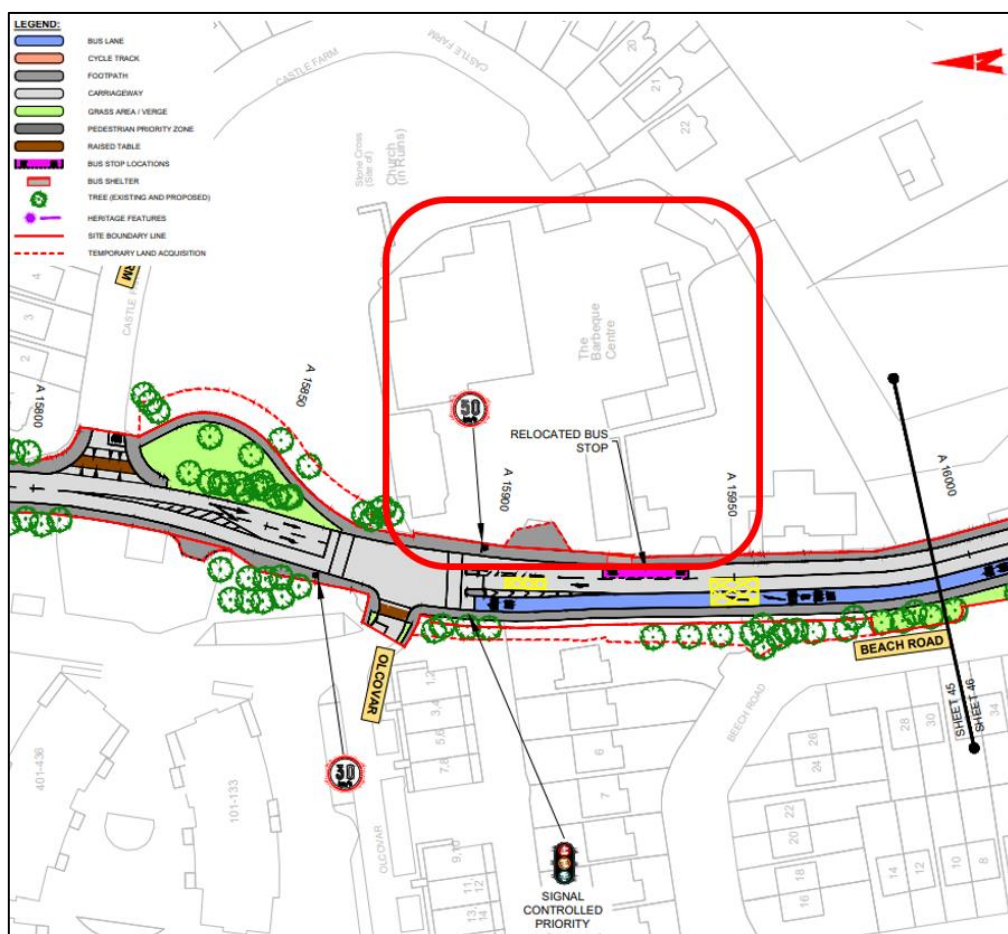


Figure 2.226: Extract from General Arrangement Drawing at Dublin Road (Sheet 45)

439



Figure 2.229: Existing street view at Dublin Road (Image Source: Google)

2.22.2 Objections Raised

Table 2.55 below lists the four objections within which issues were raised in respect of the same proposed CPO plots at Barbeque Centre, Shankill.

Table 2.55: Objections Made in Respect of proposed CPO plots at Barbeque Centre

No	Name	No	Name	No	Name
034	Gerry Cosgrave	063	Rebecca Dunford & Niall Donnelly	077	Swift Clean
060	PM O'Loughlin Shankill Limited				

Objections listed in Table 2.55 above, which relate to the same area, are responded to individually below.

2.22.3 CPO-034 – Gerry Cosgrave

2.22.3.1 Summary of Objections Raised

This CPO Objection relates to the Barbeque Centre, Shankill. The Proposed Scheme at this location is described in Section 2.22.1 on Description of the Proposed Scheme at this location above.

The objection to the CPO raises five potential issues:

1) Impact to Business

The objection raised the concern the construction of the Proposed Scheme would negatively impact their business at the Barbeque Centre. They raised the issue that previous works for the installation of pedestrian lights outside the Barbecue Centre resulted in a 67% reduction in business.

2) Review of Alternatives

The objection raised the concern that all possible alternative options have not been reviewed. They go on to suggest using the example of Sydney Road Traffic Laws to help improve continuous flow of traffic, such as no right turn movements, and no parking in the opposite direction to traffic.

The objection also noted the additional suggestion to move the bus stop and create a new layby outside Brady's public house and one further up the street to accommodate the various buses and coaches, with the same proposed on the opposite side of the road.

These solutions would be more cost effective and result in less disruption to the area.

3) Impact to Community

The objection raised the concern that the Proposed Scheme will have a negative impact on the Shankill community. They note that the community are very proud of the village and recently won the gold medal in the Tidy Towns.

4) Request for Oral Hearing

The objection has requested an Oral Hearing.

5) Land Ownership

The objection commented that the CPO is incorrect with Gerry Cosgrave identifying himself as the owner of the Alteration Rooms business which is a tenant of PM O'Loughlin at the Barbeque Centre in Shankill at plot no. 1086(1).2c.

2.22.3.2 Response to Objections Raised

1) Impact to Business

The primary concern of the objection related to the impact to businesses due to the impact to access to the businesses at the Barbeque Centre. The Proposed Scheme Compulsory Purchase Order CPO is an application under Section 76 of the Third Schedule of the Housing Act 1966 as extended by Section 10 of the Local Government (No 2) Act 1960 and amended by the Planning and Development Act 2000 (as amended).

The NTA has also made an application to the Board under section 51 of the Roads Act 1993 (as amended) for approval of the proposed road development, the Bray to City Centre Core Bus Corridor Scheme, which is currently pending before the Board (ABP-Ref No. HA27.317742).

The Proposed Scheme as depicted in General Arrangement Drawing Sheet 45 Chapter 4 (Proposed Scheme Description) Volume 3 Figures of the EIAR, and as detailed in Section 4.5.3 and 4.5.4 in Chapter 4 of Volume 2 of the EIAR, as shown in Figure 2.226 above in the Proposed Scheme Description.

The primary concern of the objection related to the impact to businesses due to the impact to access to the businesses at the Barbeque Centre. Refer to Section 2.3.3.20 in this report for further information on the Impact During Construction and also note below.

As part of Proposed Scheme, the lands at plot number Plot 1086(1).2c is proposed to be temporarily compulsorily acquired for the resurfacing works of the entrance to the property. The temporary land take is depicted in the Deposit Map sheet 009, as part of the Compulsory Purchase Order, as shown in Figure 2.230.

Chapter 5 (Construction) in Volume 2 of the EIAR gives a description of the Construction Phase of the Proposed Scheme, including with respect to temporary land acquisition. Specifically, Section 5.5.2.1 states the following:

With regards to the access/ egress during construction, 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.

Additionally, Section 5.2.1.2, Appendix A5.1 (Construction Environmental Management Plan (CEMP)) in Volume 4, Part 1 of 4 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.'*

Refer to Section 2.3.3.17 in this report for further information on the Impact to Business in Shankill and also note below regarding the specific assessment of impact at the Barbeque Centre.

Chapter 10 (Population) in Volume 2 of the EIAR includes an assessment of the impact on commercial properties as a result of land take during both the Construction Phase (Section 10.4.3.2.2.1) and the Operational Phase (Section 10.4.4.2.2.1). The commercial properties which were assessed are listed in the Chapter's Appendix A10.1 (Schedule of Commercial Businesses) in Volume 4 Part 3 of the EIAR. The assessment of Alteration Rooms, The Barbeque Centre is entry number 196. Section 10.4.3.2.2.1 of Chapter 10 states that *'The overall impact of land take during the Construction Phase is expected to be Negative, Not Significant to Slight and Short-Term for the following community areas: Donnybrook, Mount Merrion, Foxrock, Cabinteely, Shankill and Little Bray'*, with the impact of land-take on individual business receptors as shown in Table 10.10 in Chapter 10 being assessed as Slight to Moderate. Section 10.4.4.2.2.1 of Chapter 10 states that *'Overall, the impact of land take on community areas Donnybrook, Cabinteely, Shankill and Little Bray is expected to be Negative, Not Significant and Long-Term'* during the Operational Phase.

NTA are satisfied that suitable traffic management measures will be ensured during construction works to maintain safe access and egress to the property all times. The operational ability of the business remains unchanged and the arrangement of how vehicles access the business is not affected by the Proposed Scheme. Therefore, it is not envisaged that the Proposed Scheme will impact on business operations.

2) Review of Alternatives

In relation to the suggestion that design solutions used in Australia could be proposed. The review and improvement of design standards is a continuous objective of the NTA and the various responsible government bodies. However, at present this suggestion would not align with the current guidelines and standards is not part of the scope of the Proposed Scheme planning application.

NTA notes the suggestion for the alternate proposals for right turn bans and bus laybys.

The ban of right turn movements would not be appropriate along this section because the ban of right turn movements along this section would restrict the ease of movement.

In relation to the suggestion that bus laybys would support better traffic flows, it is noted that they would allow buses to pull in and allow traffic flow, however this imposes difficulty when the bus attempts to re-enter traffic flow. Delays experienced by buses waiting to re-enter traffic would increase bus journey times and reduce bus journey time reliability and as such be detrimental to the objectives of the Proposed Scheme namely:

- Enhance the capacity and potential of the public transport system by improving bus speeds, reliability and punctuality through the provision of bus lanes and other measures to provide priority to bus movement over general traffic movements;
- Support the delivery of an efficient, low carbon and climate resilient public transport service, which supports the achievement of Ireland's emission reduction targets; and
- Improve accessibility to jobs, education and other social and economic opportunities through the provision of improved sustainable connectivity and integration with other public transport services.

Bus lay-bys can also reduce the footway width at the very place where greater width is needed. Lay-bys should only be used where there is a bus lane or busway, enabling buses to overtake one another, or for bus layover.

3) Impact to Community

Refer to Section 2.3.3.13 of this report for further information on the Impact to Shankill Village & Community.

4) Request for Oral Hearing

The NTA notes the request for an Oral Hearing. An Bord Pleanála has the discretion to decide whether an Oral Hearing will be held in respect of this application.

5) Land Ownership

We note that it is suggested in the cover email accompanying Mr Cosgrave's objection that Mr Cosgrave is a tenant of a unit at The BBQ Centre.

Plot 1086(1).2c which is the subject matter of the CPO comprises a plot of land at the entrance to the BBQ Centre in Shankill which the NTA propose to temporarily acquire and we have set out above, refer to response in Section 2.22.3.2 (CPO-034) for Issue No.1 (Impact to Business), details of the proposed works at this location and how access to the BBQ Centre, where Mr. Cosgrave unit is located, will be maintained during and after the construction of the Proposed Scheme. In so far as Mr. Cosgrave may be in some way be suggesting that he is some type of tenants of this entrance plot (although it is not clear that this is what he is suggesting), no evidence if any such interest of any nature has been provided by him. Non statutory notices of the temporary CPO of this entrance area were placed at this entrance to ensure that any person that may be using the entrance were aware of what was happening at this location.

In the event that the CPO is confirmed by An Bord Pleanála, and the NTA exercise its powers of acquisition pursuant to such a confirmed CPO, Notices to Treat will be served in accordance with section 79 of the Housing Act 1966 (as amended) on each every owner, lessee and occupier of the land the subject of the CPO which would include plot 1086(1).2c at the entrance to the BBQ Centre .

Following the serving of Notice to Treat, it will then be for such persons to make a claim for compensation and establish that they have a compensable interest in the land in question. As part of this process, the NTA will pay the reasonable costs (as part of the claim) of persons to engage their own agent / valuer in preparing, negotiating and advising on compensation.

2.22.4 CPO-060 – PM O'Loughlin Shankill Limited

2.22.4.1 Summary of Objections Raised

This CPO Objection relates to the Barbeque Centre, Shankill. The Proposed Scheme at this location is described in Section 2.22.1 on Description of the Proposed Scheme at this location above.

The objection to the CPO raises seven potential issues:

1) Impact to Businesses

The objection raised concerns that any road closures or roadworks associated with the Proposed Scheme would push customers away from the Barbeque Centre and, hence impacting the business. Further concerns were raised regarding the construction works at the entrance to the Barbeque Centre, commenting that they will block access to the Centre. The objection raised concern regarding the access and egress arrangement post construction.

2) Loss of Parking

The objection raised the concern that the CPO at the entrance to the Centre will impact 5no. parking spaces that cannot afford to be lost.

3) Impact on Safety

The objection raised the concern that the increase in traffic through Shankill, due to the Proposed Scheme, will increase the risk of accidents and injury to pedestrians and cyclists. The objection raised concern regarding the access and egress arrangement post construction.

4) Need for the Proposed Scheme

The objection raised that Shankill already has a very good bus service and a DART station there is no need for further disruption with the Proposed Scheme.

5) Consultation and Engagement

The objection raised the concern that they believe there was a lack of public consultations about the alternate plans as part of the process.



Figure 2.232: Existing aerial view at the Barbeque Centre, Dublin Road

Section 6.3.4.5 in Chapter 6 (Traffic & Transport) in Volume 2 of the EIAR states that there are a number of side streets which can be used by local residents and visitors / businesses throughout this section. In total there are approximately 179 parking spaces on streets surrounding Section 3 of the Proposed Scheme: Dorney Court, Eaton Wood Avenue, Athgoe Road and Clonasleigh.

The long-term impact on parking as part of the Proposed Scheme will therefore not affect the local businesses that reside at the Barbeque Centre.

3) Impact on Safety

Refer to Section 2.3.3.8 in this report for further information on the Impact to Safety (for Pedestrians & Cyclists), specifically pedestrian infrastructure and also note below.

The existing access and egress to the Barbeque Centre will be retained as existing post construction and kerbs will be improved to allow access and egress to the car park area, as per the existing arrangement.

The Stage 1 Road Safety Audit for the Proposed Scheme is provided as Appendix M2 of the Preliminary Design report included as part of the Supplementary Information. The report does not identify any problems or concerns associated with the access and egress to the property post construction and any issues related to increased traffic as a safety issue for pedestrians and cyclists.

4) Need for the Proposed Scheme

Refer to Section 2.3.3.1 of this report for further information on the Need of the Proposed Scheme.

Refer to Section 2.3.3.2 of this report for further information on the Benefits of the Proposed Scheme.

5) Consultation & Engagement

Refer to Section 2.3.3.15 of this report for further information on Public Consultation.

6) EIAR Not Comprehensive

Refer to Section 2.3.3.10 of this report for further information on the Adequacy of Environmental Assessment.

7) Request for Oral Hearing

The NTA notes the request for an Oral Hearing. An Bord Pleanála has the discretion to decide whether an Oral Hearing will be held in respect of this application.

2.22.5 CPO-063 – Rebecca Dunford & Niall Donnelly

2.22.5.1 Summary of Objections Raised

This CPO Objection relates to the Barbeque Centre, Shankill. The Proposed Scheme at this location is described in Section 2.22.1 on Description of the Proposed Scheme at this location above.

The objection to the CPO raises four potential issues:

1) Impact to Businesses

The objection raised concerns in relation to the negative impact to their business, due to the local customer base being elderly, or young families. The business raises concerns that road works and closures on the access and egress to the Barbeque Centre and the impact to delivery access would also negatively impact the business.

2) EIAR not Comprehensive

The objection highlighted other concerns regarding the lack of assessments in relation to the Environmental Assessment and Habitats Directives. The objection also raised concerns regarding the loss of local flora and fauna.

3) Request for Oral Hearing

The objection requests an Oral Hearing in relation to the environmental changes and the failure to comply with European and Irish law.

4) Land Ownership

The objection notes that they own the Shankill Market business and are tenants of the plot no. 1086(1).2c.

2.22.5.2 Response to Objections Raised

1) Impact to Businesses

Also, refer to Section 2.22.3.2 (CPO-034) for Issue No.1 (Impact to Business) on the specific impacts to the Barbeque Centre.

2) EIAR not Comprehensive

Refer to Section 2.3.3.10 of this report for further information on the Adequacy of Environmental Assessment.

Refer to 2.3.3.11 of this report for further information on Impact to Environment (Trees, Biodiversity, Climate, Air Quality, Noise, and Landscape) in relation to the impact and flora and fauna.

3) Request for Oral Hearing

The NTA notes the request for an Oral Hearing. An Bord Pleanála has the discretion to decide whether an Oral Hearing will be held in respect of this application.

4) Land Ownership

We note that the objection suggests that Rebecca Dunford and Niall Donnelly are tenants of Unit 3, The BBQ Centre which is located within the BBQ Centre. Plot 1086(1).2c which is the subject matter of the CPO comprises a plot of land at the entrance to the BBQ Centre in Shankill which the NTA propose to temporarily acquire and we have set out below, refer to response in Section 2.22.3.2 (CPO-034) for Issue No.1 (Impact to Business), of the proposed works at this location and how access to the BBQ Centre, where Ms Dunford's and Mr Donnelly's unit is located, will be maintained during and after the construction of the Proposed Scheme. In so far as Ms Dunford and Mr Donnelly may be in some way suggesting that they are some type of tenants of this entrance plot (although it is not clear that this is what they are suggesting), no evidence if any such interest of any nature has been provided by them. Non statutory notices of the temporary CPO of this entrance area were placed at this entrance to ensure that any person that may be using the entrance were aware of what was happening at this location.

In the event that the CPO is confirmed by An Bord Pleanála, and the NTA exercise its powers of acquisition pursuant to such a confirmed CPO, Notices to Treat will be served in accordance with section 79 of the Housing Act 1966 (as amended) on each every owner, lessee and occupier of the land the subject of the CPO which would include plot 1086(1).2c at the entrance to the BBQ Centre .

Following the serving of Notice to Treat, it will then be for such persons to make a claim for compensation and establish that they have a compensable interest in the land in question. As part of this process, the NTA will pay the reasonable costs (as part of the claim) of persons to engage their own agent / valuer in preparing, negotiating and advising on compensation.

2.22.6 CPO-077 – Swift Clean

2.22.6.1 Summary of Objections Raised

This CPO Objection relates to the Barbeque Centre, Shankill. The Proposed Scheme at this location is described in Section 2.22.1 on Description of the Proposed Scheme at this location above.

The objection to the CPO raises two potential issues:

1) Impact to Businesses

The objection raised concerns regarding the narrowing or blockage of the entrance, commenting that this will have a detrimental effect on line and the other tenants of the business park. The objection also highlighted concern in relation to the impact of losing customers and impact to business due the roadworks.

2) Benefits of the Proposed Scheme

The objection commented that the benefits of the project do not outweigh the negative impacts on the BBQ centre and Shankill as a whole, including employment, traffic and the daily lives.

3) Land Ownership

The cover letter of the objection suggests that Swift Clean is a tenant at Unit 1a, The BBQ Centre.

2.22.6.2 Response to Objections Raised

1) Impact to Businesses

Also, refer to Section 2.22.3.2 (CPO-034) for Issue No.1 (Impact to Business) on the specific impacts to the Barbeque Centre.

2) Benefits of the Proposed Scheme

Refer to Section 2.3.3.1 of this report for further information on the Need of the Proposed Scheme.

Refer to Section 2.3.3.2 of this report for further information on the Benefits of the Proposed Scheme. Also refer to Section 2.3.3.13 of this report for further information on the Impact to Shankill Village & Community.

3) Land Ownership

We note that it is suggested in the cover email accompanying the Swiftclean objection that Sarah McEvoy, owner of Swiftclean is a tenant of Unit 1a, The BBQ Centre at The BBQ Centre. Plot 1086(1).2c which is the subject matter of the CPO comprises a plot of land at the entrance to the BBQ Centre in Shankill which the NTA propose to temporarily acquire, and we have set out below, refer to response in Section 2.22.3.2 (CPO-034) for Issue No.1 (Impact to Business), details of the proposed works at this location and how access to the BBQ Centre, where Swiftclean is located, will be maintained during and after the construction of the Proposed Scheme. In so far as Ms McEvoy may be in some way be suggesting that she is some type of tenant of this entrance plot (although it is not clear that this is what she is suggesting), no evidence if any such interest of any nature has been provided by her. Non statutory notices of the temporary CPO of this entrance area were placed at this entrance to ensure that any person that may be using the entrance were aware of what was happening at this location.

In the event that the CPO is confirmed by An Bord Pleanála, and the NTA exercise its powers of acquisition pursuant to such a confirmed CPO, Notices to Treat will be served in accordance with section 79 of the Housing Act 1966 (as amended) on each every owner, lessee and occupier of the land the subject of the CPO which would include plot 1086(1).2c at the entrance to the BBQ Centre .

Following the serving of Notice to Treat, it will then be for such persons to make a claim for compensation and establish that they have a compensable interest in the land in question. As part of this process, the NTA will pay the reasonable costs (as part of the claim) of persons to engage their own agent / valuer in preparing, negotiating and advising on compensation.

2.23 CPO-035 - Gwen & John Downing

2.23.1 Description of the Proposed Scheme at this location

In order to achieve the scheme objectives along this section of the corridor, it is proposed for the Corke Abbey Avenue / Old Connaught Avenue junction with the Dublin Road to cater for the proposed bus and cycle lanes, and to remove the left turn slips in and out of Corke Abbey Avenue, at the junction all arms are proposed to have pedestrian crossings. Bus stop locations have been reviewed, and in certain areas adjusted, to ensure optimum spacings.

The existing road cross section in this location provides a footpath on each side of the road with general traffic lanes in each direction. The current junction has two pedestrian crossings on the southern and east junctions.

In order to achieve the required cross section of the Proposed Scheme, land acquisition is necessary from private properties along this section of Dublin Road.

The land take required is shown in the following:

- Extracts from the General Arrangement Drawings which are provided as an Appendix in the 02-General Arrangement Drawings Sheet 50 in Chapter 4 (Proposed Scheme Description) in Volume 3, Part 1 of 3 of the EIAR and shown in Figure 2.233.
- The proposed permanent and temporary land acquisition lines overlain on aerial photography are shown in Figure 2.234.
- The existing property frontage and street view is shown in Figure 2.235.



Figure 2.233: Extract from General Arrangement Drawing at Dublin Road (Sheet 50)



Figure 2.234: Existing aerial view at Dublin Road (Image Source: Google)



Figure 2.235: Existing street view at Dublin Road (Image Source: Google)

2.23.2 Summary of Objections Raised

The objection to the CPO raises six potential issues:

1) Increase in Noise, Dust, Vibration and Pollution

The objection raises the concern that the traffic passing the house will now be closer to the residence which will result in more noise, dust, vibration and pollution.

2) Loss of Informal Parking

The objection raises the concern that the green area in front of the house is used daily for parking cars and will now be lost.

3) Impact to Access and Egress

The objection raises the concern that the green area in front of the property allowed for safe access and egress of a boat that winters in the garden.

They also note that the proposed access is onto a major junction, and to turn right they would need to cross four lanes of traffic.

4) Design is Contrary to Consultation

The objection noted that there was consultation with engineers for the NTA, however, they were informed that the impact would be limited, and the full green area would not be lost. The objection notes that this is contrary to the design, and they feel their concerns have not been addressed.

5) Removal of Slip Lane / Increase in Dublin Road Traffic

The objection states that much of the traffic on the Dublin Road turn into the Woodbrook/Corke Abbey estate. They note that the proposal to remove the slip road will cause additional delays on to Dublin Road traffic.

6) Impact on Boundary Wall and Landscaping and impact to privacy

The submission raises the concern that the Proposed Scheme will have an adverse impact on the property in terms of interference with the entrance, boundary wall and landscaping.

The submission notes that the proposed development will bring double decker buses closer to the residence, which will lead to overlooking into the residence by anyone seated on the top deck of the bus, leading to loss of privacy.

2.23.3 Response to Objection Raised

1) Increase in Noise, Dust, Vibration and Pollution

Figure 2.236 shows an extract from the 02-General Arrangement Drawings Sheet 50 in Chapter 4 (Proposed Scheme Description) in Volume 3, Part 1 of 3 of the EIAR, which shows the widening to provide for the additional bus lane and cycle track and the proposed arrangement will bring the traffic lane close to the residence.

Chapter 7 (Air Quality) in Volume 2 of the EIAR assesses the impact on air quality of both the Construction and Operational Phases within the study area. For the traffic assessment, the focus is on air quality sensitive receptors which will bound the Proposed Scheme and those along diverted traffic routes within the study area.

Figure 7.1 in Volume 3, Figures of the EIAR shows the locations of air quality monitoring undertaken as part of the baseline assessment for air quality, showing on Sheet 4 that there was a diffusion tube located outside 5 Dublin Road (Reference Number CBC0013DT001), which is very close to the property for which the objection was made. Figures 7.3 to 7.8 map the nearest receptors and provides a colour coding corresponding to the modelled change in annual mean concentration of NO₂ and particulate matter (PM₁₀ and PM_{2.5}) during the Construction Phase (Figures 7.6 to 7.8) and Operational Phase (Figures 7.3 to 7.5). For the Dublin Road, Bray area (Sheet 4 in each Figure), the significance of the change is Negligible for each pollutant during both Construction Phase and Operational Phase. With respect to the Operational Phase residual impacts of the Proposed Scheme, Section 7.6.2 states the following:

'The air dispersion modelling assessment has found that the majority of all modelled receptors are predicted to experience negligible impacts due to the Proposed Scheme, and beneficial impacts are also estimated along the length of the Proposed Scheme. The number of receptors where an exceedance of the NO₂ limit value is predicted decreases as a result of the Proposed Scheme.'

Chapter 9 (Noise and Vibration) in Volume 2 of the EIAR assesses the impact of noise and vibration at noise sensitive receptors along the Proposed Scheme. As part of the baseline noise surveys undertaken for the Proposed Scheme, there was an attended noise monitoring location at Dublin Road / Corke Abbey Avenue (Reference Number CBC0013ANML022), in close proximity to the property at Dublin Road, Bray, as shown in Figure 9.2 (Sheet 13) in Volume 3, Part 3 of 3 of the EIAR. Figure 9.3 maps the potential noise impacts associated with the predicted Construction Phase traffic, with the Dublin

Road, Bray, (Sheet 8) mapped with an impact significance rating of Imperceptible / Positive. Figures 9.4 and 9.5 map the potential impact significance of traffic noise in the Opening Year (2028) and the Design Year (2043) respectively, with the modelling for the Opening Year giving an impact significance rating of Imperceptible / Positive at Dublin Road, Bray. The modelled impact shows no change in the Design Year also giving an Imperceptible / Positive significance.

With respect to vibration impacts on buildings specifically, the assessment is described within Chapter 9 (Noise & Vibration) in Volume 2 of the EIAR. The assessment considered both Construction and Operational Phase vibration impacts. Section 9.4.3.3 assessed the potential Construction Phase vibration impacts associated with surface breaking activities given that these activities give the highest potential for vibration during construction. The assessment states that:

‘Vibration impacts during ground breaking activities using heavy breakers have the potential to generate Negative, Slight to Moderate, Temporary effects at distances of 10m from the activity. Beyond 50m from this type of activity, impacts are reduced to Negative, Not Significant to Slight and Temporary. For all other works, vibration impacts will be below those associated with perceptible vibration and will be Negative, Imperceptible to Not Significant and Temporary. All construction works are orders of magnitude below limits values associated with any form of cosmetic or structural damage for structurally sound or protected or historical buildings or structures.’

As outlined in Section 9.5.1.2 with respect to mitigation measures for vibration impacts during the Construction Phase, as shown in Table 2.56 below; *‘Vibration from construction activities will be limited to the values set out in Table 9.12 to avoid any form of potential cosmetic damage to buildings and structures.’*

Table 2.56: Extract from Chapter 9 (Noise & Vibration), Page 12 showing Construction Vibration Thresholds

Table 9.12: Recommended Construction Vibration Thresholds for Buildings		
Vibration Limits for Buildings (PPV) at the Closest Part of the Building to the Source of Vibration, at a Frequency of 4Hz		
Building Type	Transient Vibration	Continuous Vibration
Reinforced or framed structures. Industrial and heavy commercial buildings	50 mm/s	25 mm/s
Unreinforced or light framed structures. Residential or light commercial-type buildings	15 mm/s	7.5 mm/s
Protected and Historic Buildings ^{*Note 1}	6 mm/s – 15 mm/s	3 mm/s – 7 mm/s
Identified Potentially Vulnerable Structures and Buildings with Low Vibration Threshold	3 mm/s	
Note 1: The relevant threshold value to be determined on a case by case basis. Where sufficient structural information is unavailable at the time of assessment, the lower values within the range will be used, depending on the specific vibration frequency.		

With respect to the potential for Operational Phase vibration impacts, Section 9.4.4.2 of Chapter 9 (Noise & Vibration) in Volume 2 of the EIAR describes the potential impact as Neutral, Negligible and Long-Term as follows:

‘Once operational, buses will use the dedicated bus lanes for the Proposed Scheme. Analysis of traffic data for the Proposed Scheme, however, indicates a reduction in overall AADT traffic flows along the Proposed Scheme.’

Reference to the monitoring results in Table 9.24 and Table 9.25, confirms that vibration levels associated with passing buses and other vehicular traffic at distances of 2.5m to 10m from the road edge are negligible in terms of human perception and building response. Vibration levels associated with a passing bus were recorded at 0.1mm/s PPV or less under the monitored scenarios. These values are below the normal range of perceptible human response to vibration and would not pose any significant impact.

A review of the traffic data for the Proposed Scheme indicates that the maximum number of buses travelling inbound or outbound will be up to 650 over the 16-hour daytime period along the N11 Stillorgan Road which is nominally the same for the Do Minimum scenario along this road. Using this number and the highest VDV event measured during a bus pass at a reference distance of 5m from the road edge ($0.0033 \text{ m/s}^{1.75}$), the daytime $\text{VDV}_{b, \text{day}}$ value is calculated as $0.017 \text{ m/s}^{1.75}$. Reference to Table 9.18 confirms this value is orders of magnitude below those associated with a low probability of adverse comment. The overall impact is Neutral, Negligible and Long-Term.’

2) Loss of Informal Parking

The parking space within the existing unpaved/ green area noted in this objection has not been identified as an informal parking space in Parking and Loading assessment described in Section 6.4.6.1.2.4 of Chapter 6 (Traffic & Transport) of Volume 2 of the EIAR due to the presence of grass and absence of relevant signage and demarcation.

Figure 2.236 below shows an extract from the 02-General Arrangement Drawings Sheet 50 in Chapter 4 (Proposed Scheme Description) in Volume 3, Part 1 of 3 of EIAR, indicating a reconfigured green area to the front of the property, beyond the existing entrance gate and driveway on Dublin Road that will be retained.

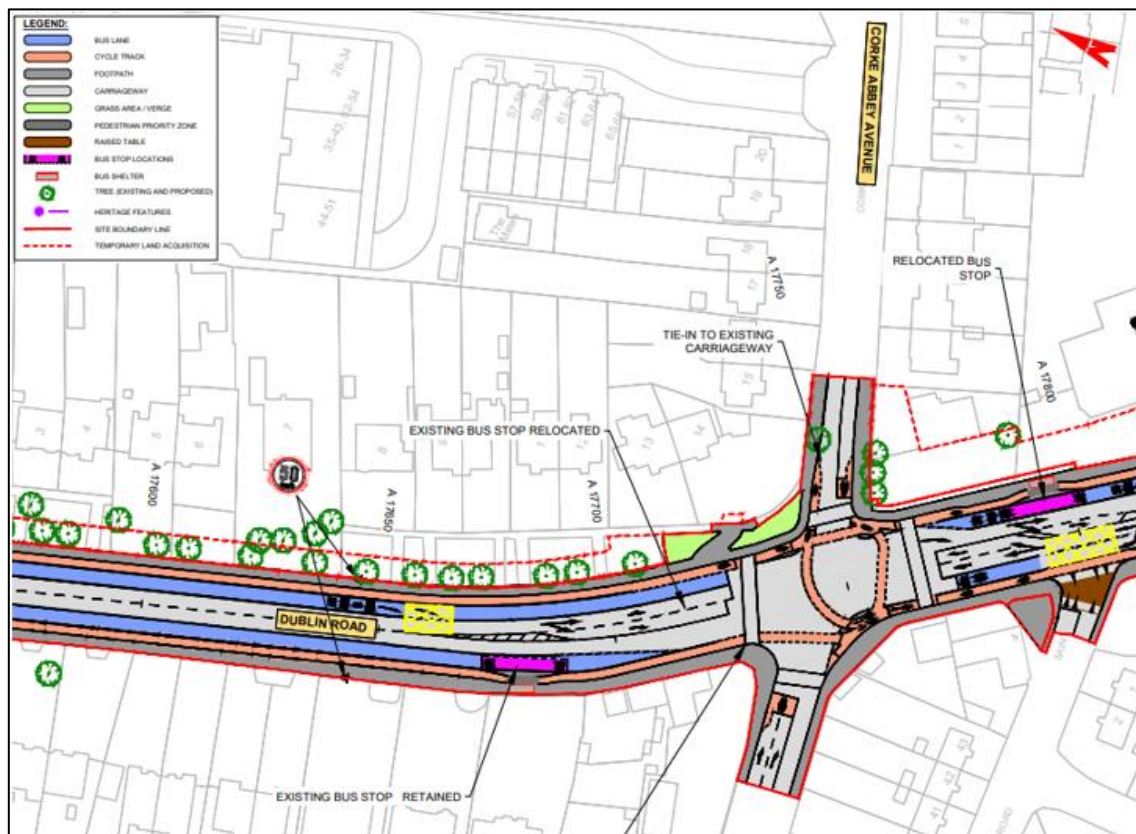


Figure 2.236: Extract from General Arrangement Drawings at Dublin Road (Sheet 50)

3) Impact to Access and Egress

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, EIAR Appendix A5.1 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.'*

In relation to the green area to the front of 14 Dublin Road, Figure 2.237 shows an extract from the General Arrangement Drawing Sheet 50, which are provided as an Appendix in the 02-General Arrangement Drawings in Chapter 4 (Proposed Scheme Description) in Volume 3, Part 1 of 3 of the EIAR, indicating the reconfigured green area being retained, which will still allow for separation between the road and the property boundary to increase visibility on exiting the property.

In relation to the access location adjacent to the Dublin Road / Corke Abbey Avenue junction, the existing property access location, seen in the aerial image in Figure 2.237 is located adjacent to the existing junction. In the Proposed Scheme, the location of the proposed property access has not been

relocated, as seen in Figure 2.238 below. Currently, to turn right from their property access, the owner is required to cross the slip lane and two traffic lanes. In the Proposed Scheme, to turn right from the property, the owner will be required to cross a bus lane and two traffic lanes. This is a minor change from the existing conditions.



Figure 2.237: Existing Aerial image of access at 14 Dublin Road (Image Source: Google)

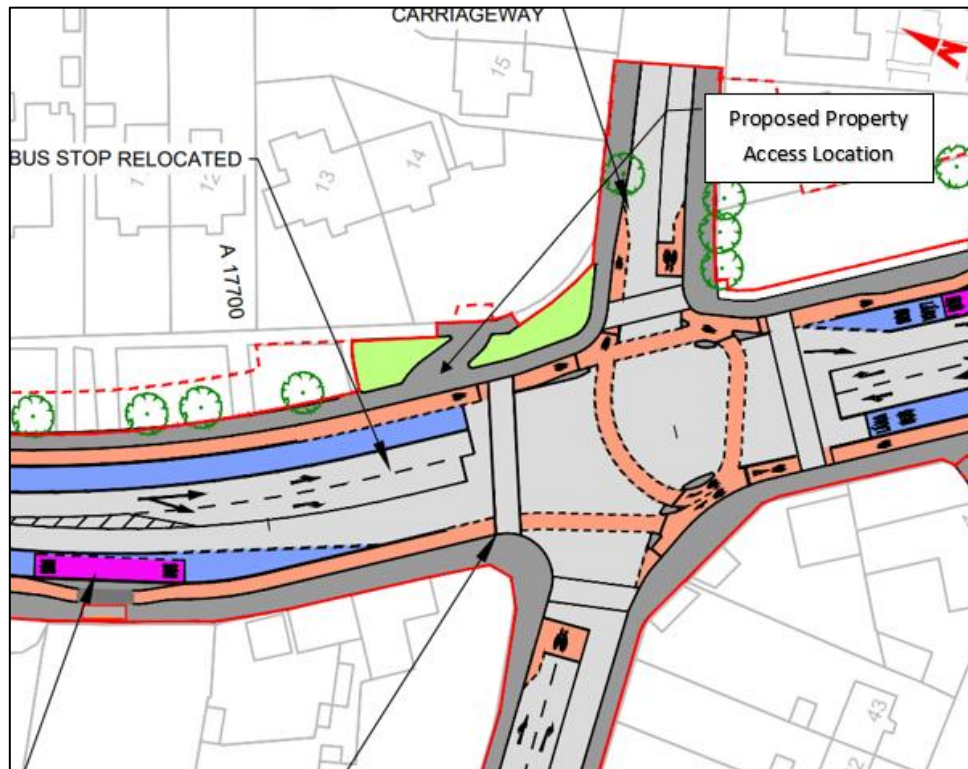


Figure 2.238: Extract from General Arrangement Drawings showing Access to 14 Dublin Road (Sheet 50)

4) Design is Contrary to Consultation

The unpaved green area to the front of the property has been included in the CPO to accommodate both the road cross section, and also the space is required for underground surface water attenuation

tanks. This is presented in Sheet 50 of the 11-Proposed Surface Water Drainage Works Drawings in Chapter 4 (Proposed Scheme Description) in Volume 3, Part 2 of 3 of the EIAR and shown in Figure 2.239.

The unpaved area outside the road cross section, required for the attenuation, is proposed to be landscaped to retain some of the green area. This is presented in Sheet 50 of the 05-Landscaping General Arrangement Drawings in Chapter 4 (Proposed Scheme Description) in Volume 3, Part 1 of 3 of the EIAR and shown in Figure 2.240.

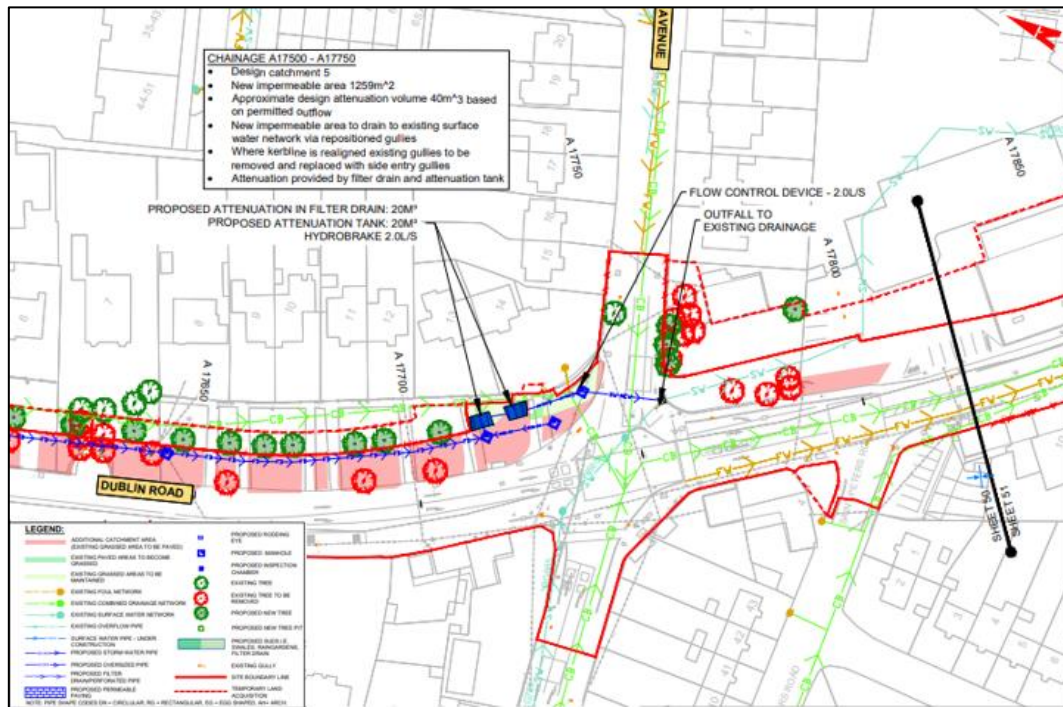


Figure 2.239: Extract from Proposed Surface Water Drainage Works Drawings (Sheet 50)

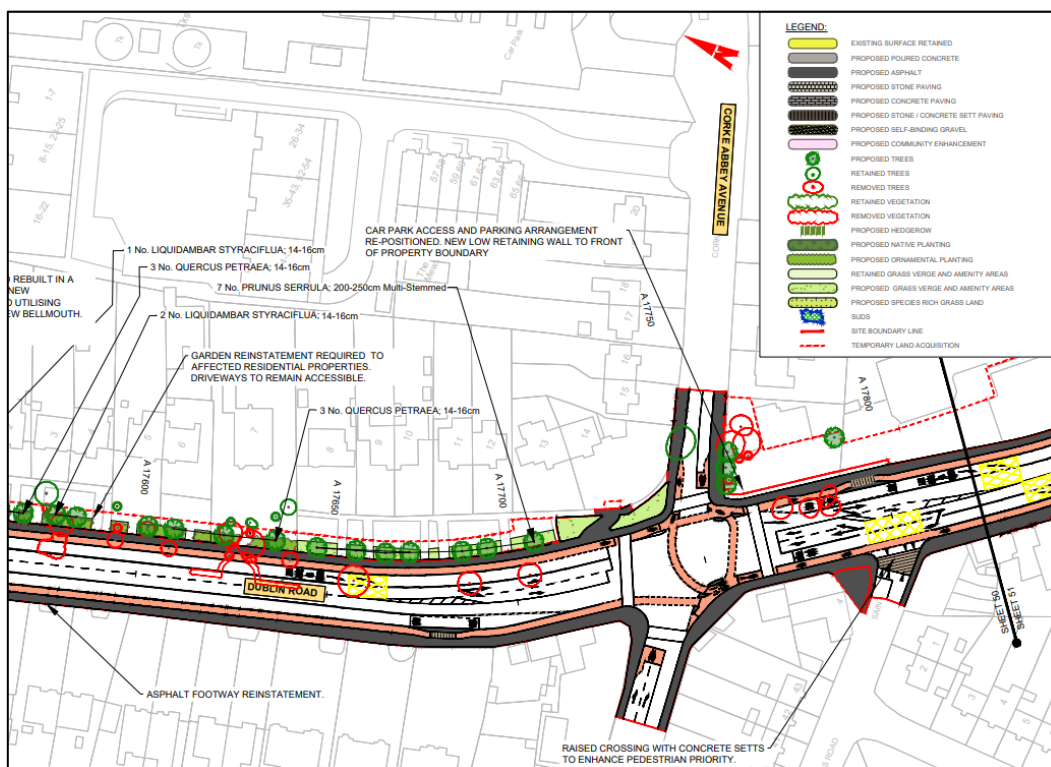


Figure 2.240: Extract from Landscaping Design Drawings at Dublin Road (Sheet 50)

There has been communication with the property owners (emails/ phone calls/ visit on site) during the design development phase of the Proposed Scheme to explain the design and note landowners concerns.

If the CPO is confirmed by An Bord Pleanála, a Notice to Treat will be served on the landowner whose land is being acquired. Following service of the Notice to Treat, the landowner will be required to submit a claim for compensation and as part of this process, the NTA will pay the reasonable costs (as part of the claim) for the landowner to engage its agent/valuer in preparing, negotiating, and advising on compensation.

5) Removal of slip Lane at Corke Abbey Avenue junction / Increase in Dublin Road Traffic

The Proposed Scheme has been designed to achieve the stated objectives, and this allows for all junctions in practice to operate on an adaptive basis, permitting priority to be applied to different modes. The EIAR as submitted has robustly addressed this matter.

Dublin Rd / Corke Abbey Ave junction within the Proposed Scheme has been designed taking into consideration anticipated demands and predicted operation. Staging and signal times have been proposed on the basis considering multiple factors including safety and demand.

Section 6.3.5.4.1 of Chapter 6 (Traffic and Transport) of Volume 2 of the EIAR outlines the existing arrangement at the R761 Dublin Road / Old Connaught Avenue junction.

'R761 Dublin Road / Old Connaught Avenue Four-Arm Signalised Junction: The R761 Dublin Road / Old Connaught Junction has a signalised pedestrian crossings (pelicans) across the south-eastern and south-western arms.

The north-western arm approach consists of one left-turn slip, one straight-ahead traffic lane, and one right-turn flare approximately 60m in length. The north-western arm exit consists of one traffic lane.

The north-eastern arm approach consists of a left-turn slip which begins approximately 20m in advance of the junction, and one traffic lane for all other movements. The north-eastern arm exit consists of one traffic lane.

The south-eastern arm approach consists of one straight-ahead and left-turn lane and one right-turn lane, the arm widens to the width of two lanes approximately 30m in advance of the junction, following the with R761 Dublin Road / St. Peter's Road Junction. The south-eastern arm exit consists of one nearside merging lane, approximately 20m in length, and one traffic lane.

The south-western arm approach consists of one straight-ahead and left-turn lane and one right-turn lane. The south-western arm exit consists of one traffic lane.'

Figure 2.241 below shows the existing junction arrangement.



Figure 2.241: Extract from Chapter 6 (Traffic and Transport) of the EIAR (Image 6.43)

This proposed junction layout is presented in the General Arrangement Drawings which are provided as an Appendix in the 02-General Arrangement Drawings Sheet 50 in Chapter 4 (Proposed Scheme Description) in Volume 3, Part 1 of 3 of the EIAR and shown in Figure 2.242 below.

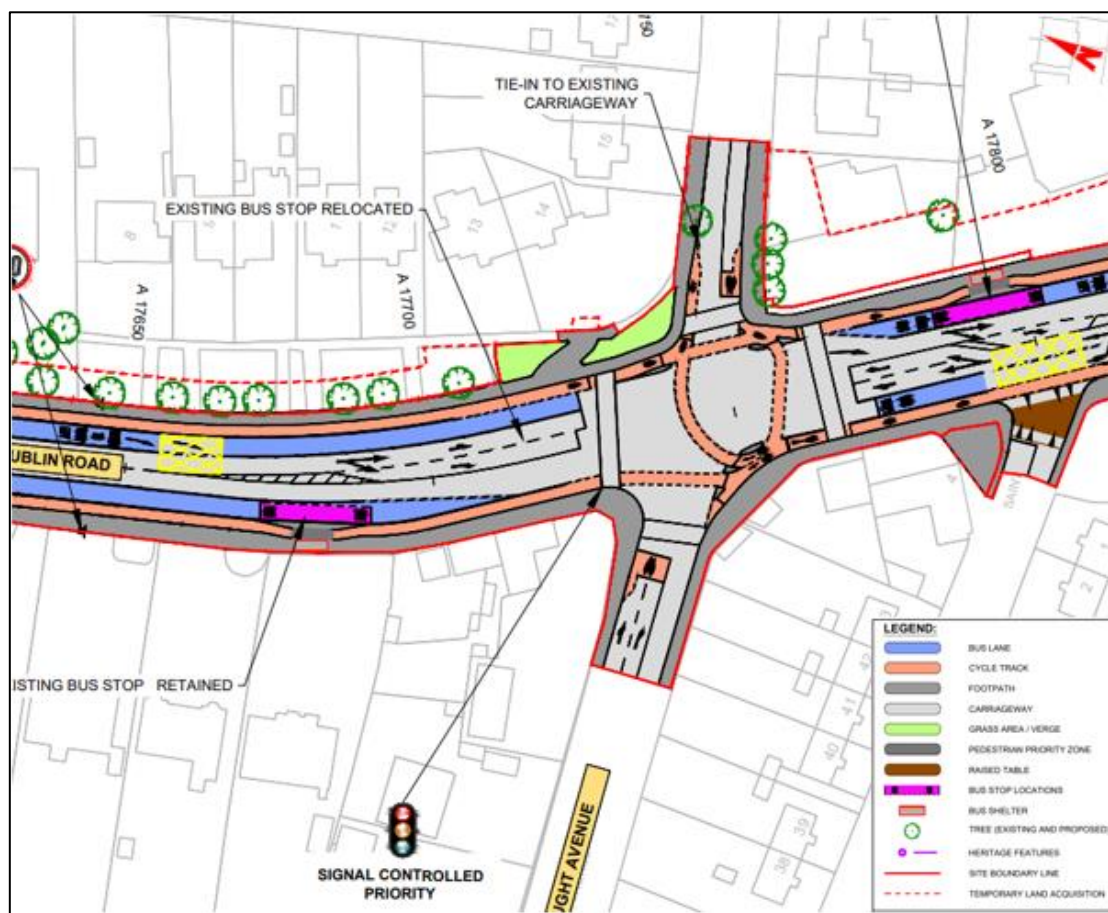


Figure 2.242: Extract from General Arrangement Drawings at Dublin Rd / Corke Abbey Avenue junction (Sheet 50)

The Junction Design Report contained in Appendix A6.3 of Volume 4 Part 2 of 4 of the EIAR refers to the Dublin Rd / Corke Abbey Avenue junction as Junction Reference 43 in Section 3 of the report, and notes the following on the proposed layout:

‘Summary:

Junction Type 1 can be physically accommodated in both directions. Slip lanes removed onto Corke Abbey Avenue to improve pedestrian crossings. Cycle lanes improved with protected movement onto side roads.

Pedestrian Infrastructure:

Pedestrian crossings improved with the removal of slip road onto Corke Abbey Avenue to reduce the number of crossings and wait times. Pedestrian crossing implemented across Corke Abbey Avenue side road. Crossing lengths are long over the mainline but within the bounds of 19m set out in the BusConnects Design Guide. A dedicated wrap around pedestrian crossing phase is demanded as required.

Cycle Infrastructure:

Cycle lanes have been improved with protected approaches around junction. Updated arrangement provided to improve Corke Abbey Avenue tie-in by removing slip road. Single signal controlled crossing of road carriageway and cycle track provided. cycle lane lead ins and Advance Stop Lines for cyclists provided on side roads to improve junction tie in.

Bus Priority Infrastructure:

Full bus priority provided. Northbound and Southbound buses and cycle movements run together.’

The proposed junction design and signalling has been modelled with existing traffic counts and forecast traffic to ensure existing and predicted future movements at the junction (including movements in and out of the Woodbrook/Corke Abbey estate) can be accommodated. Dublin Road / Corke Abbey Avenue junction is a Junction Type 1 that can be physically accommodated in both directions. At Dublin Road / Corke Abbey Avenue Junction, pedestrian crossings have been improved with the removal of slip road onto Corke Abbey Avenue to reduce the number of crossings and wait times. Cycle lanes have also been improved with protected approaches around junction from the updated arrangement shown in Figure 2.308 to improve Corke Abbey Avenue tie-in by removing the slip road. Full bus priority is provided at Dublin Road / Corke Abbey Avenue junction to enable northbound and southbound bus and cycle movements to run together.

Appendix L (Junction Design Report) as part of the Supplementary Information shows a positive practical reserve capacity (PRC) at Dublin Road / Corke Abbey Avenue junction. The PRC is 36.4% during the AM Peak Hours and 24.5% during the PM Peak Hours. This suggests the junction will operate efficiently within capacity and traffic build up will be minimum following the introduction of the Proposed Scheme.

Section 6.4.6 in Chapter 6 (Traffic and Transport) in Volume 2 of the EIAR outlines the potential impacts at the Operational phase. Table 6.38 in Section 6.4.6.1.6.1 notes that the pedestrian impact at the Dublin Road / Corke Abbey Avenue junction, as Positive and Profound. Table 6.39 in Section 6.4.6.1.6.2 notes the cycling impact on Dublin Road, from Wilford Roundabout to Chapel Lane (which includes the Dublin Road / Corke Abbey Avenue junction) as Positive and Significant. Table 6.41 in Section 6.4.6.1.6.3 notes that the bus qualitative impact in the Bray North (Wilford Roundabout) to Bray South (Fran O'Toole Bridge) section of the Proposed Scheme (which includes the Dublin Road / Corke Abbey Avenue junction) as Positive and Profound.

The Proposed Scheme aims to provide an attractive alternative to the private car and promote a modal shift to public transport, walking and cycling. It is however recognised that there will be an overall reduction in operational capacity for general traffic along the direct study area given the proposed changes to the road layout and the rebalancing of priority to walking, cycling and bus. This reduction in operational capacity for general traffic along the Proposed Scheme will likely create some level of trip redistribution onto the surrounding road network.

Chapter 6 (Traffic & Transport) in Volume 2 of the EIAR, Section 6.4.6.2.8 of the EIAR, shows that there is a *'slight to profound reduction of between -297 and -1738 combined general traffic flows along the direct study area during the AM Peak Hour and a slight to significant reduction of between -428 and -1302 combined general traffic flows along the direct study area during the PM Peak Hour in 2028 Opening Year'*. This is attributed to the Proposed Scheme and the associated modal shift as a result of its implementation. This reduction in general traffic flow has been determined as an overall potential *'Positive, Slight to Profound Long-Term'* impact which on the direct study area. The Proposed Scheme demonstrates that there is negligible impact at junctions as traffic queuing is managed efficiently and there would be no negative impact on traffic congestion.

6) Impact on Boundary Wall and Landscaping and impact to privacy

Refer to Section 2.23.3 (CPO-035) for Issue No.3 (Impact to Access and Egress) of this CPO Objection above and also note below.

Figure 2.243 shows an extract from the Fencing and Boundary Treatment Drawings which are provided as an Appendix in the 07-Fencing and Boundary Treatment Drawings Sheet 50 in Chapter 4 (Proposed Scheme Description) in Volume 3, Part 1 of 3 of the EIAR, indicating Dublin Road.

This shows there will be no impact on the existing boundary wall or hedge. Given that there will be no impact on the existing boundary wall, there will be no impact on the existing landscaping within that boundary wall of the property and also no loss to privacy.

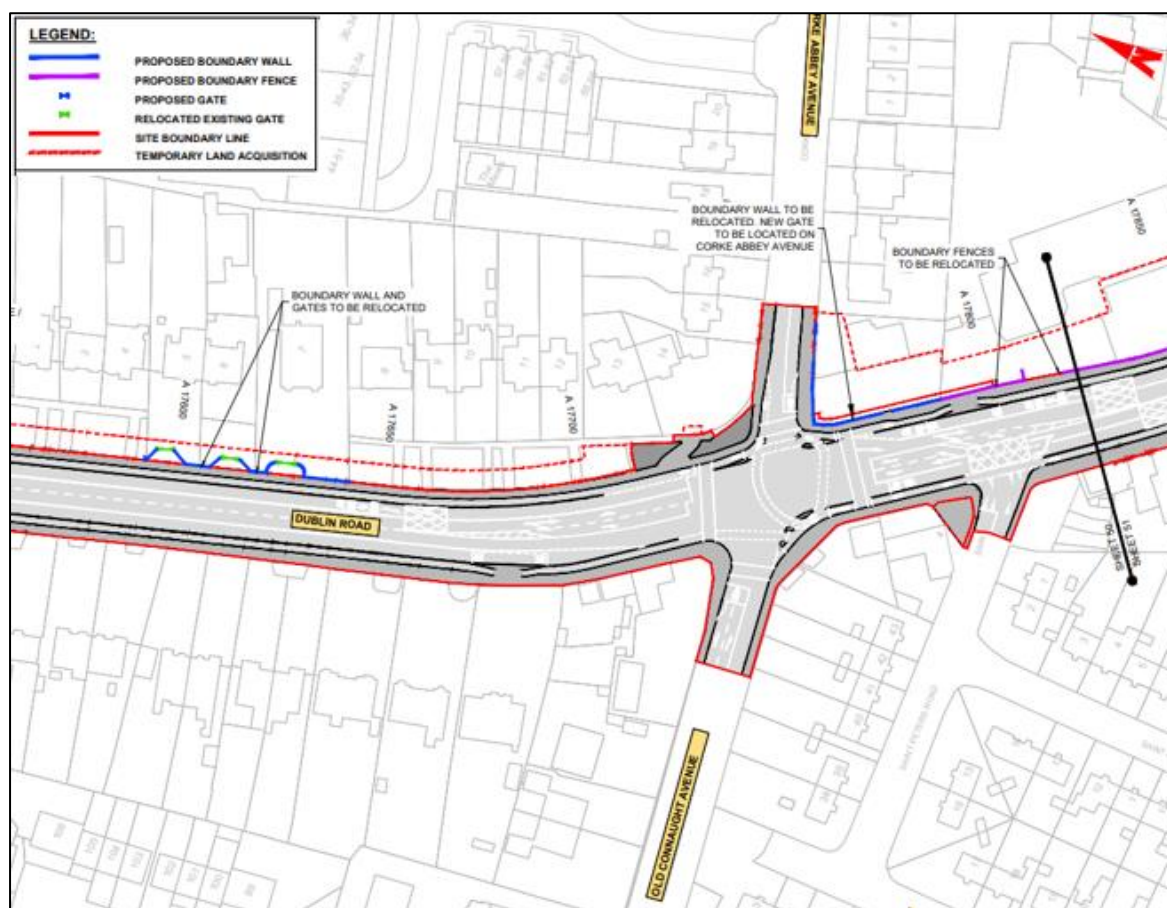


Figure 2.243: Extract from Fencing and Boundary Treatment Drawings at Dublin Road (Sheet 50)

Figure 2.244 shows an extract from the Landscaping General Arrangement Drawings which are provided as an Appendix in the 05-Landscape Design Drawings Sheet 50 in Chapter 4 (Proposed Scheme Description) in Volume 3, Part 1 of 3 of the EIAR, indicating Dublin Road.

Chapter 17 (Landscape (Townscape) & Visual) in Volume 2 of the EIAR assesses the potential landscape and visual impacts of the Proposed Scheme during both the Construction and Operational Phases. The assessment considers the impact on the overall character of the study area, the impacts on streetscape elements and visual impacts. The assessment concludes that there will be a Negative, Significant, Temporary / Short-Term impact on the townscape and streetscape character through the Bray section of the Proposed Scheme during the Construction Phase. Once operational, the townscape and streetscape character of this section of the Proposed Scheme will improve from Neutral, Moderate / Significant, Short-Term immediately following the Construction Phase, to Positive, Moderate and Long-Term once the proposed changes and landscaping changes mature within the townscape.

Section 17.4.4.2.8 in Chapter 17 (Landscape (Townscape) and Visual) in Volume 2 of the EIAR outlines the residential properties that will require permanent acquisition, including the 'green area and driveway to the front of 14 Dublin Road'. It states:

'There will be adequate replacement planting provided to the properties to consolidate the screening effect and restore the landscape and visual amenity, thus reducing the effects over the medium to long-term as the planting matures. The sensitivity is high and the magnitude of change at these properties will be very high.' It goes on to note *'The potential townscape and visual impact of the Operational Phase on these properties is assessed to be Negative, Moderate and Short-Term, becoming Neutral, Moderate and Long-Term.'*

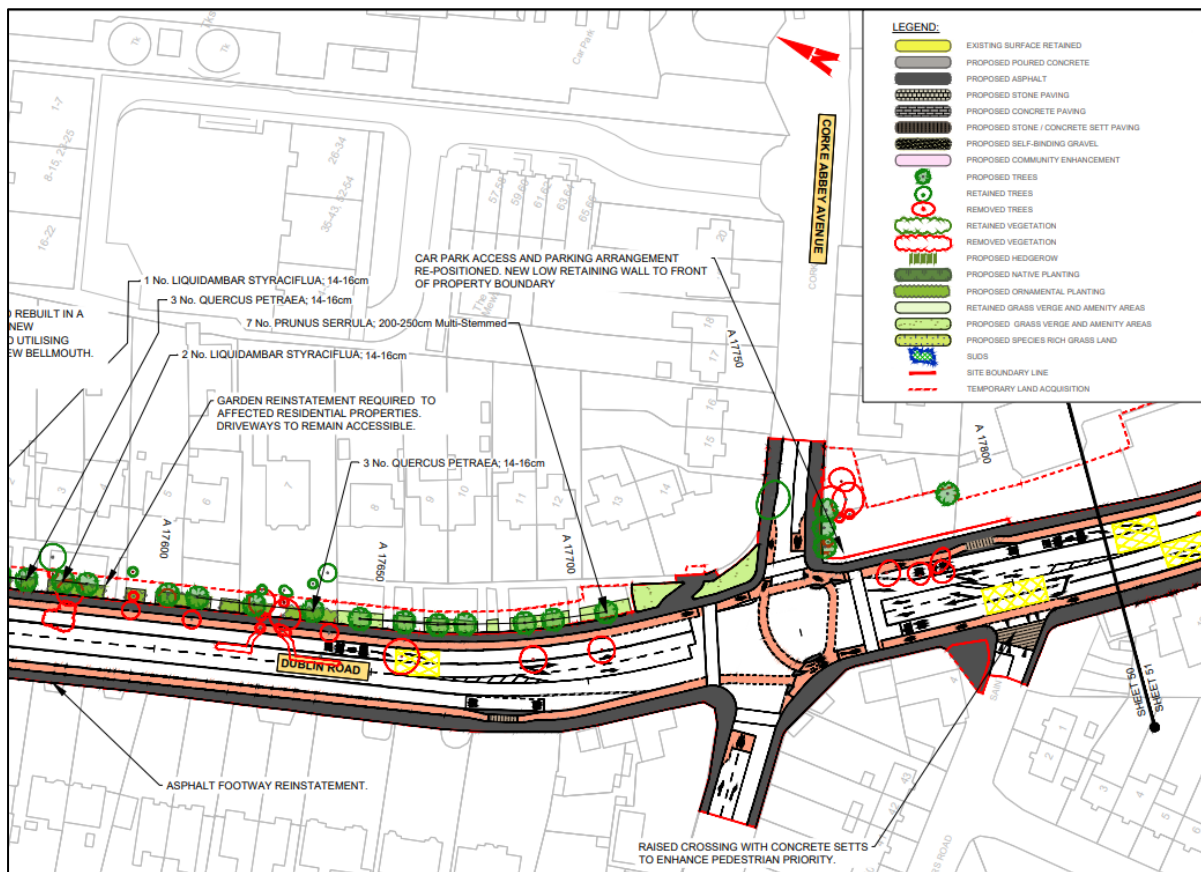


Figure 2.244: Extract from Landscaping Design Drawings at Dublin Road (Sheet 50)

2.24 CPO-036 - Gwen Thomas & Edward Fidgeon

2.24.1 Description of the Proposed Scheme at this location

In order to achieve the scheme objectives along this section of the corridor, it is proposed that from Crinken Lane to the Wilford Roundabout northbound and southbound bus lanes, segregated cycle tracks and general traffic lanes are provided.

At the location on Dublin Road, near Woodbrook Downs, it is proposed that additional bus lanes will be added in both directions, as well as the addition of cycle tracks in each direction, and the cycle infrastructure at the four-way signalised junction will be upgraded. The minor arms on the four-way junction will tie in to with the Woodbrook Strategic Housing Development under construction.

The existing road cross section in this location provides a footpath on each side of the road with general traffic lanes in each direction, with an advisory cycle track northbound and an off-line footpath and cycle path southbound which runs behind the existing boundary wall. All arms of the junction currently have signalised pedestrian crossings.

In order to achieve the required cross section of the Proposed Scheme, land acquisition is necessary from private properties along this section of Dublin Road.

The land take required is shown in the following:

- Extracts from the General Arrangement Drawings which are provided as an Appendix in the 02-General Arrangement Drawings Sheet 48 in Chapter 4 (Proposed Scheme Description) in Volume 3, Part 1 of 3 of the EIAR and shown in Figure 2.245.
- The proposed permanent and temporary land acquisition lines overlain on aerial photography are shown in Figure 2.246.
- The existing property frontage and street view is shown in Figure 2.247 and Figure 2.248.

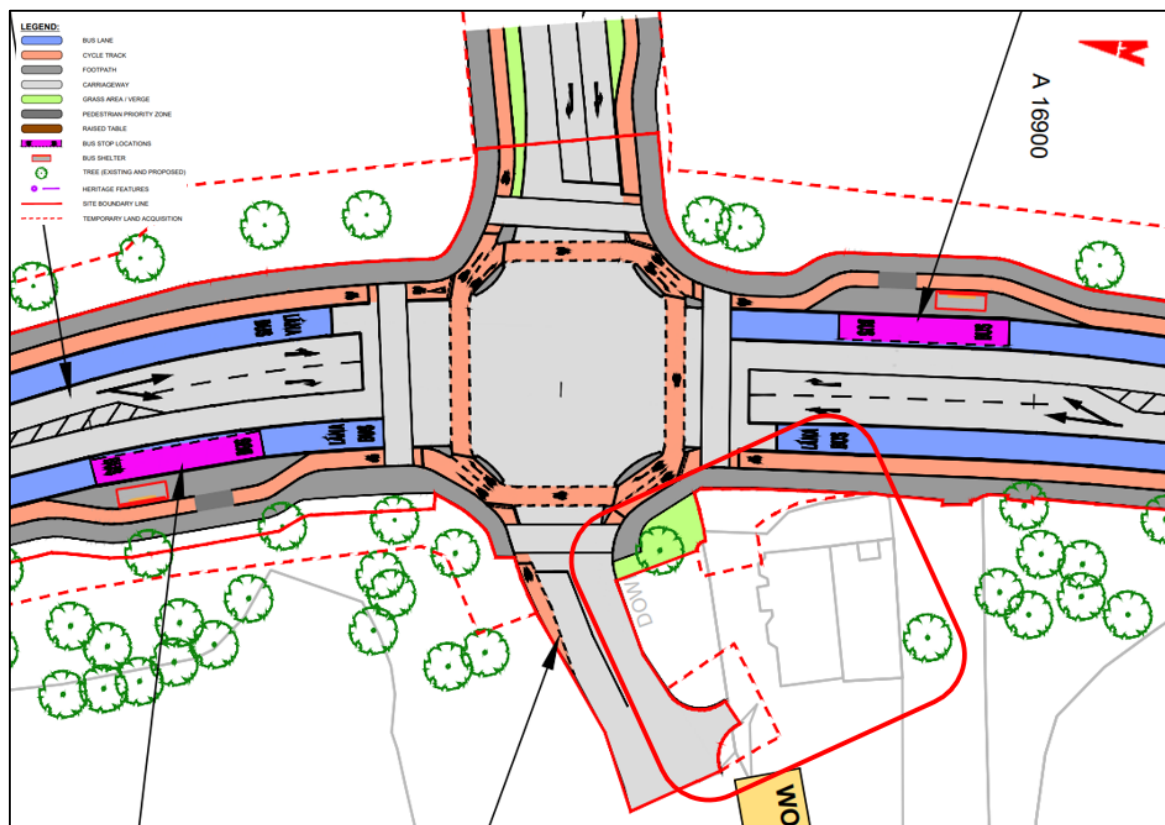


Figure 2.245 Extract from General Arrangement Drawing at Dublin Road (Sheet 48)



Figure 2.246 Existing aerial view at Dublin Road



Figure 2.247 Existing street view at Dublin Road (Existing Access) (Image Source: Google)



Figure 2.248 Existing street view at Dublin Road (Proposed Access) (Image Source: Google)

2.24.2 Summary of Objections Raised

The objection to the CPO raises three potential issues:

1) Unclear CPO Notice

The objection notes that the Notice of the Making of CPO was confusing that it suggests that the NTA intend to submit the Notice of the Making of the CPO in the coming days. It is therefore not clear whether or not a formal application has in fact been made.

2) Reconfiguration of Entrance to Property and Further Consultation

The objection notes and supports the relocation of the existing entrance to their property and requests further consultation with regard to the CPO compensation and would expect to recover their costs of engaging positively, in advance of the Notice to Treat.

3) Request for Oral Hearing

The objection acknowledges that it's the Board to exercise its discretion to hold an oral hearing and requests a traditional Oral Hearing for the CPO.

2.24.3 Response to Objection Raised

1) Unclear CPO Notice

The Proposed Scheme Compulsory Purchase Order CPO is an application under Section 76 of the Third Schedule of the Housing Act 1966 as extended by Section 10 of the Local Government (No 2) Act 1960 and amended by the Planning and Development Act 2000 (as amended).

As set out in paragraph 2 of the statutory notice, which was served upon the objector, the CPO is “*for the purposes of the construction of the Bray to City Centre Core Bus Corridor Scheme together with all ancillary and consequential works associated therewith for the purposes of facilitating public transport*”. Further, the face of the CPO itself also indicates that it is “*for the purposes of facilitating public transport*”.

Further, as set out in paragraph 10 of that notice, the EIAR which was prepared in respect of the Bray to City Centre Core Bus Corridor Scheme was available for inspection physically and on the NTA's dedicated website for this Proposed Scheme, and that EIAR contains all of the “*precise details of the proposed construction works*” and all of the “*proposed ancillary and consequential works for the Bray to City Centre Core Bus Corridor Scheme*” as requested in this objection.

The NTA has also made an application to the Board under Section 51 of the Roads Act 1993 (as amended) for approval of the proposed road development, the Bray to City Centre Core Bus Corridor Scheme, which is currently pending before the Board (ABP-Ref No. HA27.317742).

The lands at plot numbers permanent 1068(1).1e, 1068(2).1e, 1070(1).1d, and 1073(1).1e, and the temporary plots 1068(3).2e, 1068(4).2e, 1070(2).2d, 1070(3).2d and 1073(2).2e are proposed to be compulsorily acquired for the specific purposes of widening of the existing road corridor to facilitate a bus lane, general traffic lane and footpath in each direction.

The Proposed Scheme as depicted in General Arrangement Drawing on Sheet 48 Chapter 4 (Proposed Scheme Description) Volume 3 Figures of the EIAR, as shown in Figure 2.245 above in the Proposed Scheme Description.

The permanent and temporary land take is depicted in the Deposit Map sheet 6 as shown in Figure 2.249.

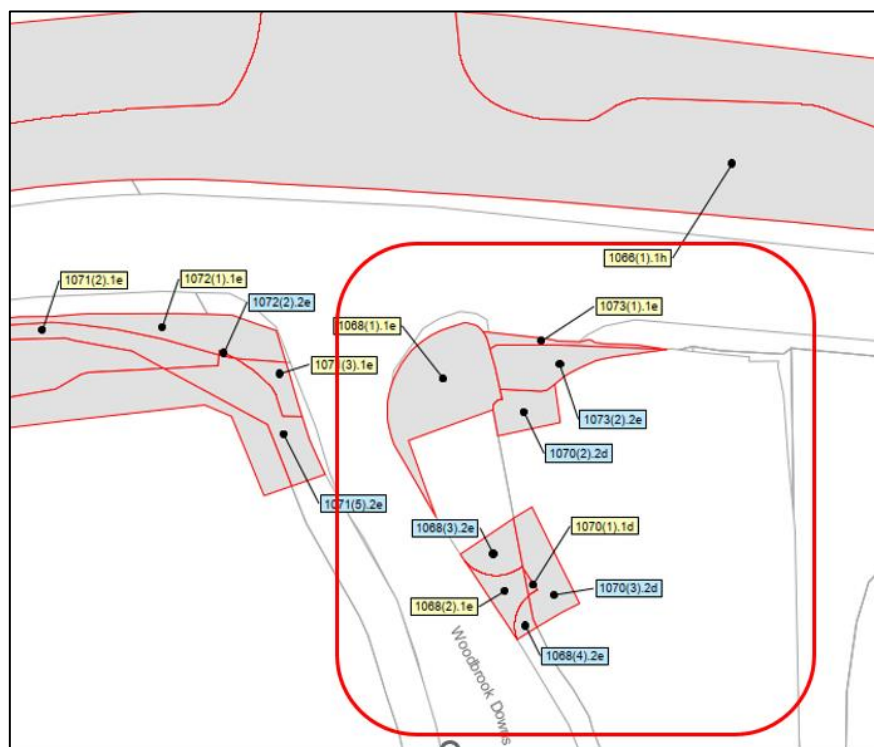


Figure 2.249: Extract from Deposit Map at Woodbrook Downs (Sheet 006)

2) Reconfiguration of Entrance to Property and further Consultation

NTA welcome the support for the Proposed Scheme and the proposed accommodation works at the Beauchamp Lodge property at Woodbrook Downs.

Reinstatement of property frontage including boundary walls, gates, railings, driveway, footpath and landscaping will be on a like for like basis and detailed accommodation works plans will be prepared in consultation with landowners in line with any formal agreements and in accordance with any embedded mitigations identified in the EIAR or conditions/modifications from An Bord Pleanála in relation to the Proposed Scheme application.

Figure 2.245 includes an extract from the General Arrangement Drawings which are provided as an Appendix in the 02-General Arrangement Drawings Sheet 48 in Chapter 4 (Proposed Scheme Description) in Volume 3, Part 1 of 3 of the EIAR. Figure 2.250 shows the existing and proposed access/egress arrangement for the property, demonstrating the relocation of the proposed entrance to the property at Beauchamp Lodge.

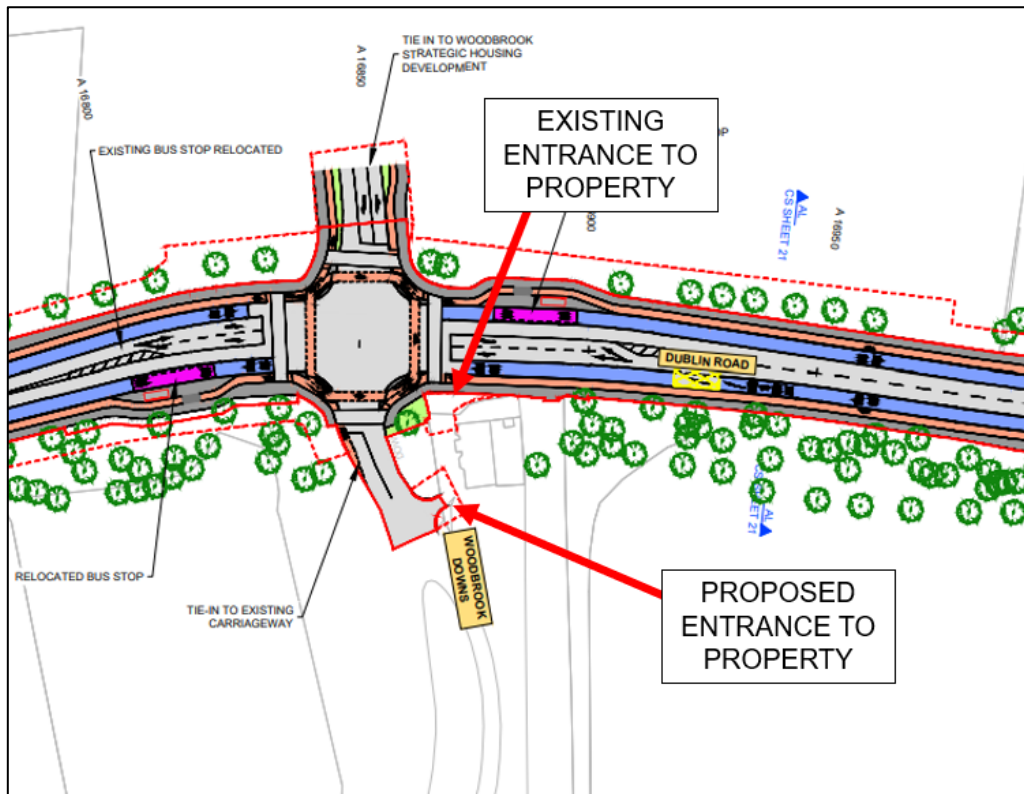


Figure 2.250: Extract from General Arrangement Drawings at Woodbrook Downs (Sheet 48)

Figure 2.251 shows an extract from the Fencing and Boundary Treatment Drawings which are provided as an Appendix in the 07-Fencing and Boundary Treatment Drawings Sheet 48 in Chapter 4 (Proposed Scheme Description) in Volume 3, Part 1 of 3 of the EIAR, indicating Dublin Road.

The figure shows the proposed changes to the property and that a new boundary wall will be constructed realigned to the back of the footpath to close the existing access/ egress at the main Dublin Road. New gated access/ egress will be located at the Woodbrook Downs road as shown in Figure 2.250 above.

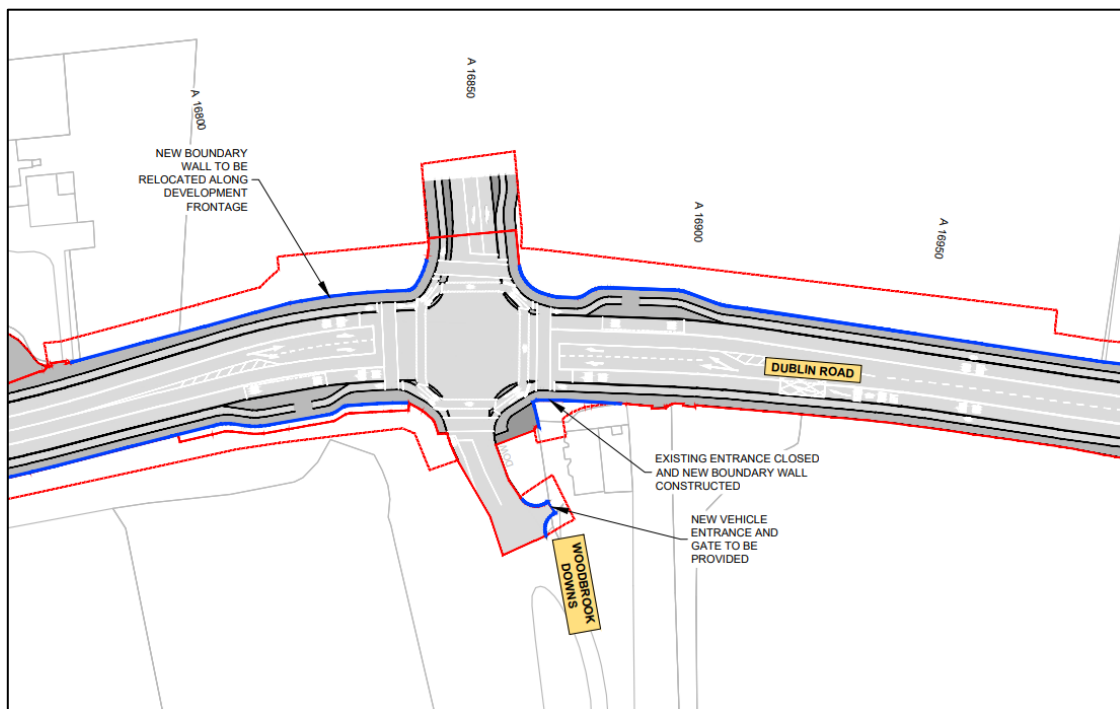


Figure 2.251: Extract from Fencing and Boundary Treatment Drawings at Woodbrook Downs (Sheet 48)

There will be some impact to the existing garden inside the property boundary which will be reinstated, and young cherry trees will be planted. Other reinstatement measures are likely to include re-establishing a hedgerow at the new vehicle entrance as well as other ornamental planting to affected areas. Figure 2.252 shows an extract from the Landscaping General Arrangement Drawings which are provided as an Appendix in the 05-Landscape Design Drawings Sheet 48 in Chapter 4 (Proposed Scheme Description) in Volume 3, Part 1 of 3 of the EIAR.

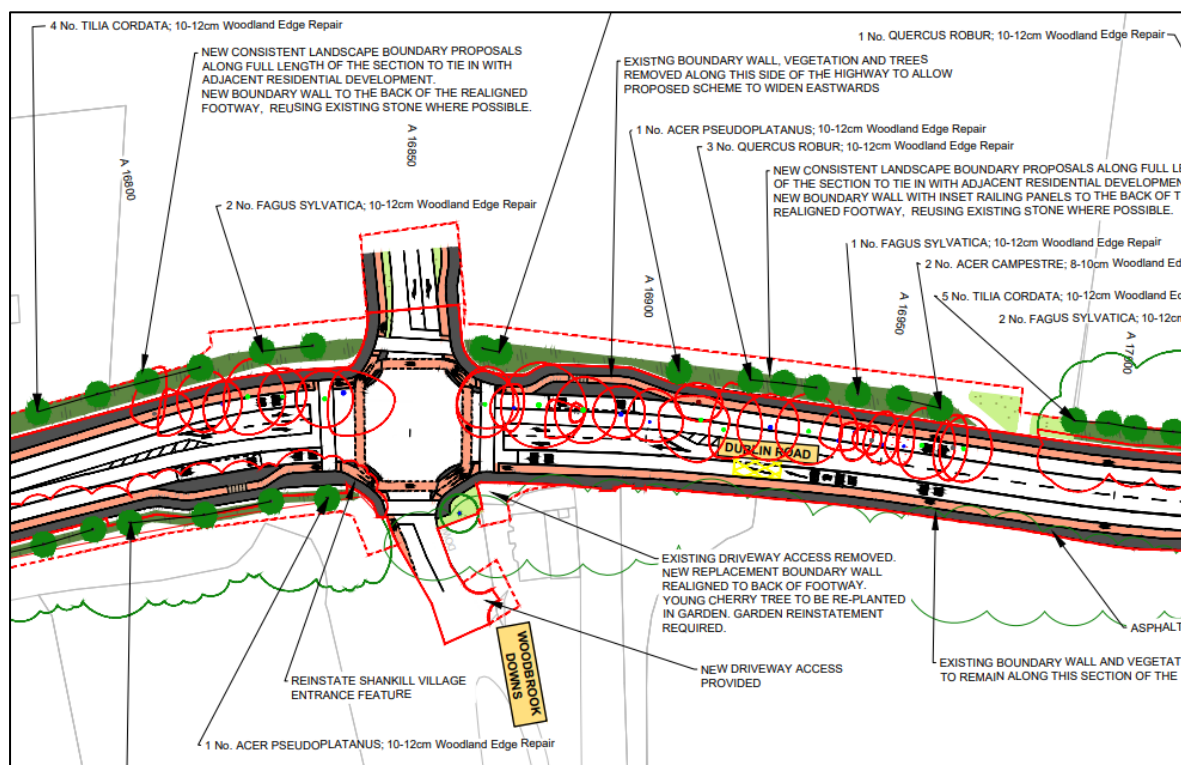


Figure 2.252: Extract from Landscape General Arrangement Drawings at Woodbrook Downs (Sheet 48)

The CPO of lands at this location at Woodbrook Downs will result in further consultation with the landowner to ensure all boundaries and other aspects of the property affected by the land acquisition are reinstated on a like for like basis. Section 17.5.1 of Chapter 17 Landscape (Townscape) & Visual of Volume 2 of the EIAR states *'where properties are subject to permanent and/or temporary acquisition appropriate measures will be put in place by the appointed contractor to provide for protection of features, trees and vegetation to be retained, and for continued access during construction and for adequate security and screening of construction works. All temporary acquisition areas will be fully decommissioned and reinstated at the end of the Construction Phase or at the earliest time after the reinstatement works are completed to the satisfaction of the NTA'*.

If the CPO is confirmed by An Bord Pleanála, a Notice to Treat will be served on the landowner whose land is being acquired. Following service of the Notice to Treat, the landowner will be required to submit a claim for compensation and as part of this process, the NTA will pay the reasonable costs (as part of the claim) for the landowner to engage its agent/valuer in preparing, negotiating, and advising on compensation.

The NTA acknowledge the positive and constructive liaison that has occurred with the owners/ occupiers of the Beauchamp Lodge property at Woodbrook Downs throughout the design and planning process to date. These are matters that can be successfully addressed between the owners/ occupiers of the Beauchamp Lodge and the NTA, in the absence of any approval condition.

3) Request for Oral Hearing

The NTA notes the request for an Oral Hearing. An Bord Pleanála has the discretion to decide whether an Oral Hearing will be held in respect of this application.

2.25 Ever Ready Centre, Donnybrook - CPO-039, CPO-046 and CPO-48

2.25.1 Description of the Proposed Scheme at this location

In order to achieve the scheme objectives along this section of the corridor from Eglinton Terrace southwards to Eglinton Road a dedicated bus lane, segregated cycle track, and general traffic lane will be provided in each direction. The Ever Ready Centre in Donnybrook encompasses the Fast Fit and First Stop businesses.

The land take required is shown in the following:

- Extracts from the General Arrangement Drawings which are provided as an Appendix in the 02-General Arrangement Drawings Sheet 06 in Chapter 4 (Proposed Scheme Description) in Volume 3, Part 1 of 3 of the EIAR and shown in Figure 2.253.
- The proposed permanent and temporary land acquisition lines overlain on aerial photography are shown in Figure 2.254, and on the Deposit Maps as shown in Figure 2.255.
- The existing property frontage and street view is shown in Figure 2.256.

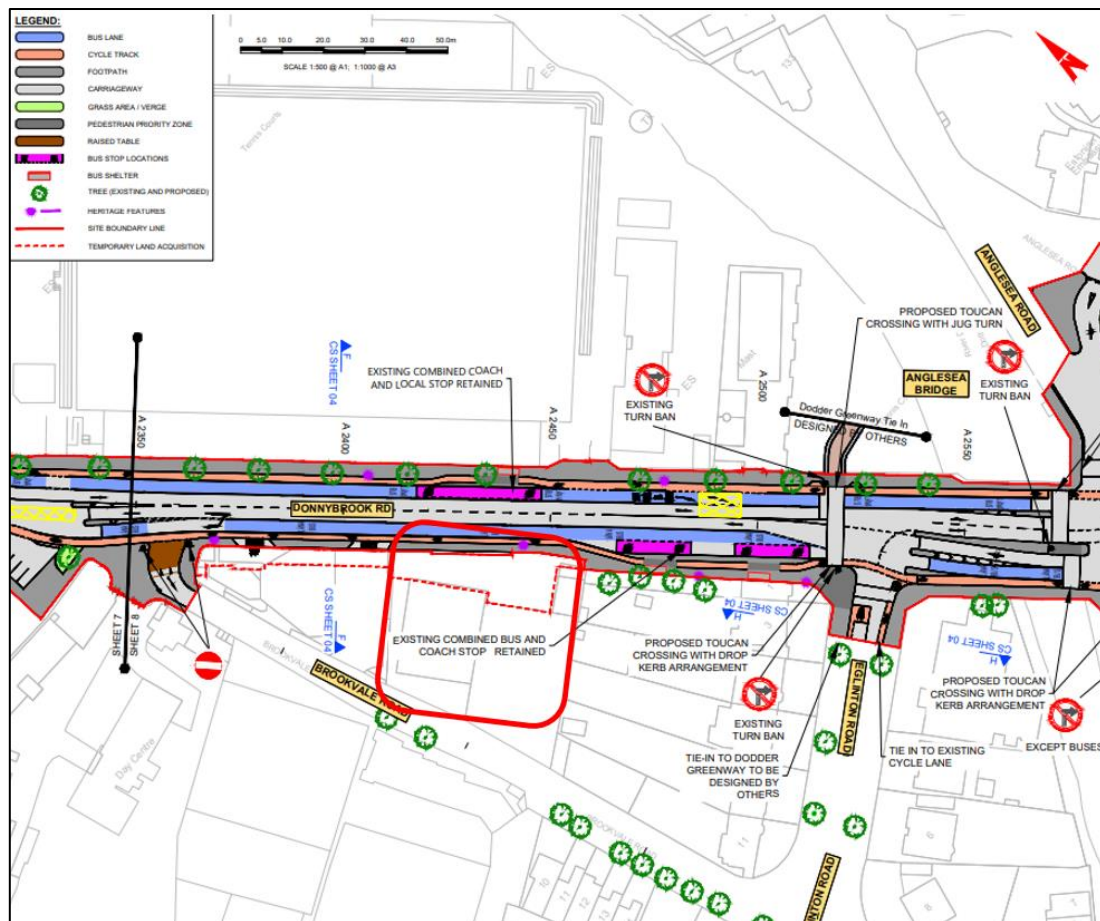


Figure 2.253: Extract from General Arrangement Drawing at the Ever Ready Centre on Donnybrook Road (Sheet 06)



Figure 2.254: Existing aerial view at Ever Rady Centre on Donnybrook Road (Image Source: Google)

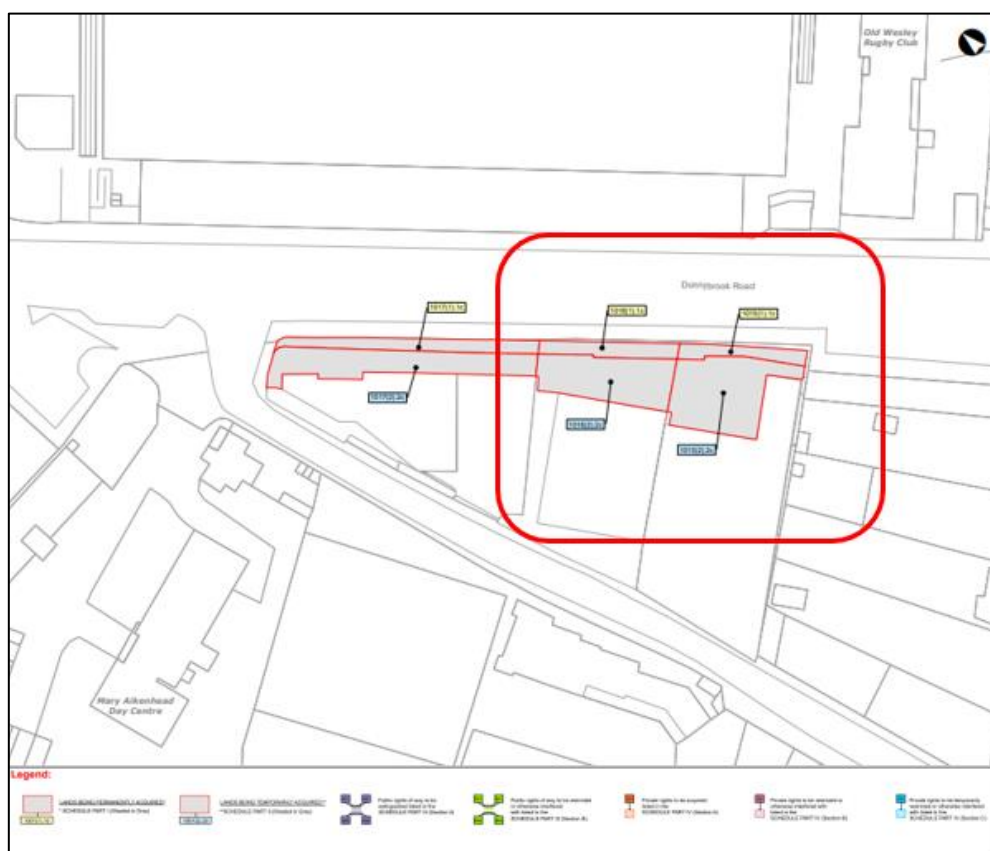


Figure 2.255: Extract from CPO Deposit Maps at Ever Ready Centre in Donnybrook (Sheets 37)



Figure 2.256: Existing street view at Ever Rady Centre on Donnybrook Road (Image Source: Google)

2.25.2 Objections Raised

Table 2.57 below lists the three objections within which issues were raised in respect of the same proposed CPO plots at Ever Ready Centre, Donnybrook.

Table 2.57: Objections Made in Respect of proposed CPO plots at Ever Ready Centre on Donnybrook Road

No	Name	No	Name	No	Name
039	John & Kevin O'Sullivan TA First Stop Donnybrook	046	MCL Estates Ltd.	048	MCL Estates – First Stop

Objections listed in Table 2.57 above, which relate to the same area, are responded to individually below.

2.25.3 CPO-039 – John & Kevin O'Sullivan TA First Stop Donnybrook

2.25.3.1 Summary of Objections Raised

This CPO Objection relates to the Ever Ready Centre, Donnybrook. The Proposed Scheme at this location is described in Section 2.25.1 on Description of the Proposed Scheme at this location above.

The objection to the CPO raises two potential issues:

1) Impact to Business and Access

The objection raised concerns regarding the access to the business at this location, commenting that the business will be severely impacted, and a slight realignment of the route would minimise the need for such compensation.

The objection queries the use of the land that is under a permanent acquisition order, with concern relating to the adjoining petrol filling station and the sale of tyres and ancillary items at the location.

2) Impact from Construction

The objection highlighted concerns regarding the length of works at this location. The respondent also raised concerns regarding the safety of the roadworks.

2.25.3.2 Response to Objections Raised

1) Impact on Business and Access

Impact on Access

As set out in Paragraph 2 of the statutory notice, which was served, the CPO is ‘for the purposes of the construction of the Bray to City Centre Core Bus Corridor Scheme together with all ancillary and consequential works associated therewith for the purposes of facilitating public transport’. Further, the face of the CPO itself also indicates that it is ‘for the purposes of facilitating public transport’.

Further, as set out in Paragraph 10 of that notice, the EIAR which was prepared in respect of the Proposed Scheme was available for inspection physically and on the NTA’s dedicated website for this Proposed Scheme, and that EIAR contains all of the ‘precise details of the proposed construction works’ and all of the ‘proposed ancillary and consequential works for the Bray to City Centre Core Bus Corridor Scheme’.

The Proposed Scheme has been designed to deliver upon the scheme objectives set out in Chapter 1 (Introduction) in Volume 2 of the EIAR, which include enhancement of the potential for cycling by providing safe infrastructure for cycling. In some areas, land acquisition is required to deliver what has been determined to be the most appropriate design configuration that meets these objectives. All areas included in the CPO have been carefully considered and only included where deemed absolutely necessary to meet the scheme objectives and to construct the Proposed Scheme with permanent and temporary acquisitions respectively.

The Proposed Scheme design at First Stop & Fast Fit in the Ever Ready Centre in Donnybrook is presented in the 02-General Arrangement Drawings Sheet 07 in Chapter 4 (Proposed Scheme Description) in Volume 3, Part 1 of 3 of EIAR and shown in Figure 2.253. The permanent and temporary land take required at this location is shown in the Deposit Map, as shown in Figure 2.257 and details listed in the CPO Schedule as part of the Compulsory Purchase Order information.

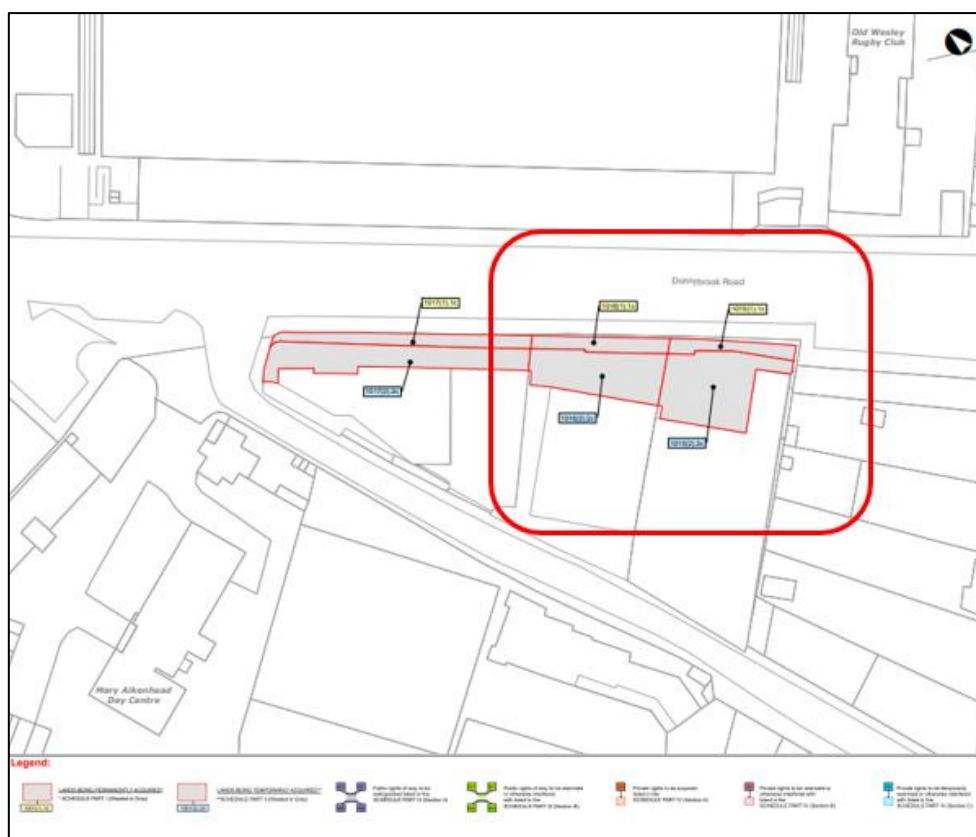


Figure 2.257: Extract from CPO Deposit Maps at Ever Ready Centre in Donnybrook (Sheets 37)

As part of the Proposed Scheme, the permanent land take is required to allow for construction and achieve the BusConnects standard cross-section at these locations. The standard cross-section provided at this location is the optimum CBC cross-section which meets the CBC Design Guidelines

Objectives in accordance with Section 2 (Figure 1) of the Preliminary Design Guidance Booklet for BusConnects Core Bus Corridors as provided in Appendix A4.1 in Volume 4, Part 1 of 4 of the EIAR. The Proposed Scheme typical cross-section at this location is shown in the 04-Typical Cross Sections Drawings Sheet 03 in Chapter 4 (Proposed Scheme Description) in Volume 3, Part 1 of 3 of EIAR and as shown in Figure 2.258.

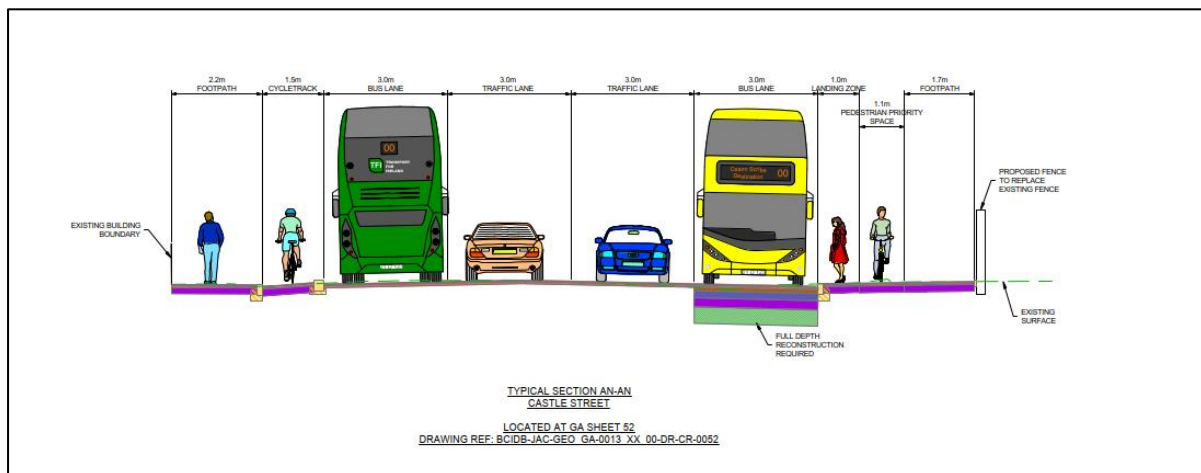


Figure 2.258: Extract from Typical Cross-section Drawing (Sheet 22)

The existing carriageway will be widened on both sides along Donnybrook Road to allow for bus lane, cycle track and footpath in both directions.

The existing road cross-section will be widened on the northbound side of Donnybrook Road in this location to allow for the full BusConnects typical cross-section, as shown in Figure 2.258.

The temporary land take is required for the duration of the construction period to allow working space for the construction works and boundary works/and or accommodation works. Temporary land take will be returned back after construction, reinstated in the same condition as existing.

At the location specified in Figure 2.253 above, the proposed cross-section and subsequent land acquisition have been considered and deemed necessary to facilitate the optimum Proposed Scheme as presented in the General Arrangement Drawings in Chapter 4 (Proposed Scheme Description) in Volume 3, Part 1 of 3 of EIAR.

If the CPO is confirmed by An Bord Pleanála, a Notice to Treat will be served on each landowner whose land is being acquired. Following service of the Notice to Treat, each landowner will be required to submit a claim for compensation and as part of this process, the NTA will pay the reasonable costs (as part of the claim) for the landowner to engage their own agent / valuer in preparing, negotiating, and advising on compensation.

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 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, as stated in Section 5.10.1 of Chapter 5 (Construction) Volume 2 of EIAR, a CEMP has been prepared for the Proposed Scheme and is included as Appendix A5.1 in Volume 4 of this EIAR. Section 5.2.1.2 of Appendix A5.1 (CEMP) in Volume 4, Part 1 of 4, 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. The CTMP has been prepared to demonstrate the manner in which the interface between the public and construction-related traffic will be managed and how vehicular movement will be controlled.

During the operational stage, there will be no restrictions to the access as indicated on General Arrangement Drawings which are provided as an Appendix in the 02-General Arrangement Drawings

Sheet 8 in Chapter 4 (Proposed Scheme Description) in Volume 3, Part 1 of 3 of the EIAR and shown in Figure 2.130.

Section 5.3.1.2 of Chapter 5 of Volume 2 of the EIAR provides details of the construction activities for Section 1b: Wellington Place to Donnybrook (Anglesea Road Junction). The expected construction duration for the section will be approximately 15 months. However, construction activities at individual plots will have shorter durations than outlined in overview of construction works presented Section 5.3.

Impact on Business

Refer to response in Section 2.5.4.2 (CPO-051) for Issue No.1 (Parking / Impact on Business, sub-heading Impact to Business) of this report.

In Appendix A10.1 (Schedule of Commercial Businesses) in Volume 4 Part 3 of the EIAR, the assessment of Fast Fit/First Stop in Ever Ready Centre, Donnybrook Road is entry number 131.

With respect to the assessment of land take impacts on the above commercial business in Chapter 10, the First Stop and Fast Fit in the Ever Ready Centre are assessed as having the potential for significant impacts, with the assessment stating that they *'are expected to experience a Negative, Significant, Short-Term land take effect during the Construction Phase'*. Those potential impacts will reduce following the completion of construction at those locations, with the assessment not identifying a potential significant impact on either of those businesses during the Operational Phase.

2) Impact from Construction

Refer to response in Section 2.25.3.2 (CPO-039) for Issue No.1 (Impact on Business and Access) in this report in relation to access during construction and also note below.

Section 5.8.1 of Chapter 5 (Construction) of Volume 2 of this EIAR notes the following:

'The measures set out in Section 8.2.8 of the Traffic Signs Manual (DTTAS 2019) will be implemented, wherever practicable, to ensure the safety of all road users, in particular pedestrians (including able-bodied pedestrians, wheel-chair users, mobility impaired pedestrians, pushchair users) and cyclists. Therefore, where footpaths or cycle facilities are affected by construction, a safe route will be provided past the works area, and where practicable, provisions for matching existing facilities for pedestrians and cyclists will be made. Where this is not practicable, pedestrians will be directed to use the footpath on the opposite side of the road, crossing at controlled crossing points.'

As stated in Section 5.1:

'A Construction Environmental Management Plan (CEMP) has also been prepared and is included as Appendix A5.1 in Volume 4 of this EIAR. The CEMP will be updated by the NTA prior to the commencement of the Construction Phase, so as to include any additional measures required pursuant to conditions attached to any decision to grant approval.'

Section 5.2 of the Construction Environmental Management Plan (CEMP) included in EIAR Volume 4 Appendix A5.1, contains the Construction Traffic Management Plan (CTMP). Section 5.2.1.2 of this document outlines the objectives of the CTMP as follows:

- *'Outline minimum road safety measures to be undertaken, including site access/egress locations, during the works;*
- *Provide measures that respond to all road user needs including public transport, pedestrians, cyclists and vehicular traffic;*
- *Ensure disruption is minimised, with access to houses and businesses maintained, as is reasonably practicable in delivering the Proposed Scheme;*
- *Demonstrate to the NTA, the appointed contractor and suppliers, the need to adhere to the relevant guidance documentation for such works; and*

Identify objectives and measures for inclusion in the management, design and construction of the Proposed Scheme to control the traffic impacts of construction insofar as it may affect the environment, local residents and the public in the vicinity of the construction works.'

Section 5.10.1.1, Construction Traffic Management Plan (CTMP), goes on to state:

'The CTMP has been prepared to demonstrate the manner in which the interface between the public and construction-related traffic will be managed and how vehicular movement will be controlled. It will be a condition of the Employer's Requirements that the successful appointed contractor, immediately following appointment, must detail in the CTMP the manner in which it is intended to effectively implement all the applicable mitigation measures identified in this EIAR and any additional measures required pursuant to conditions imposed by An Bord Pleanála, should they grant approval.'

Table 5.2 in Section 5.3.1.2 of Chapter 5 (Construction) in Volume 2 of the EIAR provides details of the construction activities for Section 1b: Wellington Place to Donnybrook (Anglesea Road Junction), as shown in Table 2.58 below. The expected construction duration for the section will be approximately 15 months. However, construction activities at individual plots will have shorter durations than outlined in overview of construction works presented Section 5.3.1.2.

Table 2.58: Extract from EIAR Chapter 5 (Construction) (Table 5.2)

Section Ref.	Approximate Construction Duration	Approximate Length (m)	Year 1				Year 2				Year 3			
			Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Section 1a	15 months	1,300												
Section 1b	15 months	1,300												
Section 2a	15 months	5,800												
Section 2b	12 months	5,700												
Section 3a	12 months	1,270												
Section 3b	9 months	500												
Section 3c	18 months	1,800												
Section 4a	12 months	300												
Section 4b	9 months	400												
Section 4c	9 months	350												

2.25.4 CPO-046 – MCL Estates Ltd.

2.25.4.1 Summary of Objections Raised

This CPO Objection relates to the Ever Ready Centre, Donnybrook. The Proposed Scheme at this location is described in Section 2.25.1 on Description of the Proposed Scheme at this location above.

The objection to the CPO raises eight potential issues:

1) Surplus Land Acquisition / Impact on Business

The objection raises the concern that the acquisition of the temporary and permanent area will destroy the value of the owners premises. The premises can no longer function under its existing use. The temporary plot appears to be very poorly thought out as it goes right up to the frontage of the building. If this is all needed, then the premises will be closed down by the temporary compulsory acquisition. The owner no longer has any certainty re. the future of the business in the premises.

2) Drainage

The objection raises a concern in relation to the drainage implications associated with the works on the public road, in that they may negatively impact their retained property and parking areas.

3) Noise

The objection raises the issue that inadequate information has been provided regarding the mitigation measures that are being proposed to control increased noise pollution from the intensive bus corridor.

4) Access During Construction

The objection claims that by proceeding with the temporary acquisition, there will be no viable use of any sort for the premises. There is no certainty as to when construction will take place which means the property is blighted for an indefinite time period. The temporary plot completely removes the access.

5) Route Selection and Design

The objection raises the concern that the route has been designated with an excessive acquisition and queried the design process.

6) Boundary Treatment

The objection notes that there is no detail in relation to the boundary treatment either temporary or permanent.

7) Environmental Impacts

The objection notes that there is a lack of clarity around what the total environmental impact will be of the Bus Connects Scheme including the environmental impact and upfront carbon footprint for the construction phase. The owners have a concern in relation to the design of the Proposed Scheme and the route that has been chosen.

8) Footpath / Cycle Paths

The objection notes that there is a lack of clarity in relation to the impact of the Proposed Scheme on footpaths and cycle paths.

2.25.4.2 Response to Objection Raised

1) Surplus Land Acquisition / Impact on Business

Impact to Business

Refer to response in Section 2.5.4.2 (CPO-051) for Issue No.1 (Parking / Impact on Business) sub-heading 'Impact to Business' of this report.

In Appendix A10.1 (Schedule of Commercial Businesses) in Volume 4 Part 3 of the EIAR, the assessment of Fast Fit/First Stop in Ever Ready Centre, Donnybrook Road is entry number 131.

With respect to the assessment of land take impacts on the above commercial business in Chapter 10, the First Stop and Fast Fit in the Ever Ready Centre are assessed as having the potential for significant impacts, with the assessment stating that they *'are expected to experience a Negative, Significant, Short-Term land take effect during the Construction Phase'*. Those potential impacts will reduce following the completion of construction at those locations, with the assessment not identifying a potential significant impact on either of those businesses during the Operational Phase.

Surplus Land Acquisition

As set out in Paragraph 2 of the statutory notice, which was served, the CPO is *'for the purposes of the construction of the Bray to City Centre Core Bus Corridor Scheme together with all ancillary and consequential works associated therewith for the purposes of facilitating public transport'*. Further, the face of the CPO itself also indicates that it is *'for the purposes of facilitating public transport'*.

Further, as set out in Paragraph 10 of that notice, the EIAR which was prepared in respect of the Proposed Scheme was available for inspection physically and on the NTA's dedicated website for this Proposed Scheme, and that EIAR contains all of the *'precise details of the proposed construction works'* and all of the *'proposed ancillary and consequential works for the Bray to City Centre Core Bus Corridor Scheme'*.

The Proposed Scheme has been designed to deliver upon the scheme objectives set out in Chapter 1 (Introduction) in Volume 2 of the EIAR, which include enhancement of the potential for cycling by providing safe infrastructure for cycling. In some areas, land acquisition is required to deliver what has been determined to be the most appropriate design configuration that meets these objectives. All areas included in the CPO have been carefully considered and only included where deemed absolutely necessary to meet the scheme objectives and to construct the Proposed Scheme with permanent and temporary acquisitions respectively.

The Proposed Scheme design at Fast Fit in Donnybrook is presented in the 02-General Arrangement Drawings Sheet 07 in Chapter 4 (Proposed Scheme Description) in Volume 3, Part 1 of 3 of EIAR and shown in Figure 2.259. The permanent and temporary land take required at this location is shown in

the Deposit Map, as shown in Figure 2.260, and details listed in the CPO Schedule as part of the Compulsory Purchase Order information.

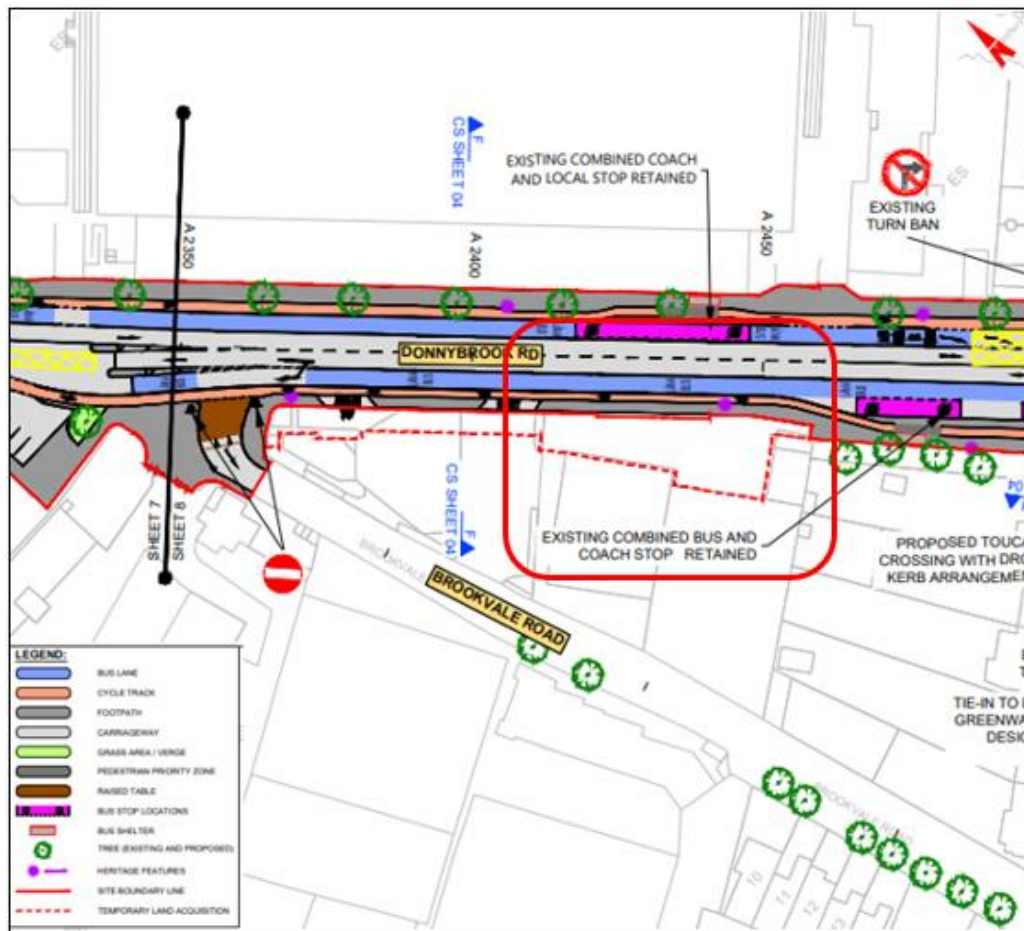


Figure 2.259: Extract from General Arrangement Drawings at Fast Fit in Donnybrook (Sheet 08)

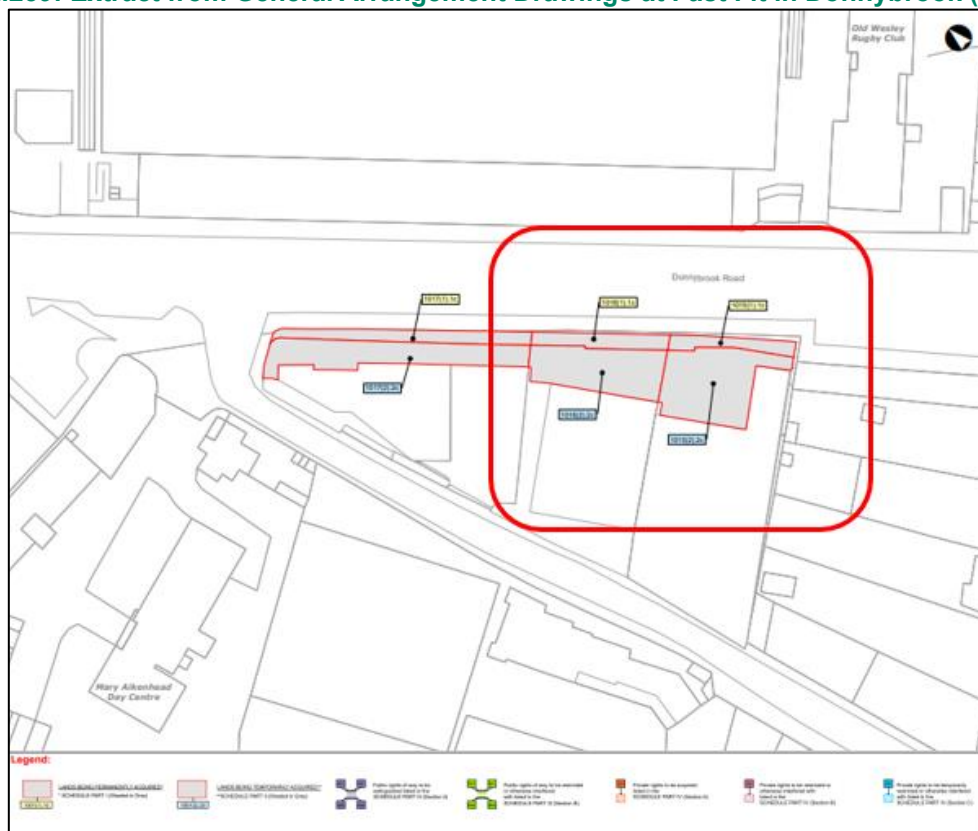


Figure 2.260: Extract from CPO Deposit Maps at Fast Fit in Donnybrook (Sheets 37)

As part of the Proposed Scheme, the permanent land take is required to allow for construction and achieve the BusConnects standard cross-section at these locations. The standard cross-section provided at this location is the optimum CBC cross-section which meets the CBC Design Guidelines Objectives in accordance with Section 2 (Figure 1) of the Preliminary Design Guidance Booklet for BusConnects Core Bus Corridors as provided in Appendix A4.1 in Volume 4, Part 1 of 4 of the EIAR. The Proposed Scheme typical cross-section at this location is shown in the 04-Typical Cross Sections Drawings Sheet 03 in Chapter 4 (Proposed Scheme Description) in Volume 3, Part 1 of 3 of EIAR and as shown in Figure 2.261.

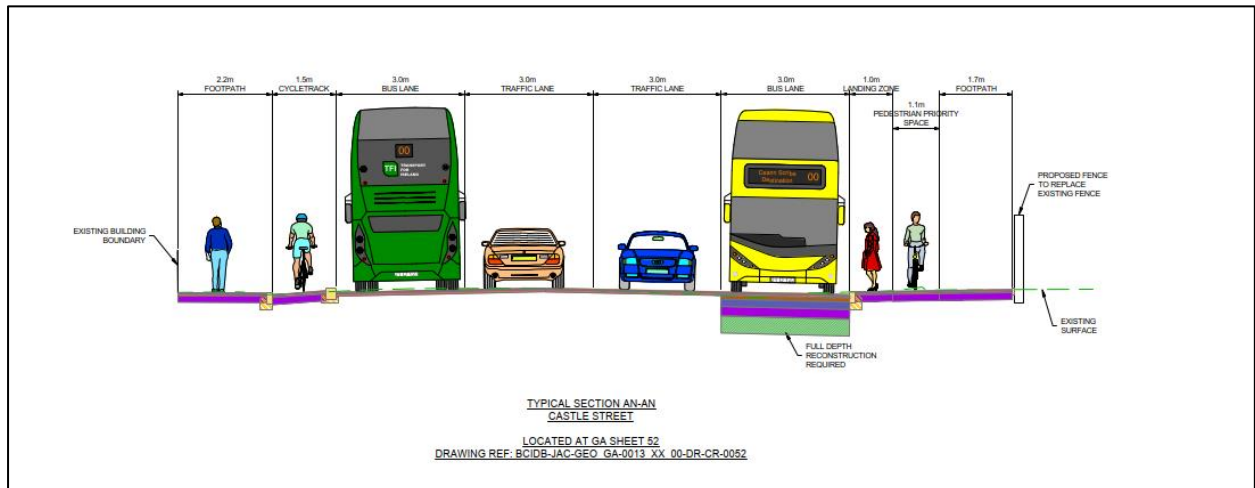


Figure 2.261: Extract from Typical Cross-section Drawing (Sheet 22)

The existing carriageway will be widened on both sides along Donnybrook Road to allow for bus lane, cycle track and footpath in both directions.

Figure 2.259 shows the Proposed Scheme section at Fast Fit in Donnybrook. The existing road cross-section will be widened on the northbound side of Donnybrook Road, at Fast Fit, to allow for the full BusConnects typical cross-section, as shown in Figure 2.261.

The temporary land take is required for the duration of the construction period to allow working space for the construction works and boundary works/and or accommodation works. Temporary land take will be returned back after construction, reinstated in the same condition as existing.

At the location specified above, the proposed cross-section and subsequent land acquisition have been considered and deemed necessary to facilitate the optimum Proposed Scheme as presented in the General Arrangement Drawings in Chapter 4 (Proposed Scheme Description) in Volume 3, Part 1 of 3 of EIAR.

If the CPO is confirmed by An Bord Pleanála, a Notice to Treat will be served on each landowner whose land is being acquired. Following service of the Notice to Treat, each landowner will be required to submit a claim for compensation and as part of this process, the NTA will pay the reasonable costs (as part of the claim) for the landowner to engage their own agent / valuer in preparing, negotiating, and advising on compensation.

If the CPO is confirmed by An Bord Pleanála, it is the intention of the NTA to engage with all the impacted landowners both in advance of, and during, the subsequent construction stage of the Proposed Scheme.

2) Drainage

Section 4.6.15 in Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR describes the approach taken to drainage design for newly paved areas. In particular, the principal objectives of the drainage design are described in Section 4.6.15.4 as follows:

- *'All drainage structures for newly paved areas are designed with a minimum return period of no flooding in 1:30 years with a 20% climate change allowance. Unless informed otherwise via hydraulic models, drainage structures for existing paved areas are assumed to have been designed with a return period of no flooding in 1:5 years;*

- *A SuDS drainage design has been developed for all newly paved areas in accordance with the SuDS hierarchy set out in the Drainage Design Basis. SuDS are provided to ensure no increase on existing runoff rates from new or existing paved areas;*
- *Due to the largely impermeable nature of soils across Dublin, infiltration rates were assumed to be zero for calculating the required attenuation volumes of any SuDS measures. This is a conservative approach and ensures SuDS measures are not knowingly undersized at this stage of the design. Where necessary, permeability tests will need to be completed so that infiltration rates can be considered in a future design stage;*
- *All runoff from road pavement or any other paved areas is collected in a positive drainage system. Over-the-edge discharges are not permitted; and*
- *Narrow filter drains or fin drains are not expected for inner city roads.'*

Section 13.4.1.1 in Chapter 13 (Water) in Volume 2 of the EIAR states:

'The drainage design includes principles relating to Sustainable Drainage Systems (SuDS). A SuDS drainage design has been developed as a first preference and in accordance with the SuDS hierarchy as described in the SuDS Manual C753 (CIRIA 2015) (hereafter referred to as the SuDS Manual). The SuDS Manual recommends that when considering SuDS solutions, the preferred approach is a hierarchy whereby runoff using source control solutions (e.g. pervious surfacing) are considered first. Where source control is not possible or cannot fully address an increase in runoff from a development, residual flows are then managed using site controls (e.g. bioretention / infiltration basins). If this is not practical or residual flows remain above existing runoff rates, regional controls (e.g. oversized pipes) are used. SuDS provide the dual benefits of controlling flows and treating water quality. In areas where the catchment is proposed to remain unchanged as no additional impermeable areas are proposed, the design consists of relocating existing gullies (where possible) to new locations.'

The Proposed Scheme primarily involves the reallocation of existing road space. Where additional impermeable areas are proposed, a SuDS strategy has been developed to ensure that there will be no increase in existing runoff rates. This is the appropriate surface water management strategy for the Proposed Scheme.

A Flood Risk Assessment was undertaken for the Proposed Scheme and is included as Appendix A13.2 (Flood Risk Assessment) in Volume 4 Part 3 in the EIAR. The Proposed Surface Water Drainage Works drawing series in Volume 3 (Figures) of the EIAR provides information in relation to drainage and the proposed drainage design.

Supplementary information is also provided in Appendix K Drainage Design Basis Document of the Preliminary Design Report.

An excerpt of the Drainage Design Drawing at this location is shown below in Figure 2.262.

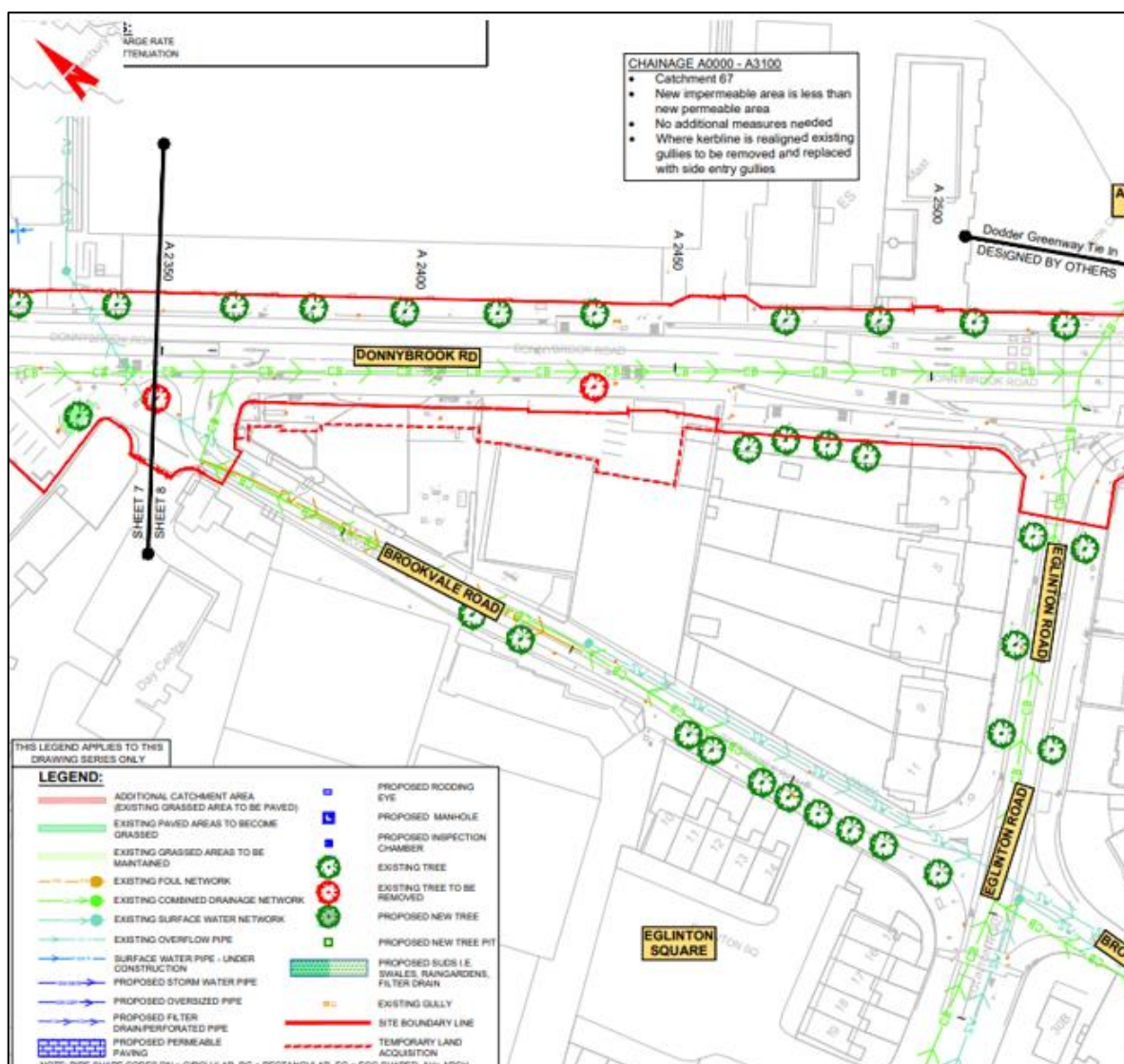


Figure 2.262: Extract from Proposed Surface Water Drainage Works Drawings (Sheet 08)

3) Noise

Chapter 9 (Noise and Vibration) in Volume 2 of the EIAR assesses the impact of noise and vibration at noise sensitive receptors along the Proposed Scheme. As part of the baseline noise surveys undertaken for the Proposed Scheme, there was an attended noise monitoring location at the Donnybrook Road / Eglinton Road junction (Reference Number CBC0013ANML001 as shown in Figure 9.2 (Sheet 2) in Volume 3, Part 3 of 3 of the EIAR. Figures 9.4 and 9.5 map the potential impact significance of traffic noise in the Opening Year (2028) and the Design Year (2043) respectively, with the modelling for the Opening Year giving an impact significance rating of Imperceptible / Positive along Donnybrook Road, while the modelling shows a Slight impact on Brookvale Road to the rear of the business (Figure 9.4, Sheet 2). The modelled impact remains unchanged on Donnybrook Road in the Design Year modelling at Imperceptible / Positive, while the modelling shows a Slight – Moderate impact on Brookvale Road (Figure 9.5, Sheet 2).

Regarding the Operational Phase noise impact of the Proposed Scheme, Section 9.4.4.1 in Chapter 9 (Noise and Vibration) in Volume 2 of the EIAR provides details of the assessment undertaken for the Operational Phase of the Proposed Scheme in respect of the potential noise and vibration impacts associated with altered traffic flows, realigned traffic lanes and displaced traffic flows.

Section 9.4.4.1.1.5 in Chapter 9 (Noise and Vibration) in Volume 2 of the EIAR states that:

‘Along the majority of roads off the Proposed Scheme within the 1km study area, impacts as a result of traffic redistribution are determined to be Indirect, Positive, Moderate and Short to Medium-Term impact to Indirect, Negative, Slight to Moderate and Short to Medium-Term impact (Table 9.17) for the majority of roads due to the negligible to low volume of additional traffic added once the Proposed Scheme

becomes operational.' It goes on to state that *'There are a small number of roads in the overall study area where there are potential initial significant impacts. These are defined as roads with a daytime traffic noise level above 55 dB LAeq,16hr and an increase in noise level greater than 3 dB.'*

Table 9.47 lists these roads and the section of Donnybrook Road at the location of the Fast Fit is not included.

Section 9.5.2.1 summarises the change in road traffic noise in the Operational Phase as follows:

'The impact assessment has determined that there are no calculated long-term significant direct or indirect traffic noise impacts across the study area for the Proposed Scheme. The range of noise level changes and overall noise levels calculated do not require any specific noise mitigation measures to be incorporated into the Proposed Scheme.'

In respect of electric buses, as discussed in Section 9.4.4.1.1.4 in Chapter 9 (Noise & Vibration) in Volume 2 of the EIAR, during the proposed Opening Year (2028), the NTA forecast is for 94% of the city bus fleet to be EVs or HEVs. For the Design Year (2043), the city bus fleet is forecast to be 100% electric. The operation of electric and hybrid buses will eliminate ICE noise from buses accelerating, decelerating and idling at bus stops which is the dominant noise source.

In addition, the characteristic of noise from EVs is subjectively less intrusive compared to those with ICE's and is masked to a much greater extent by surrounding road traffic. It is noted the bus stops along the Proposed Scheme will be used by other bus operators which may not transition to EV and HEVs over the same period as the city bus fleet. The volume of these buses along the Proposed Scheme will, however, be significantly less than the city bus fleet and hence, noise levels associated with these areas will not generate significant noise levels over the prevailing noise environment.

Given that there are no significant noise impacts expected once the Proposed Scheme becomes operational as outlined above, no specific Operational Phase mitigation measures are required.

4) Access During Construction

Refer to response in Section 2.25.3.2 (CPO-039) for Issue No.1 (Impact on Business and Access) in this report for further detail on access during construction.

5) Route Selection and Design

Refer to response in Section 2.5.3.2 (CPO-051) for Issue No. 3 (Constitutional requirements of CPO) of this report for further information on the review of alternatives through Donnybrook.

Refer also to response in Section 2.25.4.2 (CPO-046) for Issue No.1 (Surplus Land Acquisition / Impact on Business) in this report for further information on the design at this location.

The NTA is satisfied that reasonable alternatives have been considered to inform the Proposed Scheme and the making of the CPO is reasonable and justified.

6) Boundary Treatment

Reinstatement of property frontage including boundary walls, gates, railings, driveway, footpath and landscaping will be on a like for like basis and detailed accommodation works plans will be prepared in consultation with landowners in line with any formal agreements and in accordance with any embedded mitigations identified in the EIAR or conditions/modifications from An Bord Pleanála in relation to the Proposed Scheme application. Figure 2.263 shows an extract from the Fencing and Boundary Treatment Drawings in the EIAR, Volume 3, Part 1 of 3, Chapter 4 (Proposed Scheme Description), at the subject property. As indicated in this figure, a wall is proposed at this location and the existing entrance/exit will also be maintained on a like for like basis.

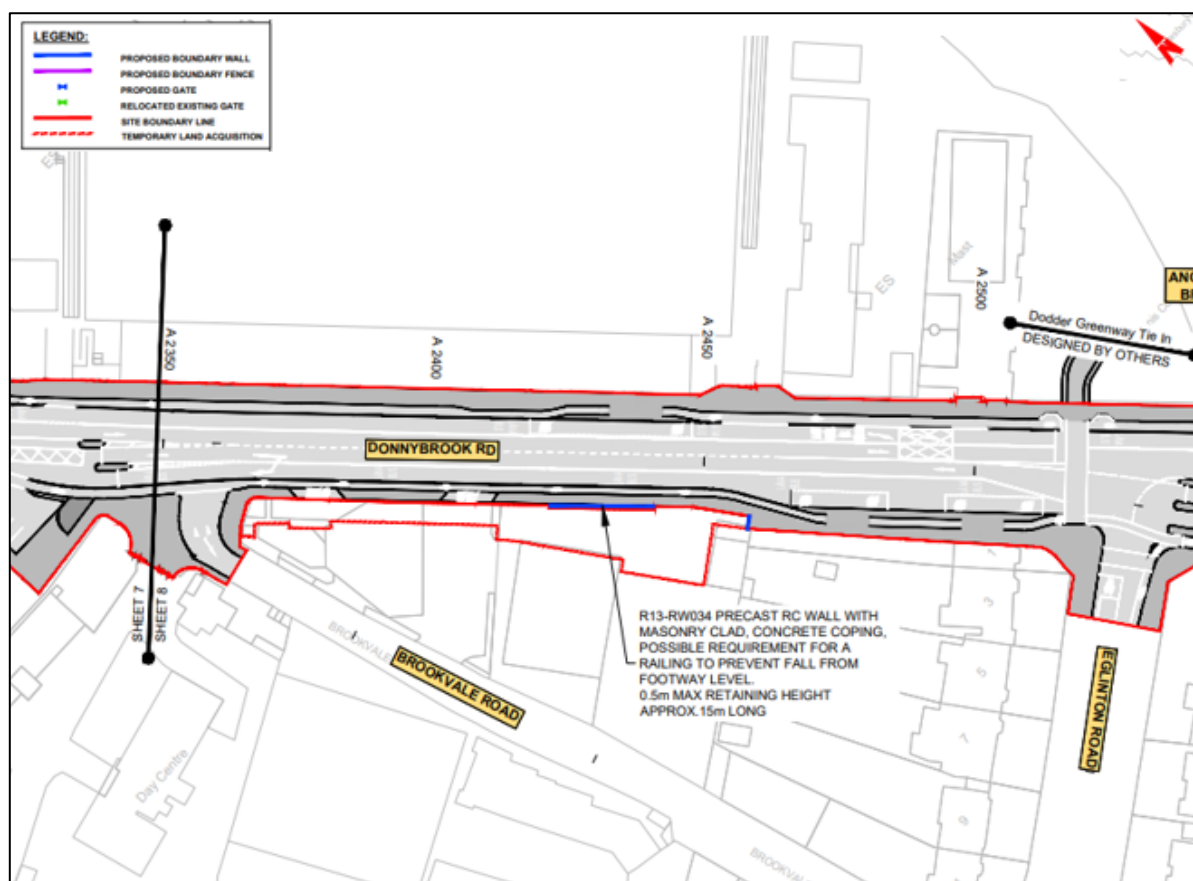


Figure 2.263: Extract from Fencing and Boundary Treatment Drawings (Sheet 08)

7) Environmental Impacts

A full and comprehensive Environmental Impact Assessment Report was prepared which fully assessed and presented the impacts of the Proposed Scheme. Refer to Section 2.3.3.10 (Adequacy of Environmental Assessment) of this report for a full description of the environmental assessment work carried out.

An overview of the EIAR and its main findings are also included in the Non-Technical Summary in Volume 1 of the EIAR. A summary list of all predicted significant residual impacts is provided in Chapter 23 (Summary of Significant Residual Impacts) in Volume 2 of the EIAR.

Specifically in relation to the carbon footprint of the Construction Phase, Section 8.8.1 in Chapter 8 (Climate) in Volume 2 of the EIAR states:

'The Proposed Scheme is estimated to result in total Construction Phase GHG emissions of 15,652 tonnes embodied CO₂eq for materials over a 36-month period, equivalent to an annualised total of 0.014% of Ireland's non-ETS 2020 target and 0.087% of the 2030 Transport Emission Ceiling. The embodied carbon emissions associated with the Construction Phase of the Proposed Scheme will be short-term and temporary in nature. Nevertheless, the impact on CO₂eq emissions, after mitigation, ...due to the embodied carbon associated with the Construction Phase of the Proposed Scheme will be Negative, Minor and Short-Term.'

8) Footpath / Cycle Paths

Section 4.6.1 in Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR outlines the preferred widths of the mainline cross-section. 2.0m is a desirable minimum width for footpaths, with 1.2m being a minimum width at pinch points over a 2m length of the path. The minimum nominal width is 1.8m. It notes that:

'The cross-sectional design of the mainline has been developed to achieve the desirable width criteria contained within the PDGB wherever reasonably practicable.'

Section 4.5.1.5 in Chapter 4 (Proposed Scheme Description) of Volume 2 of the EIAR, notes the proposed cycling provision in the Leeson Street to Donnybrook (Anglesea Road Junction) section as

- 'Segregated cycle track provided in each direction running adjacent to the direction of vehicle travel, which in some locations passes behind the roadside tree line; and
- Signal-controlled crossings provided at all junctions through a combination of parallel pedestrian / cycle crossings and shared toucan crossings.

These cycle tracks follow the 2013 Greater Dublin Area Cycle Network Plan (GDACNP) (NTA 2013) Primary Route number 12 (also a Primary Route under the new GDACNP 2022 (NTA 2022a)). There are existing cycle lanes in both directions along the majority of this section of the Proposed Scheme, however these will be reconfigured and upgraded to the arrangement set out in the PDGB (including 120mm upstand kerb between cycle track and traffic lane).'

A tie-in is provided to a Secondary Route within the GDACNP 2022 at the Fitzwilliam Place / Adelaide Road / Leeson Street Lower junction, at the Grand Parade / Mespil Road / Leeson Street Upper junction, at the Appian Way / Leeson Street Upper junction, at the Waterloo Road / Leeson Street Upper junction, and at the Wellington Place / Leeson Street Upper junction. A tie-in is also provided to the Grand Canal Greenway route at the Wilton Terrace / Leeson Street Lower junction, and to the Dodder Greenway route at and across from the Eglinton Road / Donnybrook Road junction.'

At the First Stop in Donnybrook, shown in Figure 2.264 below, the cross-section proposed will include footpaths, segregated cycle tracks, bus lanes and traffic lanes in both directions. The Proposed Scheme design at First Stop is presented in the 02-General Arrangement Drawings Sheet 08 in Chapter 4 (Proposed Scheme Description) in Volume 3, Part 1 of 3 of the EIAR and shown in Figure 2.264.

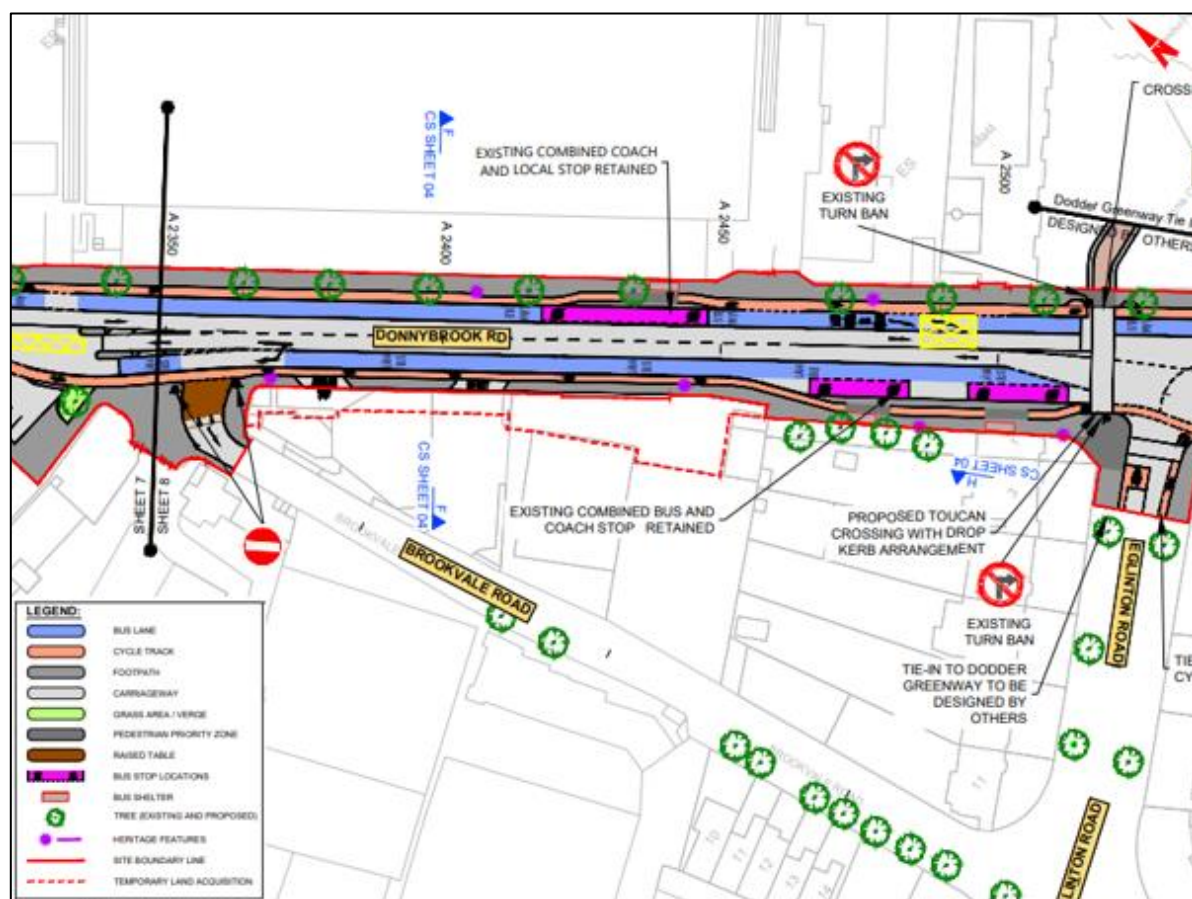


Figure 2.264: Extract of General Arrangement Drawing at First Stop in Donnybrook (Sheet 08)

Section 6.4.6.1.2.1 in Chapter 6 (Traffic and Transport Assessment) in Volume 2 of the EIAR notes:

'The key infrastructure changes to pedestrian links along Section 1 of the Proposed Scheme are summarised as follows:

- Increased footpath width, crossing width, and pedestrian directness;

- Increased provision of priority crossings across side streets with raised tables; and
- Provision of signalised pedestrian crossings on all arms at R138 Leeson Street Lower / Hatch Street Lower junction, R138 Leeson Street Lower / Fitzwilliam Place junction, R138 Sussex Road / Sussex Terrace junction, R138 Leeson Street Upper / Dartmouth Road junction, R138 Leeson Street Upper / Appian Way junction, R138 Leeson Street Upper / Wellington Place junction, R138 Morehampton Road / Bloomfield Avenue junction and R138 Donnybrook Road / Belmont Avenue junction.

The assessment of the qualitative impacts on the walking infrastructure for Section 1 of the Proposed Scheme are summarised in Table 6.22, along with the accompanying sensitivity for each junction and the resultant significance of effect. A detailed breakdown of the assessment at each junction can be found in Appendix A6.4.1 (Pedestrian Infrastructure Assessment) in Appendix A6.4 in Volume 4 of this EIAR.'

Location	Chainage	Do Minimum LoS	Do Something LoS	Impact	Sensitivity	Significance of Effect
R138 Donnybrook Road / Belmont Avenue 4-Arm Priority Junction	A1980 - A2020	F	A	High	High	Positive Profound
R138 Donnybrook Road / Mulberry Lane 3-arm Priority Junction	A2060 - A2070	E	B	Medium	High	Positive Very Significant
R138 Donnybrook Road / The Crescent 3-arm Priority Junction	A2100 - A2130	E	C	Medium	High	Positive Very Significant
R138 Donnybrook Road / Pembroke Cottages 3-arm Priority Junction	A2160 - A2170	D	C	Low	High	Positive Moderate
R138 Donnybrook Road / The Crescent 4-arm Priority Junction	A2250 - A2280	D	C	Low	High	Positive Moderate
R138 Donnybrook Road / Eglinton Terrace 3-Arm Priority Junction	A2290 - A2300	C	B	Low	High	Positive Moderate
R138 Donnybrook Road / Brookvale Road 3-Arm Priority Junction	A2350 - A2370	D	B	Medium	High	Positive Very Significant
R138 Donnybrook Road / Eglinton Road 3-Arm Signalised Junction	A2520 - A2550	F	B	High	Medium	Positive Very Significant

The contents of Table 6.22 demonstrates that the Proposed Scheme will have a long-term positive impact on the quality of the pedestrian infrastructure along Section 1.

The LoS during the Do Minimum scenario ranges between B and F with 31 of the 32 impacted locations being rated as C or lower. These ratings have been determined using the previously referenced assessment criteria set out in Table 6.17. During the Do Something scenario, 24 of the 32 impacted locations along this section achieve the highest A / B ratings, with seven locations receiving a C rating and one location increasing from F to D. This is because of the proposed improvements to the existing pedestrian facilities in the form of additional crossing locations, increased pedestrian directness, provision of traffic calming measures to reduce vehicle speeds, improved accessibility and increased footpath and crossing widths. All proposed facilities have been designed in accordance with the principles of DMURS and the National Disability Authority (NDA) 'Building for Everyone: A Universal Design Approach' (NDA 2020) with regards to catering for all users, including those with disabilities.

Overall, it is anticipated that there will be a Positive, Significant and Long-term effect to the quality of the pedestrian infrastructure along Section 1 of the Proposed Scheme, during the operational phase, which aligns with the overarching aim to provide enhanced walking infrastructure on the corridor. A detailed breakdown of the assessment at each impacted junction, including a list of the junctions which experience no change, can be found in Appendix A6.4.1 (Pedestrian Infrastructure Assessment) in Appendix A6.4 in Volume 4 of this EIAR.'

In relation to proposed cycling infrastructure, Section 6.4.6.1.2.2 notes:

'The key cycling improvements along Section 1 of the Proposed Scheme can be summarised as follows:

- Proposed 1.25 to 2.0m wide cycle track, with on both sides of R138 Leeson Street Lower, R138 Leeson Street Upper, R138 Sussex Road, R138 Morehampton Road and R138 Donnybrook Road to replace the existing cycle lanes and combined bus and cycle lanes between R138 Leeson Street Lower / R138 St. Stephens Green Junction to the R138 Donnybrook Road / R815 Anglesea Road Junction;
- Introduced link to the proposed Dodder Greenway at the Eglinton Road junction;
- Updated layouts incorporated for the junctions with Appian Way, Waterloo Road, Wellington Place, Herbert Park, Belmont Avenue, Eglinton Road and Anglesea Road to accommodate revised cycle layouts, revised pedestrian crossings, and revised kerb lines where necessary; and
- Proposed provision of continuous cycle bypasses at all bus stops.

Table 6.23 outlines the cycling qualitative assessment along Section 1, with the overall Do Minimum LoS and the Do Something LoS and the description of impact.'

Location	Chainage	DoMinimum LoS	DoSomething LoS	Magnitude of Impact	Sensitivity	Significance of Impact
R138 Leeson Street Lower: R138 St Stephen's Green to R111 Grand Parade	A0 - A600	B	B	Negligible	High	Not Significant
R138 Leeson Street Upper / Sussex Road: R111 Grand Parade to Burlington Road	A600 - A1000	C	B	Low	Medium	Positive Moderate
R138 Leeson Street Upper: Burlington Road to Wellington Place	A1000 - A1300	D	B	Medium	Medium	Positive Significant
R138 Morehampton Road: Wellington Place to Herbert Park	A1300 - A1700	B	A	Low	Medium	Positive Moderate
R138 Morehampton Road / Donnybrook Road: Herbert Park to Belmont Avenue	A1700 - A2000	C	B	Low	High	Positive Moderate
R138 Donnybrook Road: Belmont Avenue to R815 Anglesea Road	A2000 - A2600	C	B	Low	High	Positive Moderate
Section Summary		C	B	Low	High	Positive Moderate

Table 6.23 demonstrates that the scheme will have a permanent positive impact on the quality of the cycle infrastructure along Section 1 of the Proposed Scheme. The significance of the impacts range from not significant to positive significant, demonstrating that the scheme will create enhancements for cyclists.

During the DoSomething scenario, i.e. following the development of the Proposed Scheme the LoS rating increases to a B. This is due to the proposed improvements to the existing cycling facilities along this stretch of cycle route, in the form of improved segregation, and junction treatment. Most junctions receive a final B rating in the DoSomething LoS, with one receiving an A, whilst they range from B to D in the DoMinimum LoS.

Overall, it is anticipated that there will be a Positive, Moderate and Long-Term effect to the quality of the cycling infrastructure along Section 1 of the Proposed Scheme, during the Operational Phase. A detailed breakdown of the assessment along each section can be found in Appendix A6.4.2 (Cycling Infrastructure Assessment) in Appendix A6.4 in Volume 4 of this EIAR.

The findings of the cycling assessment aligns with the objective of the CBC Infrastructure Works, applicable to the Traffic and Transport assessment of the Proposed Scheme, to 'Enhance the potential for cycling by providing safe infrastructure for cycling, segregated from general traffic wherever practicable.'

2.25.5 CPO-048 – MCL Estates Ltd. – First Stop

This CPO Objection relates to the Ever-Ready Centre, Donnybrook. The Proposed Scheme at this location is described in Section 2.25.1 on Description of the Proposed Scheme at this location above.

2.25.5.1 Summary of Objections Raised

Refer to Section 2.25.4.1 (CPO-046) in this report for a summary of objections raised.

2.25.5.2 Response to Objection Raised

Refer to Section 2.25.4.2 (CPO-046) in this report for a summary of responses to objections raised.

2.26 CPO-040 - Kennedy Wilson & Kennedy Wilson Investments

2.26.1 Description of the Proposed Scheme at this location

In order to achieve the scheme objectives along this section of the corridor, it is proposed that the existing lane configuration on the N11 Stillorgan Road will be for, the most part, retained. The existing cycle tracks and footpaths are proposed to be improved to achieve desirable minimum width.

The proposed cross-section at this location includes bus lane and two general traffic lanes in both directions with footway and cycle track in both directions.

The existing road cross section in this location provides footways on both sides of the road, there is a central reservation with two general traffic lanes in both directions, with bus lanes and segregated cycle tracks in both directions.

In order to achieve the required cross section of the Proposed Scheme, land acquisition is necessary from private properties along this section of Stillorgan Road.

The land take required is shown in the following:

- Extracts from the General Arrangement Drawings which are provided as an Appendix in the 02-General Arrangement Drawings Sheet 23 in Chapter 4 (Proposed Scheme Description) in Volume 3, Part 1 of 3 of the EIAR and shown in Figure 2.265.
- The proposed permanent and temporary land acquisition lines overlain on aerial photography are shown in Figure 2.266.
- The existing property frontage and street view is shown in Figure 2.267.

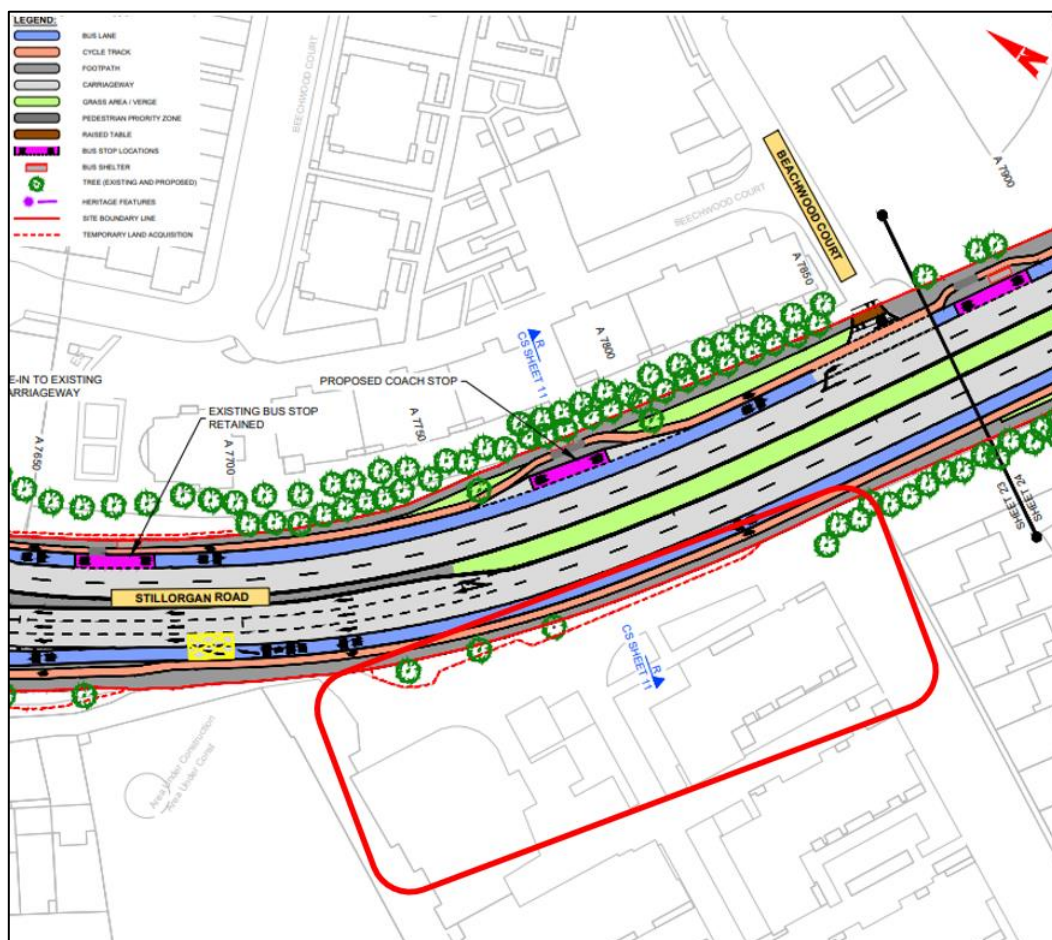


Figure 2.265: Extract from General Arrangement Drawing at Stillorgan Road (Sheet 23)



Figure 2.266: Existing aerial view at Stillorgan Road (Image Source: Google)



Figure 2.267: Existing street view at Stillorgan Road (Image Source: Google)

2.26.2 Summary of Objections Raised

The objection to the CPO raises one potential issues:

1) Concern on the Impact to the Existing Access and Regress

The objection observed that the current proposal does not take regard of the existing access arrangements at The Grange. The respondent requested that the existing access arrangements be maintained and that the Proposed Scheme is amended appropriately.

2.26.3 Response to Objections Raised

1) Concern on the Impact to the Existing Access and Regress

As set out in paragraph 2 of the statutory notice, which was served upon the objector, the CPO is 'for the purposes of the construction of the Bray to City Centre Core Bus Corridor Scheme together with all

ancillary and consequential works associated therewith for the purposes of facilitating public transport'. Further, the face of the CPO itself also indicates that it is 'for the purposes of facilitating public transport'.

Further, as set out in paragraph 10 of that notice, the EIAR which was prepared in respect of the Bray to City Centre Core Bus Corridor Scheme was available for inspection physically and on the NTA's dedicated website for this Proposed Scheme, and that EIAR contains all of the 'precise details of the proposed construction works' and all of the 'proposed ancillary and consequential works for the Bray to City Centre Core Bus Corridor Scheme'.

The Proposed Scheme has been designed to deliver upon the scheme objectives set out in Chapter 1 (Introduction) in Volume 2 of the EIAR, which include enhancement of the potential for cycling by providing safe infrastructure for cycling. In some areas, land acquisition is required to deliver what has been determined to be the most appropriate design configuration that meets these objectives. All areas included in the CPO have been carefully considered and only included where deemed absolutely necessary to meet the scheme objectives and to construct the Proposed Scheme with permanent and temporary acquisitions respectively.

The Proposed Scheme design at the location of the Grange Complex is presented in the EIAR Volume 3 Chapter 4 - 02 General Arrangement sheet 16 of 54 shown in Figure 2.268. As part of the BusConnects Bray to City Centre CBC works, permanent land take (short strip shown in the CPO maps) is required to provide for the desirable minimum width of the footpath and cycle track at this location, hence meeting the objectives of BusConnects. The proposed cycle track at the two existing access/egress points will be at grade with the road level and demarcated by road marking, as per existing arrangement shown in the Figure 2.269, hence maintaining existing access and egress points. The proposed widening of the cycle track in the green area strip does not impact the car set-down area.

The permanent and temporary land take required from the Kennedy Limited landholding which premises the Grange Office and Apartment complex is shown in the Deposit Maps and details listed in the CPO Schedule, as shown in Figure 2.270. The permanent land take is shown in Plot 1135(1).1c and Plot 1135(2)2c shows the temporary land take.

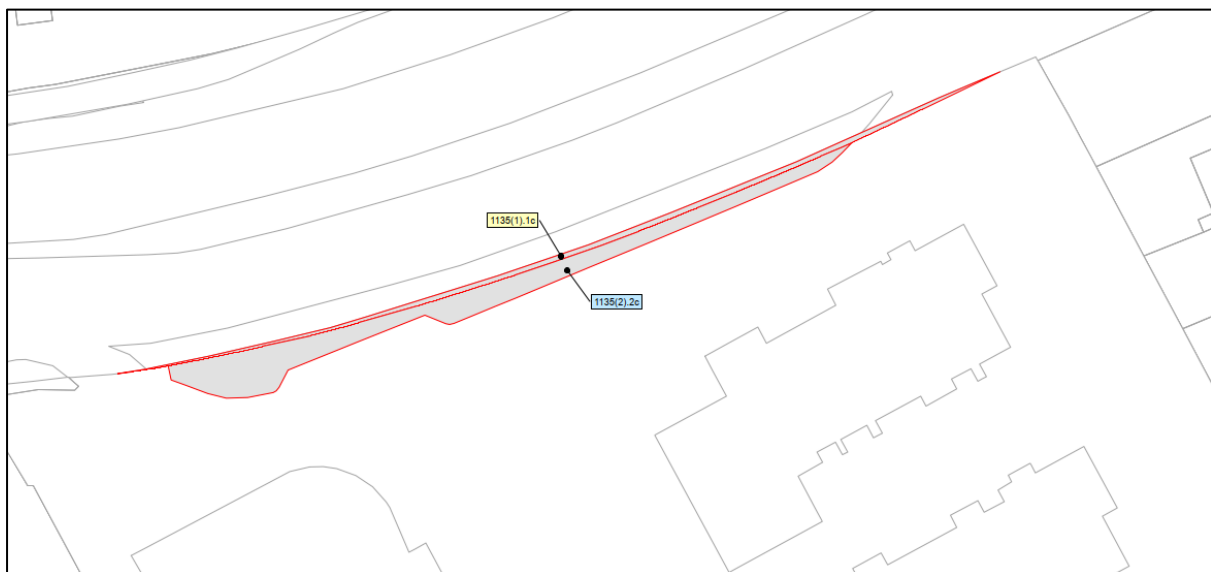


Figure 2.268: Extract from Deposit Map (Sheet 27)



Figure 2.269: Street view at the access/ egress (South) (Image Source: Google)



Figure 2.270: Street view at the access/ egress (North) (Image Source: Google)

The temporary land take is required for the duration of the construction period to allow working space for the construction works and boundary works/and or accommodation works and will be returned after construction. It will be reinstated in the same condition as was existing. The temporary land take near the northern access/ egress is outside the car set-down area as shown in Figure 2.271.



Figure 2.271: Aerial View at the Access/ Egress (North) (Source: Maxer)

Chapter 5 (Construction) in Volume 2 of the EIAR gives a description of the Construction Phase of the Proposed Scheme, including with respect to temporary land acquisition. Specifically, Section 5.5.2.1 states the following:

'Any lands acquired temporarily to facilitate construction work will be returned to landowners on completion of the works. Existing boundary walls or fencing being relocated will be constructed to match the existing conditions, unless otherwise agreed. The removal of trees, vegetation, lawns, paving etc. will be minimised in so far as practicable.'

It goes on to state in Section 5.5.3.2 that:

'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.'

If the CPO is confirmed by An Bord Pleanála, a Notice to Treat will be served on the landowner whose land is being acquired. Following service of the Notice to Treat, the landowner will be required to submit a claim for compensation and as part of this process, the NTA will pay the reasonable costs (as part of the claim) for the landowner to engage its agent/valuer in preparing, negotiating, and advising on compensation. These are matters that can be successfully addressed between the Kennedy Wilsons and the NTA.



Figure 2.273 Existing aerial view at Dublin Road



Figure 2.274 Existing street view at Dublin Road (Image Source: Google)

2.27.2 Summary of Objections Raised

The objection to the CPO raises two potential issues:

1) Need for CPO

The objection raises concerns regarding the land acquisition at the property for the Proposed Scheme.

2) Lack of Detail

The objection further comments that little detail has been provided regarding the CPO process.

2.27.3 Response to Objection Raised

1) Need for CPO

The Proposed Scheme Compulsory Purchase Order CPO is an application under Section 76 of the Third Schedule of the Housing Act 1966 as extended by Section 10 of the Local Government (No 2) Act 1960 and amended by the Planning and Development Act 2000 (as amended).

As set out in paragraph 2 of the statutory notice, which was served upon the objector, the CPO is *‘for the purposes of the construction of the Bray to City Centre Core Bus Corridor Scheme together with all ancillary and consequential works associated therewith for the purposes of facilitating public transport’*.

Further, as set out in paragraph 10 of that notice, the EIAR which was prepared in respect of the Proposed Scheme was available for inspection physically and on the NTA’s dedicated website for this Proposed Scheme, and that EIAR contains all of the *‘precise details of the proposed construction works’* and all of the *‘proposed ancillary and consequential works for the Bray to City Centre Core Bus Corridor Scheme’*.

The NTA has also made an application to the Board under Section 51 of the Roads Act 1993 (as amended) for approval of the proposed road development, the Bray to City Centre Core Bus Corridor Scheme, which is currently pending before the Board (ABP-Ref No. HA27.317742).

The Proposed Scheme has been designed to deliver upon the Proposed Scheme objectives set out in Chapter 1 (Introduction) of the EIAR, which the introduction of bus lanes in each direction. In some areas, land acquisition is required to deliver what has been determined to be the most appropriate design configuration that meets these objectives. All areas included in the CPO have been carefully considered and only included where deemed absolutely necessary to meet the Proposed Scheme objectives and to construct the Proposed Scheme with permanent and temporary acquisitions respectively.

The Proposed Scheme General Arrangement design at the location of Dublin Road is shown in the 02-General Arrangement drawings Chapter 4 (Proposed Scheme Description) drawing Vol 3 Part 1 of 3 of EIAR on Sheet 41 and shown in Figure 2.272.

The permanent and temporary land take required from the property is shown in the Deposit Maps and details listed in the CPO Schedule, as shown in Figure 2.275. The permanent land take is shown in Plot 1113(1).1d and the temporary land take is shown in Plot 1113(2).2d.

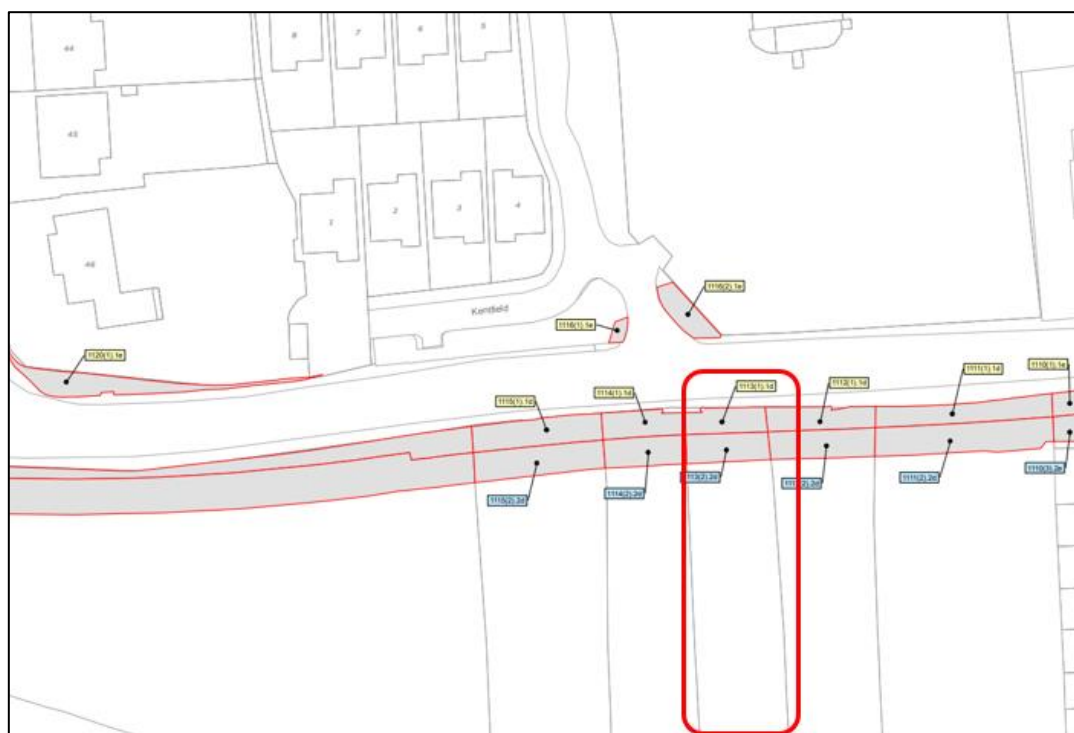




Figure 2.275: Extract from CPO Deposit Map at Dublin Road (Sheet 013)

As part of the BusConnects Bray to City Centre CBC works, permanent land take (shown in the CPO maps) is required to provide for the desirable minimum width of the bus lane and footpath on the Dublin Road, hence meeting the objectives of BusConnects, as shown in Figure 2.276 extract from 04-Typical Cross section Drawing Chapter 4 (Proposed Scheme Description) Vol 3 Part 1 of 3 of EIAR.

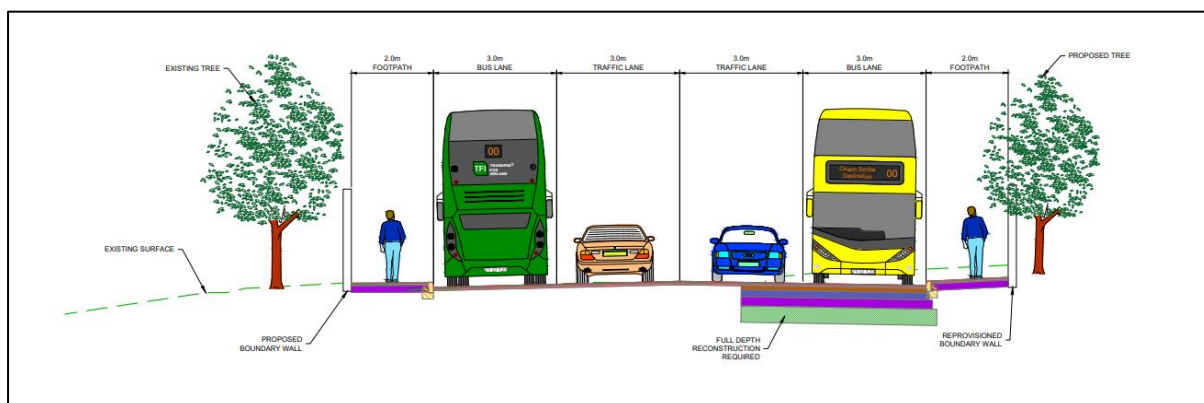


Figure 2.276: Extract from Typical Cross-section at Dublin Road (Sheet 18)

As part of the Proposed Scheme, it is proposed to widen the road on the west side for the provision of bus lane in both directions at this location at the location of the property at Fairymount on Dublin Road.

The proposed works would require set-back of the existing boundary wall, which will be reinstated along the Dublin Road frontage and rebuilt walls, like for like and garden re-instatement.

If the CPO is confirmed by An Bord Pleanála, a Notice to Treat will be served on the landowner whose land is being acquired. Following service of the Notice to Treat, the landowner will be required to submit a claim for compensation and as part of this process, the NTA will pay the reasonable costs (as part of the claim) for the landowner to engage its agent/valuer in preparing, negotiating, and advising on compensation.

2) Lack of Detail

As set out in paragraph 10 of the statutory CPO notice, the EIAR which was prepared in respect of the Bray to City Centre Core Bus Corridor Scheme was available for inspection physically and on the NTA's dedicated website for this Proposed Scheme, and that EIAR contains all of the '*precise details of the proposed construction works*' and all of the '*proposed ancillary and consequential works for the Bray to City Centre Core Bus Corridor Scheme*' as requested in this objection.

Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR describes the details of the design of the Proposed Scheme. Section 4.5.3 and 4.5.4 notes details for the Section 3 Loughlinstown Roundabout to Bray North and Section 4 Bray North to Bray South.

The design details are also shown in Chapter 4 (Proposed Scheme Description) Part 1 and Part 2 of 3 Figures in Volume 3 of EIAR.

Chapter 5 (Construction) Volume 2 of EIAR describes the construction activities along the Proposed Scheme.

The design of the Proposed Scheme has been developed to a stage where all potential environmental impacts can be identified, and a fully informed environmental impact assessment has been carried out.

Additionally, the Preliminary Design Report and the associated Appendices of the PDR, part of Supplementary information, also gives description of the design details of the Proposed Scheme.

Public Consultation Part 1 of 2 and Part 2 of 2 (Supplementary Information) report summarises the consultation process of the Proposed Scheme during the design development process. Additional Public Consultation Reports are also provided under the Preferred Route Options Report Appendix B and C, also part of Supplementary Information.

During the detailed design phase of the Proposed Scheme, further details and construction methodologies will be developed.

2.28 Kiltuc, Dublin Road, Shankill - CPO-044 and CPO-059

2.28.1 Description of the Proposed Scheme at this location

Generally, between Loughlinstown Roundabout and Stonebridge Road it is intended to provide a bus lane (*the northbound bus lane starts at Rathmichael Woods*) 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 and signal-controlled priority has been proposed to ensure bus priority.

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 enable a cycle link to the existing two schools on Stonebridge Road.

Along Dublin Road adjacent to the Kiltuc property it is proposed to provide a southbound bus lane, a two-way cycle track on the eastern side and general traffic lanes in each direction. The existing pedestrian crossing outside Kiltuc at the junction of Stonebridge Road is to remain as part of the proposals.

The existing road cross section in this location provided a footpath on each side of the road with general traffic lanes in each direction. There was no bus lane provided in this location, but advisory cycle lanes were provided in both a northbound and southbound direction.

The land take required is shown in the following:

- Extracts from the General Arrangement Drawings which are provided as an Appendix in the 02-General Arrangement Drawings Sheet 42 in Chapter 4 (Proposed Scheme Description) in Volume 3, Part 1 of 3 of the EIAR and shown in Figure 2.277.
- The proposed permanent and temporary land acquisition lines overlain on aerial photography are shown in Figure 2.278 and Figure 2.281, and on the Deposit Maps as shown in Figure 2.279.
- The existing property frontage and street view is shown in Figure 2.280.

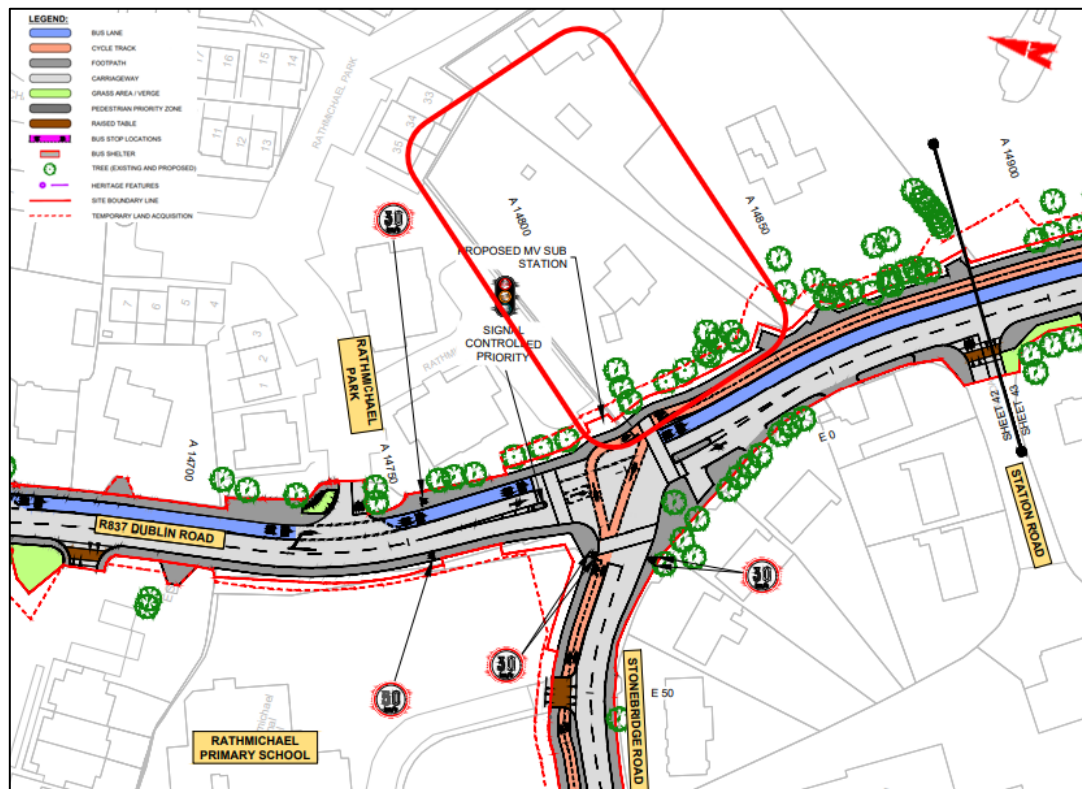


Figure 2.277: Extract from General Arrangement Drawing on Dublin Road (Sheet 42)



Figure 2.278: Existing aerial view at Kiltuc on Dublin Road

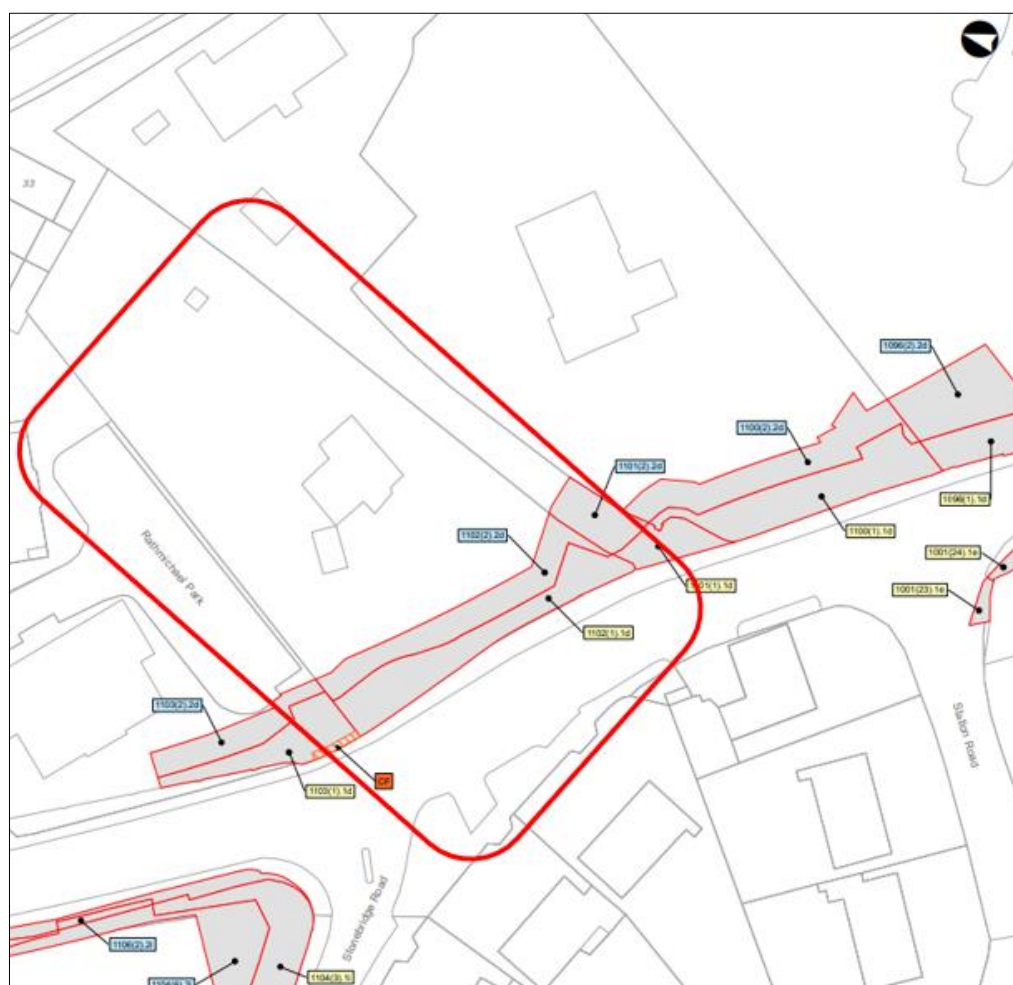


Figure 2.279: Extract from Deposit Map at Kiltuc on Dublin Road (Sheet 11)



Figure 2.280: Existing street view at Kiltuc on Dublin Road (Image Source: Google)



Figure 2.281: Existing aerial street view at Kiltuc on Dublin Road

2.28.2 Objections Raised

Table 2.59 below lists the two objections within which issues were raised in respect of the same proposed CPO plots at Kiltuc.

Table 2.59: Objections Made in Respect of proposed CPO plots at Kiltuc

No	Name	No	Name	No	Name
044	Marian Ward	059	Peadar Ward		

Objections listed in Table 2.59 above, which relate to the same area, are responded to individually below.

2.28.3 CPO-044 – Marian Ward

2.28.3.1 Summary of Objections Raised

This CPO Objection relates to the Kiltuc, Dublin Road, Shankill. The Proposed Scheme at this location is described in Section 2.28.1 on Description of the Proposed Scheme at this location above.

The objection to the CPO raises five potential issues:

1) Insufficient Details of Land Take

The objection raised the concern requested more details of the land take in terms of area of the plot, as it is not clear in the documentation.

2) Impact to Property, Boundary Walls, Access, and Trees

The objection raised concerns regarding the loss of land, the removal / impact on a 200+ year old boundary wall and loss of 8+ mature trees.

A further concern was around a historic outline of a pedestrian entrance that was used for access to a 'well' which provided water to the locals before the implementation of a public water supply.

3) Impact to Shankill Village Community Environment

The objection raised concern regarding the vast majority of the Shankill Community being opposed to the Proposed Scheme. The Proposed Scheme has raised concerns that the journey time saving isn't justifiable against the community disruption the Proposed Scheme is thought to cause and is not in the best interest to the residents of Shankill, including the introduction of a less frequent bus service than is currently available.

4) Insufficient Cycling Infrastructure in Shankill

The objection raised concern regarding insufficient cycling infrastructure in Shankill, also noting that the with proposed two-way cycle tracks cyclists will have to cross-over.

5) N11/M11 Alternate Route Option

The objection questions why the Proposed Scheme is going ahead when there are plans to build bus lanes on both carriageways as part of the N11 / M11 route options.

2.28.3.2 Response to Objections Raised

1) Insufficient Details of Land Take

Refer to response in Section 2.13.3.2 (CPO-017) for Issue No.1 (Request for Details on CPO) in this report.

2) Impact to Property, Boundary Walls, Access, and Trees

The Proposed Scheme Compulsory Purchase Order CPO is an application under Section 76 of the Third Schedule of the Housing Act 1966 as extended by Section 10 of the Local Government (No 2) Act 1960 and amended by the Planning and Development Act 2000 (as amended).

As set out in Paragraph 2 of the statutory notice, which was served upon the objector, the CPO is *'for the purposes of the construction of the Bray to City Centre Core Bus Corridor Scheme together with all ancillary and consequential works associated therewith for the purposes of facilitating public transport'*.

Further, as set out in Paragraph 10 of that notice, the EIAR which was prepared in respect of the Proposed Scheme was available for inspection physically and on the NTA's dedicated website for this Proposed Scheme, and that EIAR contains all of the *'precise details of the proposed construction works'* and all of the *'proposed ancillary and consequential works for the Bray to City Centre Core Bus Corridor Scheme'*.

The NTA has also made an application to the Board under Section 51 of the Roads Act 1993 (as amended) for approval of the proposed road development, the Bray to City Centre Core Bus Corridor Scheme, which is currently pending before the Board (ABP-Ref No. HA27.317742).

The Proposed Scheme has been designed to deliver upon the Proposed Scheme objectives set out in Chapter 1 (Introduction) in Volume 2 of the EIAR, which include enhancement of the potential for cycling by providing safe infrastructure for cycling. In some areas, land acquisition is required to deliver what has been determined to be the most appropriate design configuration that meets these objectives. All areas included in the CPO have been carefully considered and only included where deemed absolutely necessary to meet the Proposed Scheme objectives and to construct the Proposed Scheme with permanent and temporary acquisitions respectively.

The permanent and temporary land take required from Kiltuc landholding is shown in the Deposit Maps and details listed in the CPO Schedule, as shown in Figure 2.282. The permanent land take is shown in Plot 1102(1).1d and the temporary land take is shown in Plot 1102(2).2d.

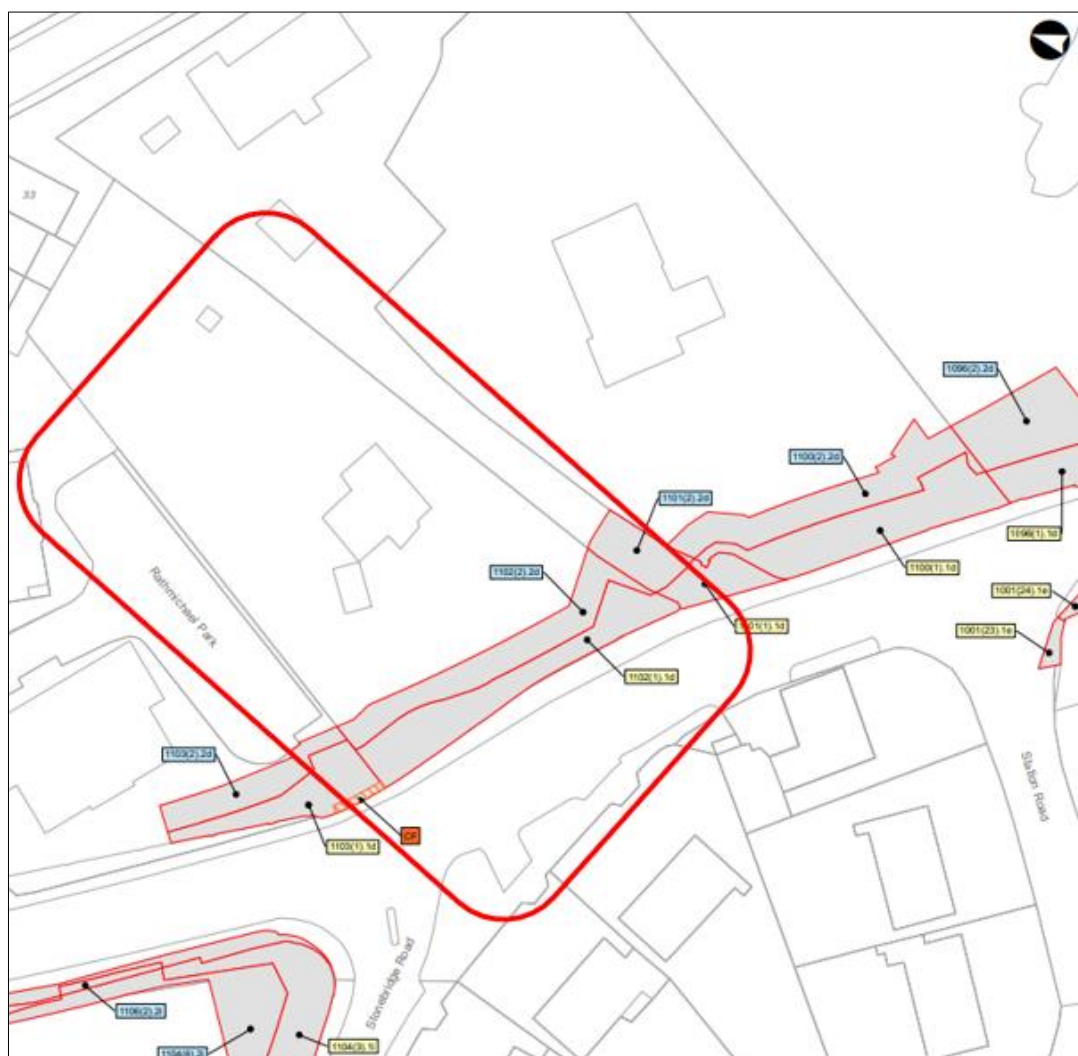


Figure 2.282: Extract from Deposit Map at Kiltuc on Dublin Road (Sheet 11)

As part of the BusConnects Bray to City Centre CBC works, permanent land take (shown in the CPO maps) is required to provide for the desirable minimum width of the bus lane, footpath, and the two-way cycle track on the Dublin Road, hence meeting the objectives of BusConnects, as shown in Figure 2.277, an extract from 02-General Arrangement Drawings in Chapter 4 (Proposed Scheme Description) in Volume 3, Part 1 of 3 of EIAR on Sheet 42. The proposal at the location of Kiltuc property is to widen the road on the eastern side to provide for a continuous bus lane, segregated bi-directional cycle track and footpaths in both directions. The permanent land take will impact the property boundary wall, gate, hedgerow (immediately behind boundary wall) and trees.

The proposed works would require set-back of the existing boundary wall and the gates will be set-back at the same location. As noted in Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR, the reinstatement of property frontage including boundary walls, gates, railings driveway, footpath and landscaping will be on a like-for-like basis, and detailed accommodation works plans will be prepared in consultation with landowners in line with any formal agreements and in accordance with any

mitigations identified in the EIAR or conditions/modifications from An Bord Pleanála in relation to the Proposed Scheme application. The reinstatement of the boundary treatment will ensure a physical boundary is provided between the Proposed Scheme and the property, on a 'like for like' basis. The existing access gate will be set-back at the same location.

Additionally, where the walls are of heritage significance, as outlined in Chapter 16 (Architectural Heritage) in Volume 2 of the EIAR, the taking down and rebuilding of such walls will be managed in accordance with the mitigation measures described in Section 16.5.1 of Chapter 16, including '*recording the existing fabric in position prior to the works, labelling the affected masonry and fabric. Recording is to be undertaken by an appropriate architectural heritage specialist engaged by the appointed contractor. The architectural heritage specialist will oversee any labelling, taking-down and reinstatement of the affected masonry. Works to historic fabric will be carried out in accordance with the methodology provided in Appendix A16.3 Methodology for Works Affecting Sensitive and Historic Fabric in Volume 4 of this EIAR*'.

The Proposed Scheme Boundary Treatment design at the location of Kiltuc is shown in the 07- Fencing and Boundary Treatment Drawings in Chapter 4 (Proposed Scheme Description) Volume 3, Part 1 of 3 of EIAR on Sheet 42 and shown in Figure 2.283, which shows a continuous boundary wall set-back with the gate.

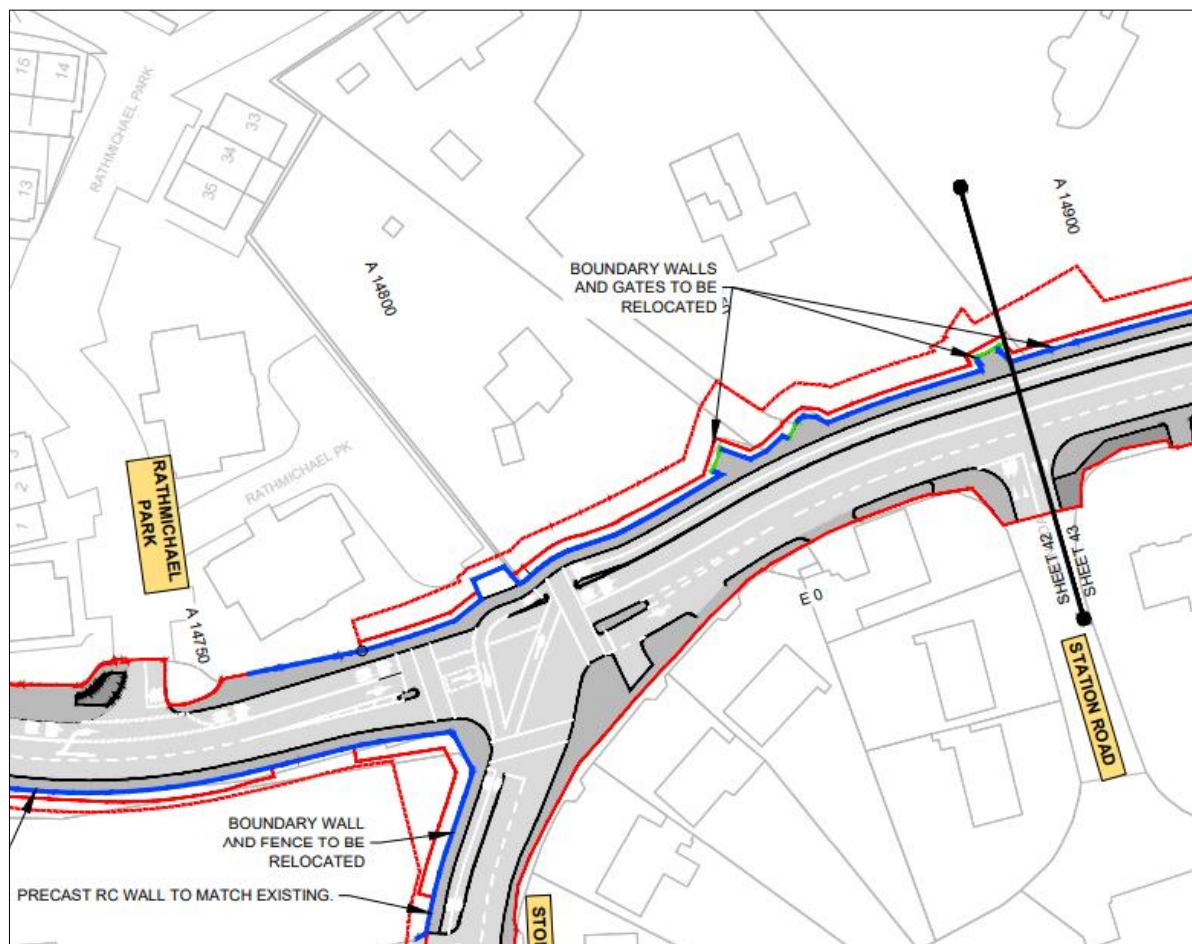


Figure 2.283: Extract from Boundary Treatment Drawing at Kiltuc on Dublin Road(Sheet 42)

The proposed works would require the loss of mature trees along the outline of the property garden, immediately behind the existing boundary wall. New trees are proposed in the residual green area, behind the proposed new boundary wall and the reinstatement of the garden.

The Proposed Scheme landscape design at the location of Kiltuc is shown in the 05-Landscape Drawings in Chapter 4 (Proposed Scheme Description) Volume 3, Part 1 of 3 of EIAR on Sheet 42 and shown in Figure 2.284.

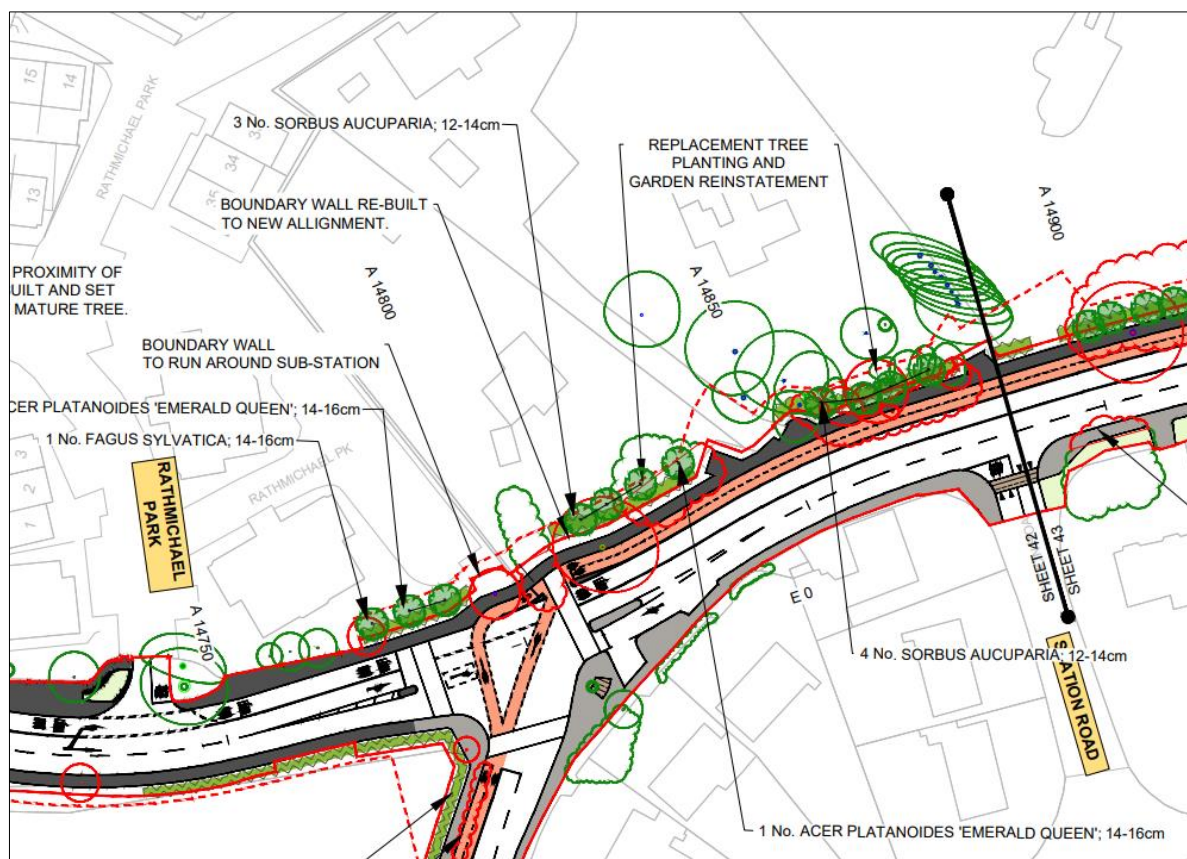


Figure 2.284: Extract from Landscape Drawings at Kiltuc on Dublin Road (Sheet 42)

An Arboricultural Impact Assessment was undertaken and is included as Appendix A17.1 in Volume 4 Part 4 of 4 of the EIAR. The assessment includes an inventory of all trees on the Proposed Scheme, with all trees at this location assessed for age, quality, and usable life expectancy. It should be noted that trees with a stem diameter less than 75mm (when measured at 1.5m above ground) and ornamental garden plants are not surveyed. The surveyed trees are located behind the existing stone boundary wall, the most notable of which is a Category A grade hornbeam. The proposed replacement tree planting and reinstatement of the garden is described in Figure 2.284.

The following new trees are proposed to be planted inside of the new set back boundary wall of the property at Kiltuc on Dublin Road.

- 3 no. Sorbus aucuparia; and
- 1 no. Acer platanoides 'Emerald Queen'.

These new trees will be planted to give sufficient space for light and to become fully established. In addition to the individual trees, general garden reinstatement will include ornamental shrubs, hedges and grass the detail of which will be agreed in further consultation with the landowner.

The CPO of lands at this location at Kiltuc will result in further consultation with the landowner to ensure all boundaries and other aspects of the property affected by the land acquisition are reinstated on a like for like basis. Section 17.5.1 of Chapter 17 Landscape (Townscape) & Visual of Volume 2 of the EIAR states:

'Where properties are subject to permanent and/or temporary acquisition appropriate measures will be put in place by the appointed contractor to provide for protection of features, trees and vegetation to be retained, and for continued access during construction and for adequate security and screening of construction works. All temporary acquisition areas will be fully decommissioned and reinstated at the end of the Construction Phase or at the earliest time after the reinstatement works are completed to the satisfaction of the NTA'.

3) Impact to Shankill Village Community Environment

Refer to response in Section 2.3.3.11 on the Impact to Environment (Trees, Biodiversity, Climate, Air Quality, Noise, and Landscape).

4) Insufficient Cycling Infrastructure in Shankill

Refer to response in Section 2.3.3.7 on the Impact to Cycle Infrastructure.

5) N11/M11 Alternate Route Option

Refer to response in Section 2.3.3.1.3 on the Alternate N11/M11 Bus Priority Interim Scheme.

2.28.4 CPO-059 – Peadar Ward

2.28.4.1 Summary of Objections Raised

This CPO Objection relates to the Kiltuc, Dublin Road, Shankill. The Proposed Scheme at this location is described in Section 2.28.1 on Description of the Proposed Scheme at this location above.

The objection to the CPO raises four potential issues:

1) Impact to Property and Access

The objection raised concerns regarding the loss of land, specifically the front garden and the entrance to the property.

2) Impact to Shankill Village Community Environment

The objection raised concern regarding the Proposed Scheme, and it was felt that it would have a detrimental effect on the village of Shankill and its integrated community. The Proposed Scheme raises concerns over cherishing the village and its local businesses and that the Proposed Scheme is thought to change the *'entire face of the village'* by being implemented.

3) Insufficient Cycling Infrastructure in Shankill

The objection raised concern regarding insufficient cycling infrastructure in Shankill, also noting that the with proposed two-way cycle tracks cyclists will have to cross-over.

4) N11 / M11 Alternate Route Options

The objection questions why the Proposed Scheme is going ahead when there are advancing plans for the development of a priority bus scheme along the N11 / M11. It is felt that this scheme will provide a speedy bus lane that plans to not interfere with Shankill village and therefore does not disrupt the community.

2.28.4.2 Response to Objections Raised

1) Impact to Property and Access

Refer to response in Section 2.28.3.2 (CPO-044) for Issue No.2 (Impact to Property, Boundary Walls, Access, and Trees) in this report.

2) Impact to Shankill Village Community Environment

Refer to response in Section 2.3.3.11 on Impact to Environment (Trees, Biodiversity, Climate, Air Quality, Noise, and Landscape).

3) Insufficient Cycling Infrastructure in Shankill

Refer to response in Section 2.3.3.7 on Impact to Cycle Infrastructure.

4) N11 / M11 Alternate Route Options

Refer to response in Section 2.3.3.1.3 on Alternate N11/M11 Bus Priority Interim Scheme.

2.29 Castle Street Shopping Centre, Bray –CPO-049, CPO-050 and CPO-052

2.29.1 Description of the Proposed Scheme at this location

In order to achieve the scheme objectives along this section of the corridor, 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 two general traffic lanes and cycle track in both direction, 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.

The existing road cross section in this location provides a footpath on each side of the road with general traffic lanes in each direction. A bus lane runs southbound, with a cycle lane northbound. A signalised pedestrian crossing facilitates crossing at this location.

In order to achieve the required cross section of the Proposed Scheme, land acquisition is necessary from private properties along this section of Castle Street.

The land take required is shown in the following:

- Extracts from the General Arrangement Drawings which are provided as an Appendix in the 02-General Arrangement Drawings Sheet 52 in Chapter 4 (Proposed Scheme Description) in Volume 3, Part 1 of 3 of the EIAR and shown in Figure 2.285.
- The proposed permanent and temporary land acquisition lines overlain on aerial photography are shown in Figure 2.286, and on the Deposit Maps as shown in Figure 2.287.
- The existing property frontage and street view is shown in Figure 2.288.

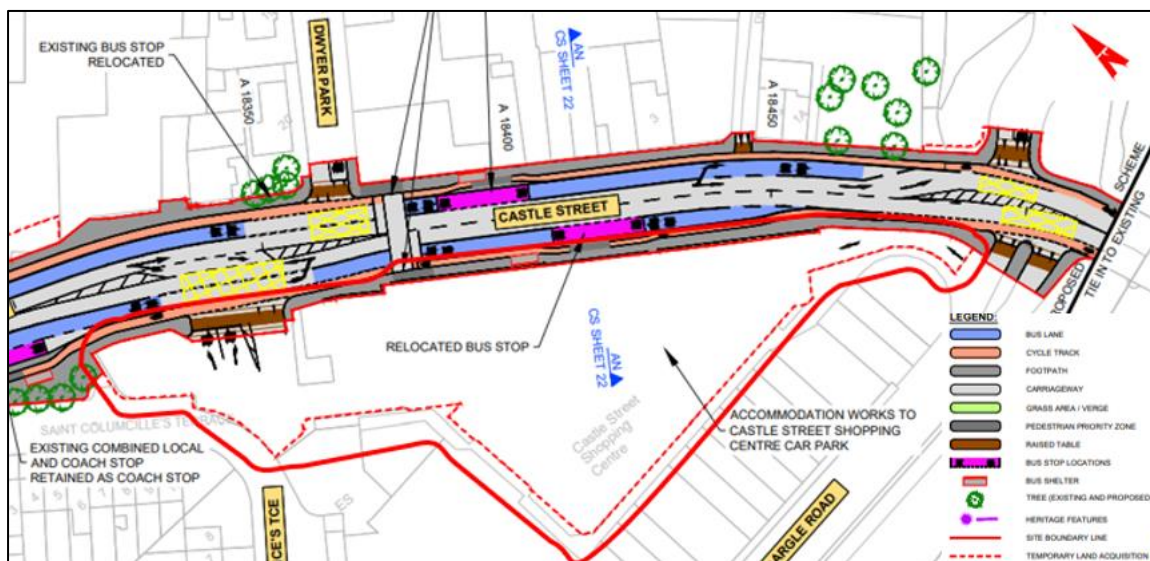


Figure 2.285: Extract from General Arrangement Drawing at Castle Street (Sheet 52)



Figure 2.286: Existing aerial view at Castle Street

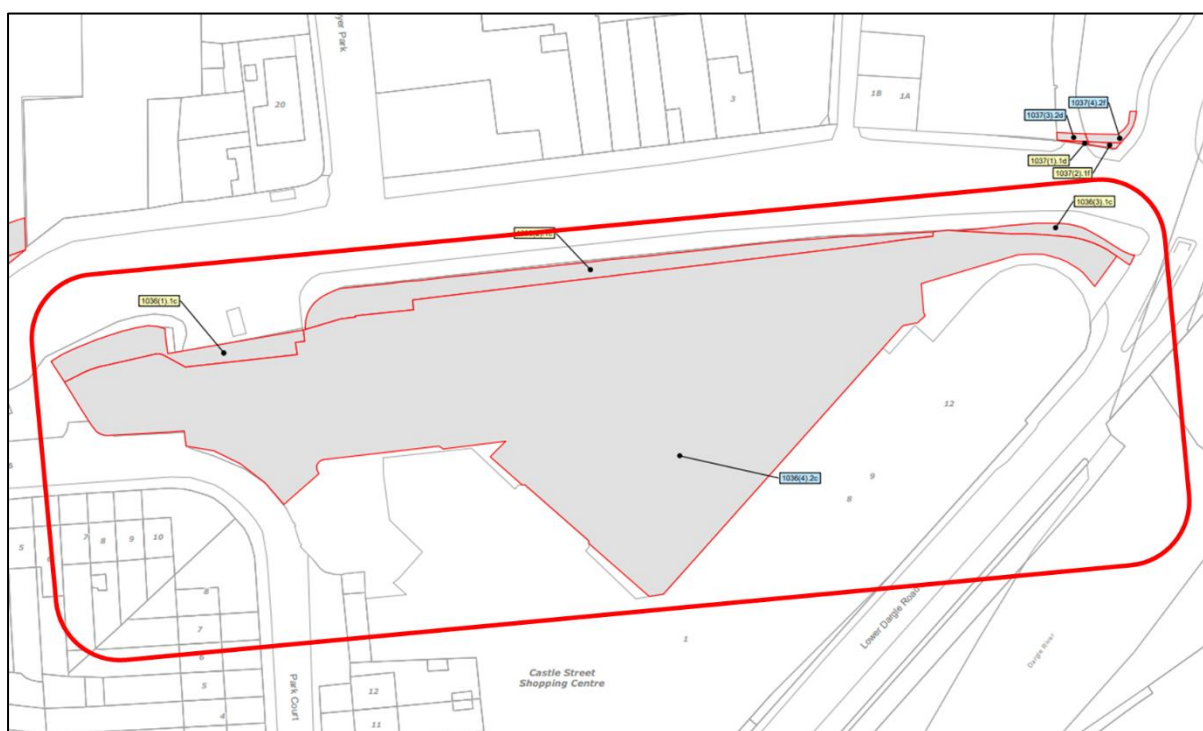


Figure 2.287: Extract from CPO Deposit Map (Sheet 001)



Figure 2.288: Existing street view at Castle Street (Image Source: Google)

2.29.2 Objections Raised

Table 2.60 below lists the three objections within which issues were raised in respect of the same proposed CPO plots at Dargle Centre, Bray.

Table 2.60: Objections Made in Respect of proposed CPO plots at Beauchamp House

No	Name	No	Name	No	Name
049	Melcorpo Commercial Properties Limited	050	Melcorpo Commercial Properties Limited	052	Musgrave Limited

Objections listed in Table 2.60 above, which relate to the same area, are responded to individually below.

2.29.3 CPO-049 – Melcorpo Commercial Properties Limited

2.29.3.1 Summary of Objections Raised

This CPO Objection relates to the Castle Street Shopping Centre, Bray. The Proposed Scheme at this location is described in Section 2.29.1 on Description of the Proposed Scheme at this location above.

The objection to the CPO raises five potential issues:

1) Impact on Access to Castle Street Shopping Centre and Reduced Circulation

The objection is concerned that the existing two-way access and egress traffic lanes from Lower Dargle Road Junction will be reduced to one traffic lane facilitating inbound access to the Shopping Centre only, there is concern that there will likely be increased queues and delays for customers at the Shopping Centre / Castle Street junction. The objection requests that the BusConnects proposals cease at the northern end of the Castle Street Shopping Centre site and maintain the existing access arrangements to the shopping centre.

2) Loss of Parking and Impact to Business

The objection noted the elimination of 13no. parking spaces and reduced circulation in the Castle Street Shopping Centre. It is considered that this will cause disruption to trade and economic activity to the

businesses. The objection requests that the BusConnects proposals cease at the northern end of the Castle Street Shopping Centre site.

3) Devaluation of Shopping Centre

The objection raises the concern that due to the changes in the car park and circulation areas, the tenants may need to alter servicing arrangements and schedules.

4) Construction Impacts and Disruption

The objector welcomes the intention to undertake the works in the car park in a phased manner to keep the car park operational. However, they raise concerns about the 9-month expected duration of the works. They raised the concern that this will have a significant impact on customers and servicing of the shopping centre and will likely result in loss of trade. They also noted that works extending over the winter/Christmas period would be completely unacceptable.

5) Adequacy of the EIAR

The objection raises concerns about the adequacy of the EIAR, in particular the items below:

- Chapter 6 – Traffic and Transport, in relation to the impact of access changes and loss of 10% of parking spaces to the shopping centre; and
- Chapter 10 – Population, in relation to the lack of consideration of land take impacts during the Operational Phase, including devaluation of the centre.

2.29.3.2 Response to Objections Raised

1) Impact on Access to Castle Street Shopping Centre and Reduced Circulation

At the Castle Street Shopping Centre, during the operational Stage, there will be no change at the existing access arrangements at the northern Castle Street entrance, as indicated on the General Arrangement Drawings (Figure 2.289), and Fencing and Boundary Treatment Drawings (Figure 2.290), in Volume 3 of the EIAR. However, at the Lower Dargle Road entrance to the Castle Street Shopping Centre, a one-way entry only arrangement is proposed. This arrangement will allow for the proposed cycle track in both directions and safety at the Lower Dargle Road junction. It is noted that the northbound bus lane has been omitted for a short section at this location to allow the Lower Dargle Road entrance to remain in use.

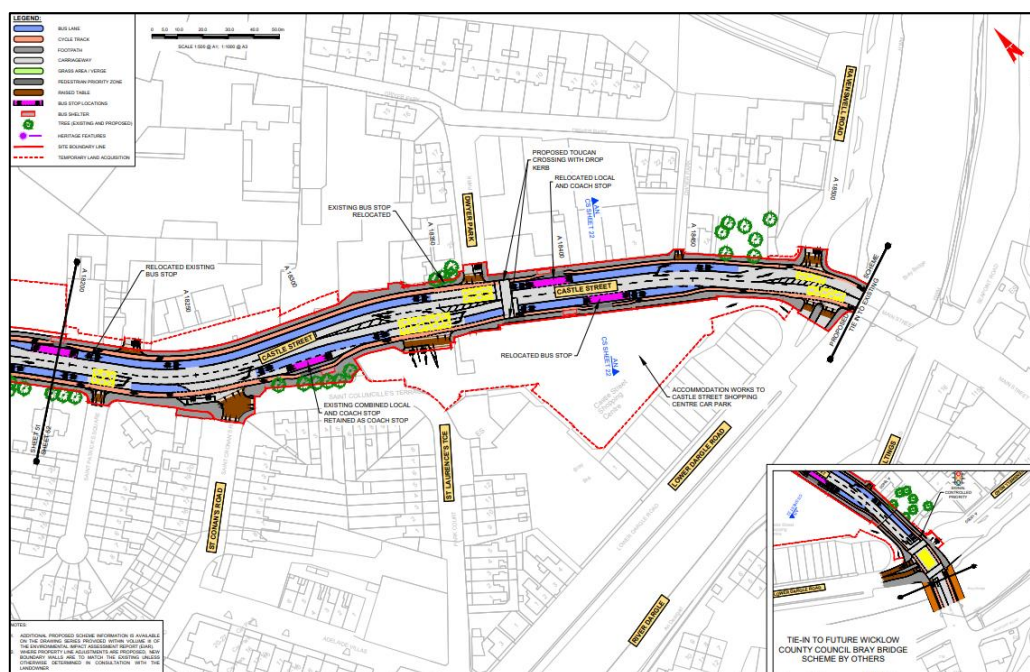


Figure 2.289: Extract from General Arrangement Drawing at Castle Street (Sheet 52)

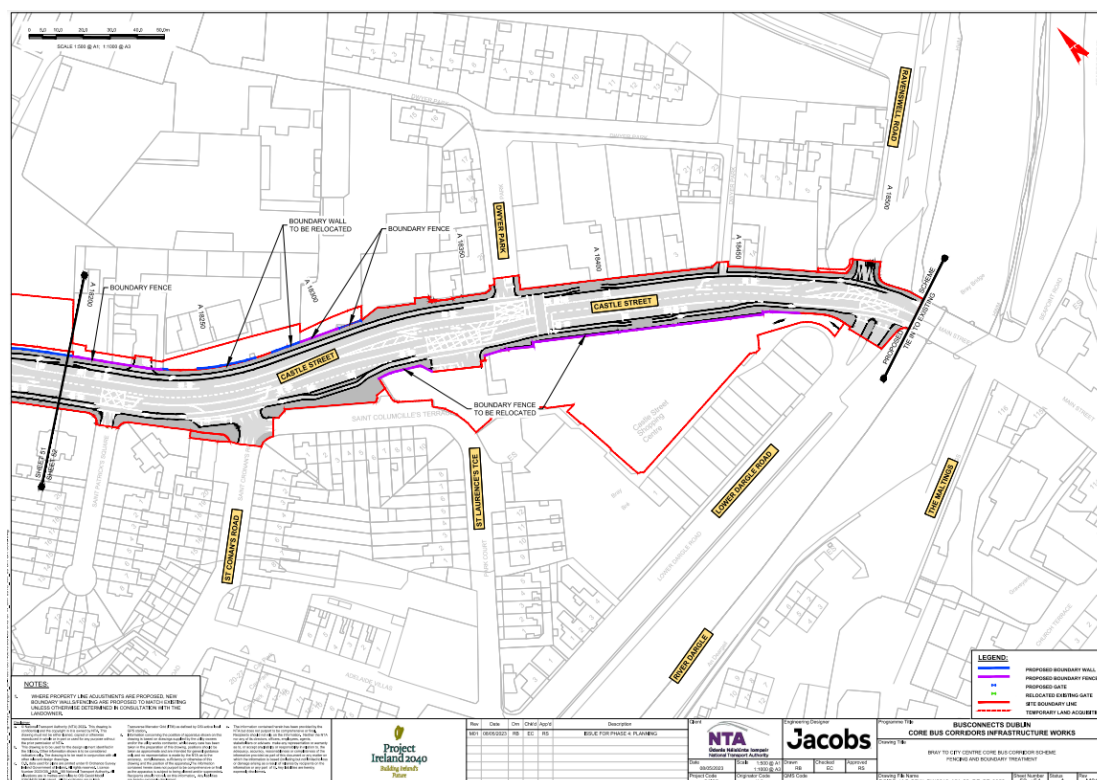


Figure 2.290: Extract from Fencing and Boundary Treatment Drawing at Castle Street (Sheet 52)

Alternative options were evaluated to minimise impact to the Castle Street Shopping Centre car park. The entrance to the shopping centre from the Lower Dargle Road is proposed as one-way entry only to improve safety with the Lower Dargle Road junction. The existing access/egress to the Castle Street Shopping Centre from Castle Street will be retained as per existing arrangement.

Section 3.4.3 Chapter 3 (Consideration of Alternatives) Volume 2 of the EIAR, goes on to state:

'3.4.3 Further Consideration Following Updated Draft Preferred Route Option Consultation (November 2020)

The design has been further developed between Ravensdale Park and Dwyer Park to provide for continuous cycle lane and bus lane while minimising the impact to properties and the heritage wall on the east side at Belton Terrace. Design options were evaluated to minimise impact to the Castle Street Shopping Centre car park which includes an alternative to remove the bus lane for a short section and replace with Signal Control Priority. The Proposed Scheme provides for continuous bus lane, cycle track and footpath with the northbound bus lane commencing further north of the Bray Bridge to reduce impact to the Shopping Centre car park entrance from the Lower Dargle Road and cycle track reduced to minimum at this constraint point. The entrance to the shopping centre from the Lower Dargle Road is proposed as one-way entry only. The pedestrian crossing has been moved closer to the shopping centre entrance and the bus stop to facilitate the pedestrian desire line;'

The reconfiguration of the Castle Street Shopping Centre car park, due to the impact of the Proposed Scheme, will be done as part of accommodation works. The reconfiguration of the car park will be designed to Standards and will take into account existing parking, loading, manoeuvrability and delivery arrangements that currently exists on ground.

Section 5.3.4.3 of Chapter 5 (Construction) in Volume 2 of the EIAR states:

'Accommodation works will be carried out at Castle Street Shopping Centre Car Park. All works associated with the Proposed Scheme in this location are confined to the existing carriageway, apart from minor widening into the existing shopping centre car park on the northbound side of the carriageway and reconfiguration of the Castle Street Shopping Centre Car Park which includes re-surfacing and lining works. The construction works will be carried out in a phased manner to keep the car park operational.'

As shown in Section 6.4.6.2.8.3 and Section 6.4.6.2.8.4 in Chapter 6 (Traffic & Transport) in Volume 2 of the EIAR, a General Traffic Flow Difference for the AM and PM peak hour was undertaken. The Proposed Scheme show that *'there is a moderate reduction of -392 on Castle Street during the AM Peak Hour and there are also significant reductions of -609 on Castle Street during the PM Peak Hour'*. In summary, there is a moderate to significant reduction of general traffic flows along the direct study area during the AM and PM Peak Hour, which is attributed to the Proposed Scheme and the associated modal shift as a result of its implementation. This reduction in general traffic flow has been determined as an overall potential Positive, Slight to Profound Long-Term impact. Therefore, there is no impact to traffic delays at the Shopping Centre / Castle Street junction.

As shown in Section 6.4.6.2.8.7 in Chapter 6 (Traffic & Transport) in Volume 2 of the EIAR, a General Traffic Impact Assessment Summary was undertaken to assess the impact that the Proposed Scheme has in terms of general traffic redistribution on the direct and indirect study areas. The overall results of this assessment can be summarised as follows:

- The majority of assessed junctions have V / C ratios of below 85%, i.e. they are operating well within capacity for all assessed years in both the DoMinimum and DoSomething scenarios. This indicates that these junctions will be able to accommodate any additional general traffic volumes redistributed as a result of the Proposed Scheme. The effect of the Proposed Scheme on the majority of junctions is deemed imperceptible to not significant and long-term; and
- No junctions are predicted to experience a significance of effect that is significant or higher.

Overall, it is determined that there will be a Negative, Low and Long-Term effect impact from the redistributed general traffic as a result of the Proposed Scheme. Given that the redistributed traffic will not lead to a significant deterioration of the operational capacity on the surrounding road network, no further mitigation measures have been considered to alleviate the impact outside of the direct study area.

2) Loss of Parking and Impact to Business

In developing the design of the Proposed Scheme, the NTA has balanced the need to provide parking / loading at local shops / services with the need to achieve the objectives of the Proposed Scheme to provide high quality public transport, cycling and walking facilities through the Proposed Scheme.

The impact on parking and loading is detailed in Chapter 6 (Traffic & Transport) in Volume 2 of the EIAR.

Section 6.4.6.1.6.4 states:

'The overall significance of effect is assessed as Negative, Moderate and Long-term. This moderate effect is considered acceptable in the context of the planned outcome of the Proposed Scheme, which is to improve accessibility to this local area (on foot, by bicycle and bus) for residents and visitors to local shops and businesses.'

Specifically in relation to loading bays and commercial parking spaces, Section 6.4.6.1.6.4 states:

- *'There are currently two designated loading / unloading bay located adjacent to the Castle Street northbound carriageway It is proposed to provide four additional loading / unloading spaces which is considered to have a Positive, Slight and Long-term impact;*
- *'There are currently 132 informal parking spaces located in the Castle Street Shopping Centre. It is proposed to reconfigure the existing car park which will result in an overall loss of 13 car parking spaces. This impact is considered have to a Negative, Slight and Long-term impact;*
- *'There are currently 16 commercial vehicle spaces for display (car sales) located at Castle Garage Bray, south of Dwyer Park. It is proposed to reduce the number of spaces at this location by three. The impact of the loss of three spaces at this location is considered to be Negative, Slight and Long-term; and*
- *'There are currently 15 commercial parking spaces located to the east of Castle Street opposite St Cronan's Road. It is proposed to reduce the number of commercial parking spaces at this location to four. The loss of 11 spaces at this location is considered have to a Negative, Moderate and Long-term impact.'*

Section 6.4.6.1.1.4 states:

'This qualitative assessment has also taken into account nearby parking, which is defined as alternative parking locations along side roads within 200 – 250m of the Proposed Scheme.'

Section 6.3.5.5 states:

'There are a number of side streets which can be used by local residents and visitors / businesses throughout this section. In total there are approximately 137 parking spaces on streets surrounding Dublin Road and approximately 215 parking spaces on streets surrounding Castle Street.'

Impact to Business

Section 10.4.3.2.2.1 in Chapter 10 (Population) in Volume 2 of the EIAR includes an assessment of the impact on commercial properties as a result of land take during both the Construction Phase and Section 10.4.4.2.2.1 describes the Operational Phase assessment. The commercial properties which were assessed are listed in the Chapter's Appendix A10.1 (Schedule of Commercial Businesses) in Volume 4, Part 3 of 4 of the EIAR, with Castle Street Shopping Centre included as Number 242, with the individual unit within the shopping centre also listed.

With respect to the Construction Phase assessment of land take impacts on those listed commercial businesses, Section 4.3.2.2.1 of Chapter 10 states:

'Table 10.10 shows 7 commercial receptors, a Circle K filling station and Ford Motors, AXA insurance, Dargle Centre and Castle Street Shopping Centre in Bray, and the Circle K filling station, FirstStop and FastFit in Donnybrook, are expected to experience a Negative, Significant, Short-Term land take effect during the Construction Phase.' Those potential impacts will reduce following the completion of construction at those locations.

With respect to Operational Phase impacts, Chapter 10 goes on to state in Section 10.4.4.2.2.1:

'Table 10.13 shows that one commercial receptor are expected to experience a Negative, Significant and Long-Term impact by permanent land take], the Circle K filling station on the east side of the Dublin Road in Little Bray. Overall, the impact of land take on community areas Donnybrook, Cabinteely, Shankill and Little Bray is expected to be Negative, Not Significant and Long-Term.'

Castle Street Shopping Centre was assessed with respect to land take impacts during both the Construction and Operational Phases. It is not specifically referenced in the text with respect to the Operational Phase as it was not assessed as being significantly impacted once the Proposed Scheme becomes operational. As per Appendix A10.2 (Economic Impact of Core Bus Corridors) in Volume 4, Part 3 of 4 of the EIAR, numerous case studies have been done to understand the impact of similar schemes on that of local businesses. It was found in Ireland, that businesses have a tendency to overestimate the impact of cars on their business. For example, a survey undertaken of businesses on Henry Street showed that they perceived 40% of customers arrived by bus whereas the actual percentage was 49%. Another example was businesses perceiving that 6% of customers would walk to Henry Street whereas the actual percentage was 19%.

The conclusion from these studies in Section 2 of this report states:

'Evidence from studies in Ireland and internationally suggest that reductions in the numbers of car journeys to the shops should not lead to a reduction in footfall as traders typically overestimate the importance of cars. Many shoppers are already arriving using sustainable transport options and therefore should be quick to take advantage of new transport options. There may be some disruption to business during the construction phase, however once the new routes are open footfall should return to normal and may in fact rise.'

Additionally, research was undertaken for shoppers of Henry Street and Grafton Street to understand how much was spent in shops by people arriving different modes of transport. On average, it was found that car spending was more per trip. However, due to the frequency of visits by bus, bike and walking, the average spend was higher.

The conclusion for this in Section 2 – The Impact on Local Businesses states:

'There is strong international evidence to suggest that the proposed improvements will lead to further increases in the use of sustainable transport. This should, in turn, more than compensates for reductions in visits by car users. Whilst spend per visitor may fall slightly, the overall spend rises due to the increased overall footfall. This effect should occur as soon as the new proposed routes open with shoppers choosing to make even more use of sustainable transport decisions. Whilst there is limited evidence of the impact during the construction work, none of the evidence suggested an increase in business insolvency or a departure of businesses from the area during construction works.'

If the CPO is confirmed by An Bord Pleanála, a Notice to Treat will be served on the landowner whose land is being acquired. Following service of the Notice to Treat, the landowner will be required to submit a claim for compensation and as part of this process, the NTA will pay the reasonable costs (as part of the claim) for the landowner to engage its agent/valuer in preparing, negotiating, and advising on compensation. These are matters that can be successfully addressed between NTA and Castle Street Shopping Centre Management Company.

3) Devaluation of Shopping Centre

As regards the view expressed that the combined impact of all the issues raised would have an adverse and negative impact on the value of properties in the Castle Street area, Chapter 10 (Population) in Volume 2 of the EIAR includes Appendix A10.2 (Economic Impact of the Core Bus Corridors) in Volume 4, Part 3 of 4. Section 3 on Page 14 the Appendix discusses the impact of the Proposed Scheme on property prices. The conclusion reached is that in overall terms the public realm improvements planned by the NTA may lead to an increase in value of both residential and retail property prices, especially in the community centres along the corridors, with evidence showing that investing in public realm creates improved spaces that are more desirable for people and business to locate in, thereby increasing the value of properties in the area.

Specifically with respect to property values, Chapter 10 (Population) Appendix A10.2 (Economic Impact of Core Bus Corridors) in Volume 4 Part 3 of the EIAR assesses the potential economic impact of the Core Bus Corridors, which includes consideration of the impact on property value. In Section 3 of the report, and specifically the section on 'The impact on property values', the conclusion states that:

'The public realm improvements planned by the NTA may lead to an increase in value of both residential and retail property prices, especially in the community centres along the corridors. Evidence shows 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. The evidence suggests that all public realm improvements generate value, regardless of the size of the investment or the neighbourhood. Residents along the corridors will also see a measurable increase in their quality of life, with evidence showing that residents are willing to pay more for an improved public realm.'

4) Construction Impacts and Disruption

Impact of Works

The temporary land take is required for the duration of the construction period to allow working space for the construction works and boundary works and/or accommodation works. Temporary land take will be returned after construction, reinstated in the same condition as existing.

Chapter 5 (Construction) in Volume 2 of the EIAR gives a description of the Construction Phase of the Proposed Scheme, including with respect to temporary land acquisition. Specifically, Section 5.5.2.1 states the following:

'Any land temporarily acquired from a landowner will only be utilised for the purposes of undertaking boundary works or accommodation works related to the land in question.'

'Any lands acquired temporarily to facilitate construction work will be returned to landowners on completion of the works. Existing boundary walls or fencing being relocated will be constructed to match the existing conditions, unless otherwise agreed. The removal of trees, vegetation, lawns, paving etc. will be minimised in so far as practicable.'

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.

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 in Chapter 5 (Construction) in 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.'

The temporary land acquisition area at the Castle Street Shopping Centre covers the entirety of the car parking to the front of the centre. This area is required to carry out the works, including car park reconfiguration works. This area will be returned to the owners on completion of the works. As noted above, details regarding temporary access will be discussed with the business owners prior to construction starting. Where possible, the car park reconfiguration works will be done in a phased manner.

During the works, the use of alternative parking spaces, such as other parking at the centres, or side street parking can also be utilised.

Additionally, Section 5.2.1.2, Appendix A5.1 (Construction Environmental Management Plan (CEMP)) in Volume 4, Part 1 of 4 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.'

Duration of Works

Section 5.3.4.3 in Chapter 5 (Construction) in Volume 2 of the EIAR provides details of the construction activities between Upper Dargle Road to Bray South (Fran O'Toole Bridge), as shown in Table 2.61 below, as Section 4c. The expected construction duration for the section will be approximately 9 months. However, construction activities at individual plots will have shorter durations than outlined in overview of construction works presented in Section 5.3. The duration of the works will vary from property to property, but access and egress will be maintained at all times. An indicative Proposed Scheme construction programme is shown in Table 5.2 of Section 5.4.

Table 2.61: Extract from Chapter 5 (Construction) EIAR showing Proposed Scheme Construction Programme

Section Ref.	Approximate Construction Duration	Approximate Length (m)	Year 1				Year 2				Year 3			
			Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Section 1a	15 months	1,300												
Section 1b	15 months	1,300												
Section 2a	15 months	5,800												
Section 2b	12 months	5,700												
Section 3a	12 months	1,270												
Section 3b	9 months	500												
Section 3c	18 months	1,800												
Section 4a	12 months	300												
Section 4b	9 months	400												
Section 4c	9 months	350												

5) Adequacy of the EIAR

Refer to Section 2.3.3.10 of this report for further information on the Adequacy of Environmental Assessment.

Refer to response above for Issue No.1 (Impact on Access to Castle Street Shopping Centre and Reduced Circulation) in this section of the report for further details on the impact on access.

Refer to response above for Issue No.2 (Loss of Parking) in this section of the report for further details on the impact on parking and impact to business.

Refer to response above for Issue No.3 (Devaluation of Shopping Centre) in this section of the report for further details on the property value.

Refer to response above for Issue No. 4 (Construction Impacts and Disruption) in this section of the report for further details on construction impacts.

2.29.4 CPO-050 – Melcorpo Commercial Properties Limited

This CPO Objection relates to the Castle Street Shopping Centre, Bray. The Proposed Scheme at this location is described in Section 2.29.1 on Description of the Proposed Scheme at this location above.

2.29.4.1 Summary of Objections Raised

Refer to Section 2.29.3.1 (CPO-049) in this report for Summary of Objections Raised.

2.29.4.2 Response to Objections Raised

Refer to Section 2.29.3.2 (CPO-049) in this report for Response to Objections Raised.

2.29.5 CPO-052 – Musgrave Limited

This CPO Objection relates to the Castle Street Shopping Centre, Bray. The Proposed Scheme at this location is described in Section 2.29.1 on Description of the Proposed Scheme at this location above.

2.29.5.1 Summary of Objections Raised

The objection to the CPO raises three potential issues:

1) Access

The objection raises the concern that the reconfiguration of the car park will disrupt access and impact trade. They were also concerned that HGV access to facilitate deliveries would be impacted. They are also seeking clarity on the proposed access/egress arrangements to the re-configured car park.

2) Proposed Timing for the Works

The objection queried the timing and timeline of the re-configuration works at the car park.

3) Works Compound

The objection queries whether the Acquiring Authority proposing to utilise any of the temporary acquisition area as a works compound.

2.29.5.2 Response to Objections Raised

1) Access

Refer to response in Section 2.29.3.2 (CPO-049) for Issue No.1 (Impact on Access to Castle Street Shopping Centre and Reduced Circulation) of this report.

2) Proposed Timing for the Works

Section 5.3.4.3 in Chapter 5 (Construction) of Volume 2 of the EIAR provides details of the construction activities between Upper Dargle Road to Bray South (Fran O'Toole Bridge).

The expected construction duration for the section will be approximately 9 months. However, construction activities at individual plots will have shorter durations than outlined in overview of construction works presented in Section 5.3. The duration of the works will vary from property to property, but access and egress will be maintained at all times. An indicative Proposed Scheme construction programme is shown in Table 5.2 of Section 5.4.

As described in Section 5.5.3.2 of Chapter 5 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.

Section 5.3.4.3 in Chapter 5 (Construction) of Volume 2 of the EIAR provides details of the construction activities in Section 4c (Upper Dargle Road to Bray South (Fran O'Toole Bridge)), as shown in Table 2.62, below as Section 4c. The expected construction duration for the section will be approximately 9

months. However, construction activities at individual plots will have shorter durations than outlined in overview of construction works presented in Section 5.3.

Table 2.62: Extract from Chapter 5 (Construction) EIAR showing Proposed Scheme Construction Programme

Section Ref.	Approximate Construction Duration	Approximate Length (m)	Year 1				Year 2				Year 3			
			Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Section 1a	15 months	1,300												
Section 1b	15 months	1,300												
Section 2a	15 months	5,800												
Section 2b	12 months	5,700												
Section 3a	12 months	1,270												
Section 3b	9 months	500												
Section 3c	18 months	1,800												
Section 4a	12 months	300												
Section 4b	9 months	400												
Section 4c	9 months	350												

Section 5.5.3.2 in 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.

Regarding the works at Castle Street Shopping Centre Car Park Section 5.3.4.3 states:

‘Accommodation works will be carried out at Castle Street Shopping Centre Car Park. All works associated with the Proposed Scheme in this location are confined to the existing carriageway, apart from minor widening into the existing shopping centre car park on the northbound side of the carriageway and reconfiguration of the Castle Street Shopping Centre Car Park which includes re-surfacing and lining works. The construction works will be carried out in a phased manner to keep the car park operational.’

3) Works Compound

In order to construct the Proposed Scheme, the appointed contractor will require Construction compounds from which they can manage the delivery of the Proposed Scheme. Section 5.7 of Chapter 5 (Construction) Volume 2 of EIAR describes the locations of the construction compound as noted below:

“Figure 5.1 of Volume 3 of the EIAR shows the locations for the Construction Compounds in relation to the proposed scheme. The Construction Compound locations have been selected due to the amount of available space, their relative locations near to the majority of the Proposed Scheme major works, and access to the National and Regional Road network. Refer to Chapter 6 (Traffic & Transport) of the EIAR for an assessment of the construction traffic.

- *The Construction Compound BR1 will be located south-west of the Wilford Junction, with access/egress from Dublin Road, as shown in Image 5.1*
- *Construction Compound BR2 will be located east of Stillorgan Road, with access/egress from Fosterbrook, as shown in Image 5.2.”*

There is no construction compound proposed at Castle Street, Bray.

2.30 CPO-053 - Myrtle Johnston

2.30.1 Description of the Proposed Scheme at this location

In order to achieve the scheme objectives along this section of the corridor, it is proposed that from Crinken Lane to the Wilford Roundabout northbound and southbound bus lanes, segregated cycle tracks and general traffic lanes will be provided. Signal-controlled bus priority will be used northbound from Wilford Junction for a short distance as far as Woodbrook College.

The existing road cross section in this location provides footways on both sides of the road, general traffic lanes and advisory cycle lanes in both directions.

In order to achieve the required cross section of the Proposed Scheme, land acquisition is necessary from private properties along this section of Dublin Road.

The land take required is shown in the following:

- Extracts from the General Arrangement Drawings which are provided as an Appendix in the 02-General Arrangement Drawings Sheet 49 in Chapter 4 (Proposed Scheme Description) in Volume 3, Part 1 of 3 of the EIAR and shown in Figure 2.291.
- The proposed temporary land acquisition lines overlain on aerial photography are shown in Figure 2.292.
- The existing property frontage and street view is shown in Figure 2.293.

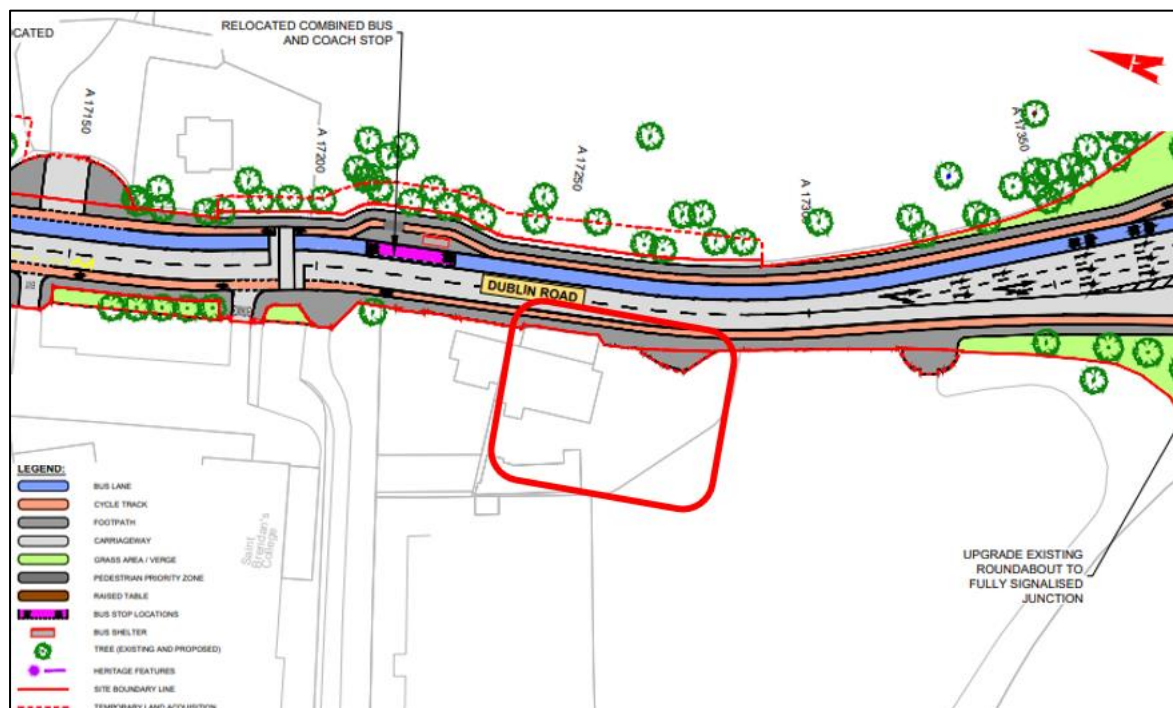


Figure 2.291: Extract from General Arrangement Drawing at Dublin Road (Sheet 49)



Figure 2.292: Existing aerial view at Dublin Road



Figure 2.293: Existing street view at Dublin Road (Image Source: Google)

2.30.2 Summary of Objections Raised

The objection to the CPO raises six potential issues:

1) Receipt of CPO and Owner Details

The objection noted that the CPO Notice was not addressed to both residents.

2) Temporary Land Acquisition

The objection raised concerns regarding the lack of clarity in relation to the length of the temporary land acquisition, and the access route to the property when the land is in temporary possession.

3) Not Detailed Land Take Maps

Further concerns were raised highlighting the exact dimensions of the plot being acquired, commenting that the documentation only states the area, whereas the respondent would like to know the exact dimensions relating to length and width.

4) Impact to Access & Egress

The objection raises concerns relating to the access and egress to the property by car, exacerbating the current difficulty. The respondent comments that the inclusion of additional cycle lanes, and the signalised junction will result in additional difficulty accessing the main road.

5) Noise

The objection queries how the noise pollution will be mitigated during construction and during operation of the Proposed Scheme, specifically in relation to the extra lanes that are being created.

6) Impact to Privacy

The objection also questions the privacy of the property, commenting that certain rooms and areas of the garden in the property will be overlooked by double decker buses.

2.30.3 Response to Objection Raised

The objection to the CPO raises six potential issues:

1) Receipt of CPO and Owner Details

Given the contents of the objection, the NTA have no difficulty with Myrtle Johnston being added in the "Owner or reputed Owners" column in addition to Jackie Johnston already listed as the "Owner or reputed owners" column in relation to plots number 1062(1).2d. As the Board is aware, section 217C(1) of the Planning and Development Act 2000 (as amended) provides as follows:-

"217C. (1) Notwithstanding any provision of any of the enactments referred to in section 214 [which includes the Housing Act 1966 under which this CPO was made], 215A, 215B or 215C concerning the confirming or otherwise of any compulsory acquisition, the Board shall, in relation to any of the functions transferred under this Part respecting those matters, have the power to confirm a compulsory acquisition or any part thereof, with or without conditions or modifications, or to annul an acquisition or any part thereof."

Therefore, the Board can confirm the CPO with the modification of adding Myrtle Johnston in the "Owner or reputed owners" column in addition to Jackie Johnston already listed in the "owners or reputed owners" column in relation to plots number 1062(1).2d in Part II of the schedule to the CPO.

Please note that a notice of the making of the CPO was served on Mrs Myrtle Johnston and she made an objection.

If the CPO is confirmed by An Bord Pleanála, a Notice to Treat will be served on the landowner whose land is being acquired. Following service of the Notice to Treat, the landowner will be required to submit a claim for compensation and as part of this process, the NTA will pay the reasonable costs (as part of the claim) for the landowner to engage its agent/valuer in preparing, negotiating, and advising on compensation.

Also, refer to responses below on other issues identified in the objection.

2) Temporary Land Acquisition and Impact

The Proposed Scheme design at the location of Wilford Cottage, Dublin Road is shown in Chapter 4 (Proposed Scheme Description) in Volume 3, Part 1 of 3 of the EIAR in the 02-General Arrangement Drawings. Please refer to Sheet 49, as shown in Figure 2.291 above in Proposed Scheme Description.

As part of the BusConnects Bray to City Centre CBC works temporary land take is required for re-surfacing of the existing access and egress to the property. Temporary land take will be returned after construction.

Chapter 5 (Construction) in Volume 2 of the EIAR gives a description of the Construction Phase of the Proposed Scheme, including with respect to temporary land acquisition. Specifically, Section 5.5.2.1 states the following:

‘Any lands acquired temporarily to facilitate construction work will be returned to landowners on completion of the works.’

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.

Chapter 5 (Construction) in Volume 2 of the EIAR gives a description of the Construction Phase of the Proposed Scheme. Section 5.5.3.2 states the following:

‘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.’

An indicative Proposed Scheme construction programme is shown in Table 5.2 of Section 5.4 of Chapter 5 (Construction) of Volume 2 of the EIAR, as shown in Table 2.63 below.

Section 5.3.3.1 of Chapter 5 (Construction) of Volume 2 of the EIAR provides details of the construction activities in Section 3c Quinns Roundabout to Bray North (Wilford Roundabout). The expected construction duration for the section will be approximately 18 months. However, construction activities at individual plots will have shorter durations than outlined in overview of construction works presented in Section 5.3.

Table 2.63: Proposed Scheme Construction Programme

Section Ref.	Approximate Construction Duration	Approximate Length (m)	Year 1				Year 2				Year 3			
			Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Section 1a	15 months	1,300												
Section 1b	15 months	1,300												
Section 2a	15 months	5,800												
Section 2b	12 months	5,700												
Section 3a	12 months	1,270												
Section 3b	9 months	500												
Section 3c	18 months	1,800												
Section 4a	12 months	300												
Section 4b	9 months	400												
Section 4c	9 months	350												

3) Not Detailed Land Take Maps

Refer to response in Section 2.13.3.2 (CPO-017) for Issue No.1 (Request for Details on CPO) in this report.

4) Impact to Access & Egress

The existing access and egress at the property of Wilford Cottage, Dublin Road will be retained post construction.

The Stage 1 Road Safety Audit for the Proposed Scheme is provided as Appendix M2 of the Preliminary Design report included as part of the Supplementary Information. The report does not identify any problems or concerns associated with the access and egress to the property post construction.

5) Noise

Refer to Section 2.3.3.11 on the Impact to Environment (Trees, Biodiversity, Climate, Air Quality, Noise, and Landscape) in relation to noise.

6) Impact to Privacy

Figure 2.294 shows an extract from the Fencing and Boundary Treatment Drawings in the EIAR, Volume 3, Figures: Part 1 of 3, Chapter 4 at the Wilford Cottage in Sheet 49. This shows there will be no impact to the existing boundary wall at the Wilford Cottage property. At the location of the Wilford Cottage there is no bus lane proposed and hence there will be no impact to privacy.

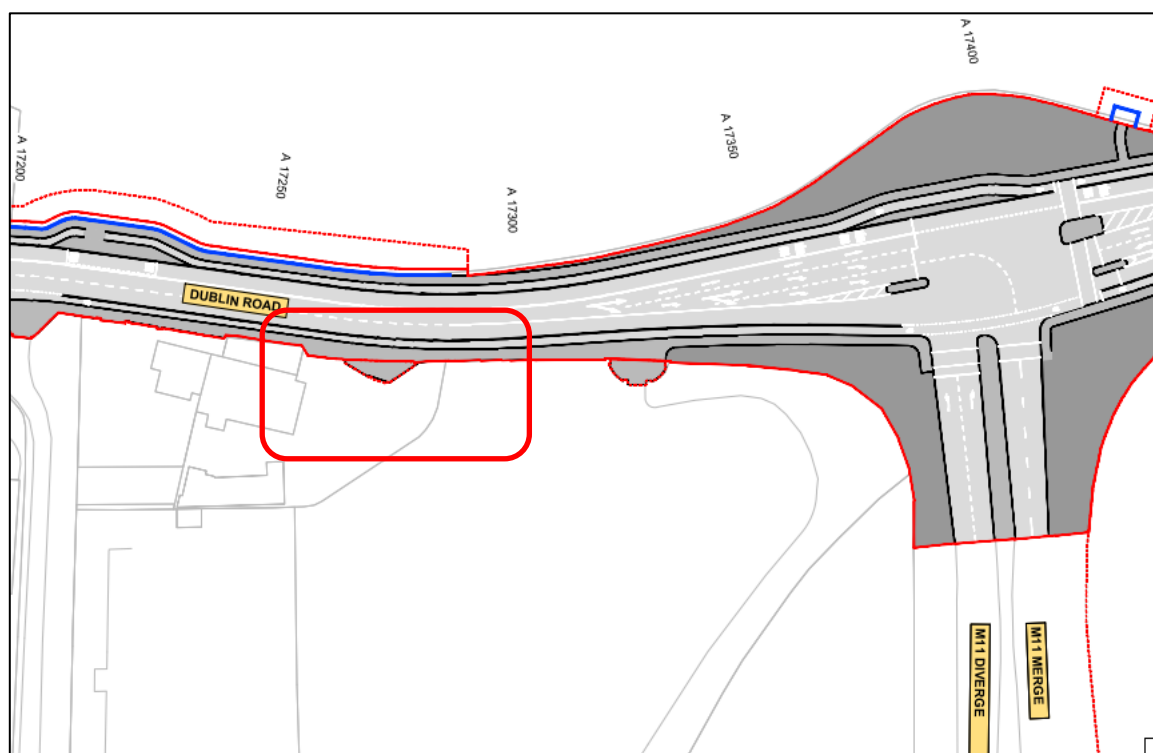


Figure 2.294: Extract from Fencing and Boundary Treatment Drawing at Wilford Cottage (Sheet 49)

2.31 CPO-054 - Nigel Kenning

2.31.1 Description of the Proposed Scheme at this location

In order to achieve the scheme objectives along this section of the corridor, 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.

Segregated cycle tracks have not been provided between Loughlinstown Roundabout and Stonebridge Road along the Proposed Scheme as impacts including land take to residential properties were not considered appropriate. The proposed bus lanes along this section will be shared with cyclists.

In order to achieve the required cross section of the Proposed Scheme, land acquisition is necessary from private properties along this section of Dublin Road.

The land take required is shown in the following:

- Extracts from the General Arrangement Drawings which are provided as an Appendix in the 02-General Arrangement Drawings Sheet 41 in Chapter 4 (Proposed Scheme Description) in Volume 3, Part 1 of 3 of the EIAR and shown in Figure 2.295.
- The proposed permanent and temporary land acquisition lines overlain on aerial photography are shown in Figure 2.296.
- The existing property frontage and street view is shown in Figure 2.297.

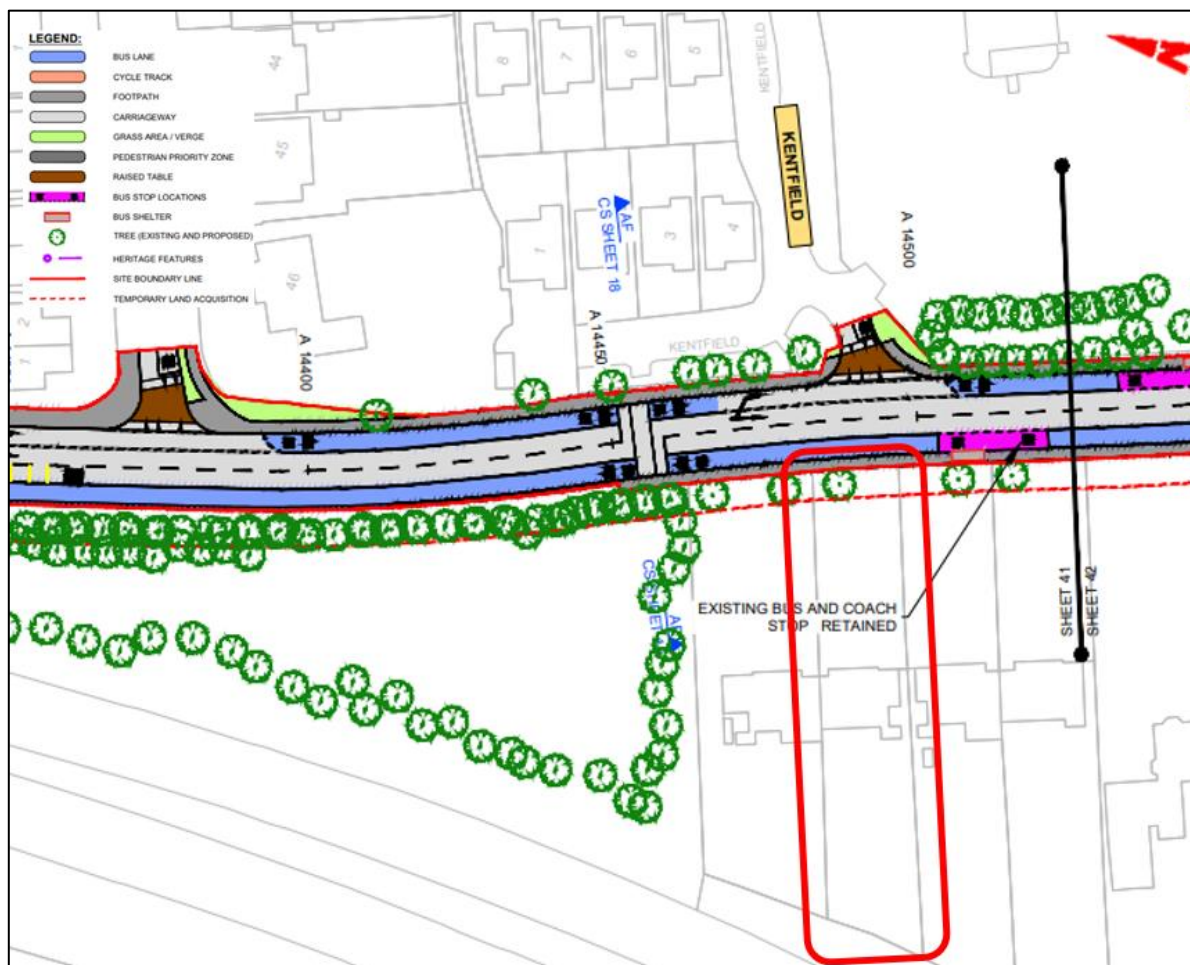


Figure 2.295: Extract from General Arrangement Drawing at Dublin Road (Sheet 41)



Figure 2.296: Existing aerial view at Dublin Road



Figure 2.297: Existing street view at Dublin Road (Image Source: Google)

2.31.2 Summary of Objections Raised

The objection to the CPO raises seven potential issues:

1) Support of the Scheme

The objection notes that despite the lack of need for the Proposed Scheme within Shankill, the Proposed Scheme will result in improved reliability for the Wilford to Bray section of the route.

2) Need for the Proposed Scheme

The objection raised the concern that the Proposed Scheme between Wilford and Loughlinstown is unnecessary, commenting that the expenditure and disruption associated with the Scheme is not justifiable. The objection further raised concerns regarding the need for alterations, commenting that the existing bus service is sufficient.

3) Benefits and Environmental Impact

The objection raises the issue that the Proposed Scheme benefits at this location should be greater than shown to justify disruption to social and environmental impacts of the Proposed Scheme in Shankill.

4) Congestion and Road Capacity

The objection also raised the concern that the traffic volumes show situation is stable at worst and may reduce over time. They also claimed that there is adequate existing road capacity in the area to accommodate any potential increase in bus traffic for the Proposed Scheme.

5) Impact on Cycle Infrastructure

Further concerns were raised regarding the benefits to cycle infrastructure, commenting that the proposed benefits through the Proposed Scheme would not meet the objectives of the BusConnects Dublin Scheme.

6) Impact on Pedestrians

The objection raised the concern that the proposed controlled crossing to the north of Seaview Park appears incorrectly located. They note that with the significant number of bus users coming from Shanganagh Road area, the proposed crossing should be south of Seaview Park.

The objection raised the concern that the additional width of the road will increase traffic speed, potential safety issues to uncontrolled pedestrian crossings.

7) Bus Services & Journey Time Through Shankill

The objection raises the concern that there are no bus journey time benefits, in relation to the addition of bus lanes between Wilford Roundabout and Loughlinstown, but there will be improvement to potential flow rate of traffic.

The objection raises the concern that the increased loading expectations for the Proposed Scheme would suggest that the NTA would need to double the current bus service to 20 per hour to achieve expected results.

2.31.3 Response to Objection Raised

1) Support of the Scheme

The NTA welcomes the support for the Proposed Scheme and is grateful for the positive feedback in the objection to support improvement of bus services.

2) Need for the Proposed Scheme

Refer to Section 2.3.3.1 of this report for further information on the Need of the Proposed Scheme.

3) Benefits and Environmental Impact

Refer to Section 2.3.3.2 of this report for further information on the Benefits of the Proposed Scheme.

Refer to Section 2.3.3.11 of this report for further information on the Impact to Environment (Trees, Biodiversity, Climate, Air Quality, Noise, and Landscape).

Refer to Section 2.3.3.13 of this report for further information on the Impact to Shankill Village & Community.

4) Congestion and Road Capacity

Refer to Section 2.3.3.3 in this report for further information on the Impact to Bus Services & Journey Time Benefits,

Refer to Section 2.3.3.5 of this report for further information on the Impact to Traffic Flows, Speed Limit, and Traffic Calming.

5) Impact on Cycle Infrastructure

Refer to Section 2.3.3.7 of this report for further information on the Impact to Cycle Infrastructure.

6) Impact on Pedestrians

Refer to Section 2.3.3.8 in this report for further information on the Impact to Safety (for Pedestrians & Cyclists) and also note below.

Figure 2.298 below shows an extract from the General Arrangement Drawings with a new toucan crossing proposed to the north of the existing/retained bus stops to the south of Seaview Park. This will allow for a safe crossing point for bus users coming from either direction.



Figure 2.298: Extract from General Arrangement Drawings at Seaview Park (Sheet 41)

In relation to the location of the pedestrian-controlled crossing to the north of Seaview Park, there is no proposed change to the location of the toucan crossing south of Loughlinstown Roundabout as part of the Proposed Scheme. The toucan crossing will allow for a safe crossing for pedestrians, cyclists and vulnerable road users.

The two signalised crossings are located within a distance of 250m and meet the pedestrian desire lines at this location of Dublin Road.

It is further noted that the Stage 1 Road Safety Audits undertaken for the Proposed Scheme, included as Appendix M of the Preliminary Design Report provided as part of the Supplementary Information, did not identify any safety issues related to pedestrian crossings at this location.

The assessment of the qualitative impacts on the walking infrastructure for Section 3 at Dublin Road / Lower Road junction of the Proposed Scheme are summarised in Table 2.64, extract from Chapter 6 (Traffic and Transport) in Volume 2 of the EIAR, along with the accompanying sensitivity for each junction and the resultant significance of effect.

Table 2.64: Pedestrian Impact During Operational Phase (Table 6.33 of Chapter 6 of the EIAR)

Table 6.33: Section 3 - Significance of Effects for Pedestrian Impact During Operational Phase						
Junctions	Chainage	Do Minimum LoS	Do Something LoS	Magnitude of Impact	Sensitivity	Significance of impact
R119 Dublin Road / Seaview Park 3-arm Priority Junction	A14375	E	B	Medium	Negligible	Not Significant
R837 Dublin Road mid-link crossing South of the R837 Dublin Road / Seaview Park Junction	A14450	No existing facility	A	High	Negligible	Positive Slight
R119 Dublin Road / Kentfield 3-arm Priority Junction	A14490	E	B	Medium	Medium	Positive Significant
R119 Dublin Road / Rathmichael Woods 3-arm Priority Junction	A14840 - A14650	C	B	Low	Medium	Positive Moderate
R837 Dublin Road / Stonebridge Road 3-arm Signalised Junction	A14770 - A14810	B	A	Low	High	Positive Moderate
R119 Dublin Road / Station Road 3-arm Priority Junction	A14870 - A14880	E	B	Medium	Negligible	Not Significant
Shanganagh Road / Beechfield Manor 3-arm Signalised Junction	A15000	D	B	Medium	High	Very Significant
Shankill Roundabout	A15070 - A15120	C	B	Low	Medium	Positive Moderate
R119 Dublin Road / Lower Road / Cluain Na Gréine Court 4-arm Staggered Priority Junction	A15300 - A15330	D	A	Medium	Low	Positive Moderate

As noted in Table 2.64 above the pedestrian crossing improvement on Dublin Road in vicinity of Seaview Park demonstrates improved LoS A with overall Positive Slight impact.

7) Bus Services & Journey Time Through Shankill

Refer to Section 2.3.3.3 in this report for further information on the Impact to Bus Services & Journey Time Benefits, specifically the sub-heading on Changes to Passenger Numbers / Modal Shift as part of Proposed Scheme, detailing the increased numbers predicted to be using the bus service in the future and so reduced general traffic flow.

Also, refer to Section 2.3.3.4 of this report for more details on the Upgrade Roundabouts to Signalised Junction and Signal Control Priority. This section covers the changes made to the junctions to allow for bus priority where bus lanes are not possible, such as through Shankill Village, to improve journey-time reliability.

Refer to Section 2.3.3.5 of this report for further information on the Impact to Traffic Flows, Speed Limit, and Traffic Calming.

Where possible, the Proposed Scheme aims to have the Optimum CBC Cross Section. It is noted that the Proposed Scheme is viewed over its entire length, and all proposed changes over that full length will lead to the journey time savings for the Proposed Scheme. Through Shankill, where the full 'Optimum CBC Cross Section' is not possible, proposed shared bus and cycle lanes and signalised junctions for bus priority have been proposed to improve journey time reliability between Loughlinstown roundabout and Wilford / Dublin Road junction.

2.32 CPO-055 - Nina & Peter Brennan

2.32.1 Description of the Proposed Scheme at this location

Generally, between Loughlinstown Roundabout and Stonebridge Road it is intended to provide a bus lane (*the northbound bus lane starts at Rathmichael Woods*) 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 and signal controlled priority has been proposed to ensure bus priority.

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 enable a cycle link to the existing two schools on Stonebridge Road.

Along Dublin Road adjacent to Narrow Meadow it is proposed to provide a southbound bus lane, a two-way cycle track on the eastern side and general traffic lanes in each direction. The existing pedestrian crossing at the junction of Stonebridge Road is to remain as part of the proposals.

The existing road cross section in this location provided a footpath on each side of the road with general traffic lanes in each direction. There was no bus lane provided in this location, but on-road cycle lanes were provided in both a northbound and southbound direction.

In order to achieve the required cross section of the Proposed Scheme, land acquisition is necessary from private properties along this section of Dublin Road.

The land take required is shown in the following:

- Extracts from the General Arrangement Drawings which are provided as an Appendix in the 02-General Arrangement Drawings Sheet 42 in Chapter 4 (Proposed Scheme Description) in Volume 3, Part 1 of 3 of the EIAR and shown in Figure 2.299.
- The proposed permanent and temporary land acquisition lines overlain on aerial photography are shown in Figure 2.300.
- The existing property frontage and street view is shown in Figure 2.301.

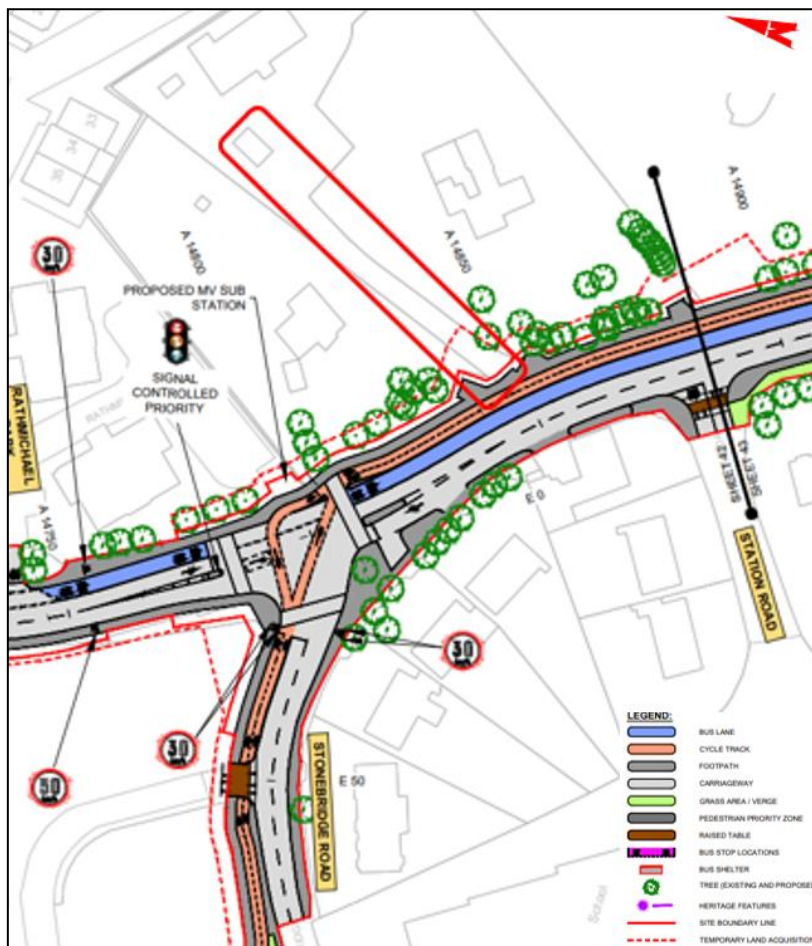


Figure 2.299: Extract from General Arrangement Drawing at Dublin Road (Sheet 42)



Figure 2.300: Existing aerial view at Narrow Meadow on Dublin Road



Figure 2.301: Existing street view at Narrow Meadow on Dublin Road (Image Source: Google)

2.32.2 Summary of Objections Raised

The objection to the CPO raises five potential issues.

1) Impact of CPO and on Property

The objection raised concerns regarding the negative impact that the CPO would have on the property, specifically mentioning the concern related to the impact and associated relocation of the property frontage (*stone walls, piers and capping stones, wooden gates with automated mechanism for opening and closing*) and services / utilities as part of the Proposed Scheme.

It further adds that it is expected that a full re-instatement of the existing situation is provided, that compensation is to be given with respect to any part of the property impacted as part of temporary or permanent CPO and that a full and inclusive commitment is given, relating to the above, in writing, before the Proposed Scheme CPO process is finalised.

2) Impact to Shankill Village Community and Environment

The objection highlighted the impact to Shankill and the local environment as well as the level of disruption and loss amenities that will occur for local residents.

Further adding that they felt that the bus lane at this location would be costly and concerns around it creating a disruptive development along this section of the road.

3) Need and Benefits for the Proposed Scheme

The objection raised concerns regarding the level of cost and expenditure involved in the Proposed Scheme and what the actual return would be, specifically in Shankill.

Further adding that the Proposed Scheme will result in an impact to the traffic flow within Shankill village.

4) Journey Time Saving

The objection raised concerns regarding the frequency and journey time saving, specifically for the bus provision through Shankill, outbound and inbound.

5) Impact on Safety

The objection raised concerns regarding the two-way cycle track running alongside the footpath on Stonebridge Road, outside of Narrow Meadow and comments that the lack of segregated facilities

would cause a danger to pedestrians, especially mentioning the footfall of pedestrians to and from the local schools, church, and the shops, further mentioning that this part of the design will also prove challenging / problematic for entering and exiting the properties at this location.

2.32.3 Response to Objection Raised

1) Impact of CPO and on Property

The Proposed Scheme Compulsory Purchase Order CPO is an application under Section 76 of the Third Schedule of the Housing Act 1966 as extended by Section 10 of the Local Government (No 2) Act 1960 and amended by the Planning and Development Act 2000 (as amended).

As set out in Paragraph 2 of the statutory notice, which was served upon the objector, the CPO is *‘for the purposes of the construction of the Bray to City Centre Core Bus Corridor Scheme together with all ancillary and consequential works associated therewith for the purposes of facilitating public transport’*.

Further, as set out in Paragraph 10 of that notice, the EIAR which was prepared in respect of the Proposed Scheme was available for inspection physically and on the NTA's dedicated website for this Proposed Scheme, and that EIAR contains all the ‘precise details of the proposed construction works’ and all of the ‘proposed ancillary and consequential works for the Bray to City Centre Core Bus Corridor Scheme’.

The NTA has also made an application to the Board under Section 51 of the Roads Act 1993 (as amended) for approval of the proposed road development, the Bray to City Centre Core Bus Corridor Scheme, which is currently pending before the Board (ABP-Ref No. HA27.317742).

The Proposed Scheme has been designed to deliver upon the Proposed Scheme objectives set out in Chapter 1 (Introduction) in Volume 2 of the EIAR, which include enhancement of the potential for cycling by providing safe infrastructure for cycling. In some areas, land acquisition is required to deliver what has been determined to be the most appropriate design configuration that meets these objectives. All areas included in the CPO have been carefully considered and only included where deemed absolutely necessary to meet the Proposed Scheme objectives and to construct the Proposed Scheme with permanent and temporary acquisitions respectively.

The permanent and temporary land take required from Narrow Meadow is shown in the Deposit Maps and details listed in the CPO Schedule, as shown in Figure 2.302. The permanent land take is shown in Plot 1101(1).1d and the temporary land take is shown in Plot 1101(2).2d.

As part of the BusConnects Bray to City Centre CBC works, permanent land take (shown in the CPO maps) is required to provide for the desirable minimum width of the bus lane, footpath, and two-way cycle track on the Dublin Road, hence meeting the objectives of BusConnects, as shown in Figure 2.299, an extract from 02-General Arrangement Drawings in Chapter 4 (Proposed Scheme Description) in Volume 3, Part 1 of 3 of EIAR on Sheet 42. The proposal at the location of Narrow Meadow is to widen the road on the eastern side to provide for a continuous bus lane, segregated bi-directional cycle track and footpaths in both directions. The permanent land take will impact the property boundary wall, hardwood front gates (pedestrian and vehicle), granite gate pillar / column (separating the two gates), granite house name plate, hedgerow (immediately behind boundary wall) and trees.

The proposed works would require set-back of the existing boundary wall. As noted in Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR, the reinstatement of property frontage including boundary walls, gates, railings driveway, footpath and landscaping will be on a like-for-like basis, and detailed accommodation works plans will be prepared in consultation with landowners in line with any formal agreements and in accordance with any embedded mitigations identified in the EIAR or conditions/modifications from An Bord Pleanála in relation to the Proposed Scheme application. The reinstatement of the boundary treatment will ensure a physical boundary is provided between the Proposed Scheme and the property, on a ‘like for like’ basis.

The existing access / egress gates, see Figure 2.303 below, at the property of Narrow Meadow will be set-back along with the boundary wall at the same location. The access / egress and the gates will be designed like for like to allow for safe access and egress. There are no turning restrictions from the property, post-construction.

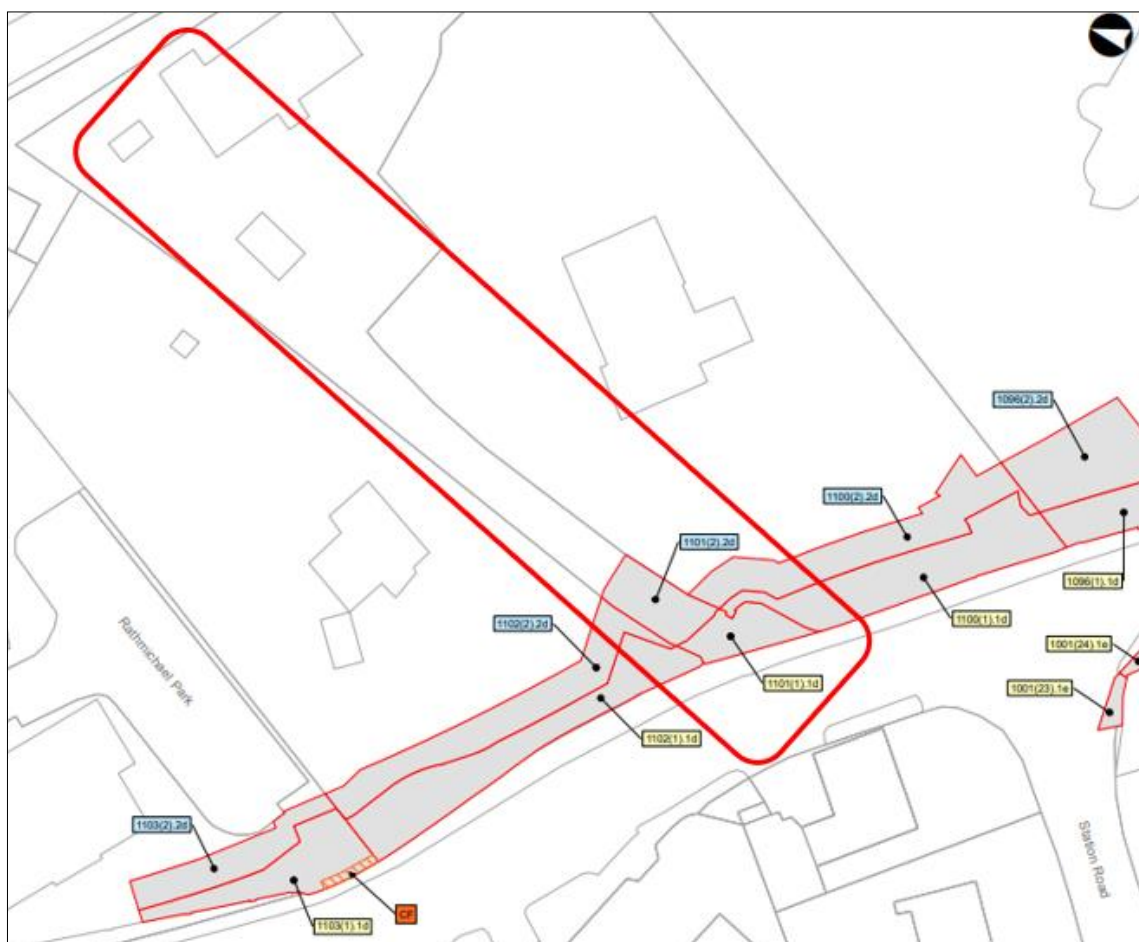


Figure 2.302: Extract from Deposit Map at Narrow Meadow on Dublin Road (Sheet 11)

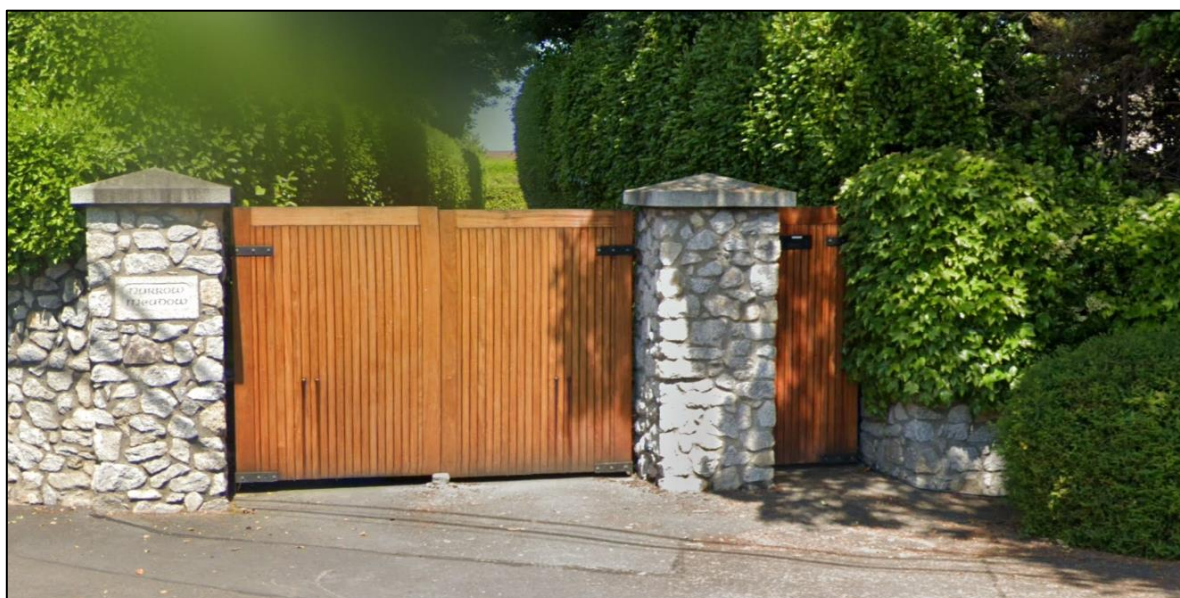


Figure 2.303: Existing street view directly at Narrow Meadow Access / Egress on Dublin Road (Image Source: Google)

As part of Proposed Scheme, the lands are proposed to be temporary compulsorily acquired for the to allow for construction works, accommodation works and/or boundary works and resurfacing works of the entrance to the property. Temporary land take will be returned after construction.

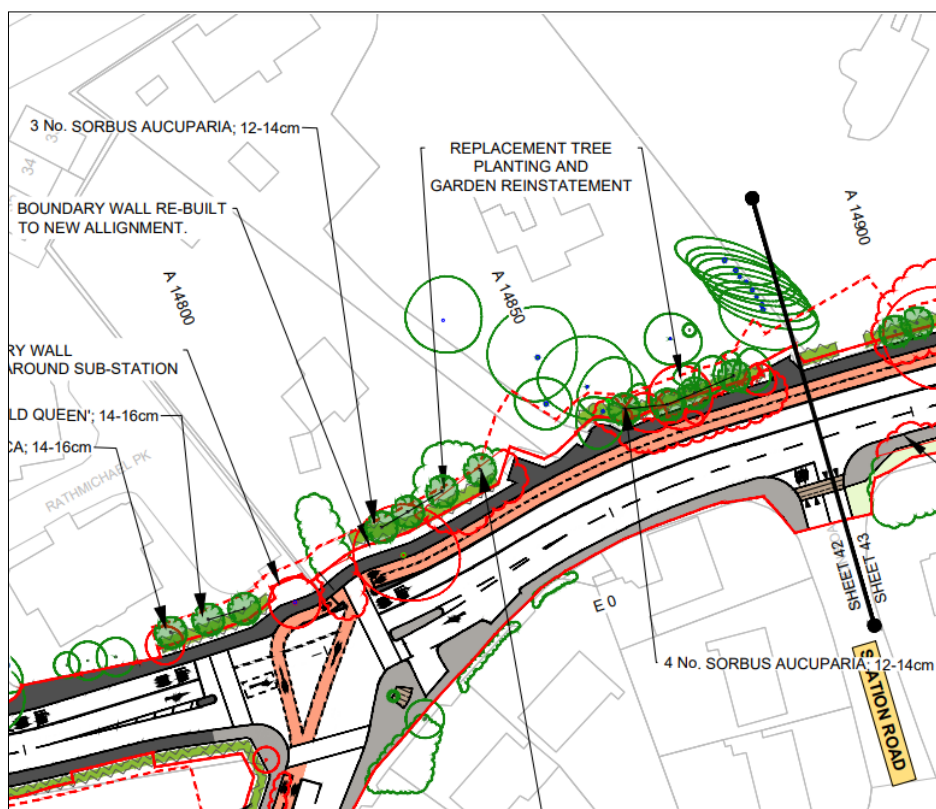


Figure 2.305: Extract from Landscape Drawings at Narrow Meadow on Dublin Road (Sheet 42)

An Arboricultural Impact Assessment was undertaken and is included as Appendix A17.1 in Volume 4 Part 4 of 4 of the EIAR. The assessment includes an inventory of all trees on the Proposed Scheme, with all trees at this location assessed for age, quality and usable life expectancy. It should be noted that trees with a stem diameter less than 75mm (when measured at 1.5m above ground) and ornamental garden plants are not surveyed. The surveyed trees are located within the gardens of both neighbouring properties and are in close proximity to the Narrow Meadow driveway. Based on the topographical information and Tree Survey data, there are no trees affected that sit within the Narrow Meadow land ownership. However, the hedges that form an edge to the driveway will be affected.

The proposed replacement tree planting and reinstatement of the gardens at this location is described in Figure 2.305 as 'Replacement tree planting and garden reinstatement'.

In addition to the individual trees planted within the neighbouring gardens, other garden reinstatement will include ornamental shrubs, hedges and grass the detail of which will be agreed in further consultation with the landowner.

The CPO of lands at this location at Narrow Meadow will result in further consultation with the landowner to ensure all boundaries and other aspects of the property affected by the land acquisition are reinstated on a like for like basis. Section 17.5.1 of Chapter 17 Landscape (Townscape) & Visual of Volume 2 of the EIAR states: *'Where properties are subject to permanent and/or temporary acquisition appropriate measures will be put in place by the appointed contractor to provide for protection of features, trees, and vegetation to be retained, and for continued access during construction and for adequate security and screening of construction works. All temporary acquisition areas will be fully decommissioned and reinstated at the end of the Construction Phase or at the earliest time after the reinstatement works are completed to the satisfaction of the NTA'.*

In relation to the impact on existing utilities / services at the property, Chapter 19 (Material Assets) in Volume 2 of the EIAR also provides narrative in relation to the proposed works for each of these services. As set out in Section 19.5.1.1 of Chapter 19 (Material Assets) in Volume 2 of the EIAR:

'All possible precautions will be taken by the appointed contractor to avoid unplanned interruptions to any services during the Construction Phase of the Proposed Scheme. Proposed utility works are based on available records, and preliminary site investigations. Prior to excavation works being commenced, localised confirmatory surveys will be undertaken by the appointed contractor to verify the results of the pre-construction assessments undertaken and reported in this EIAR. Where works are required in and around known utility infrastructure, precautions will be implemented by the appointed contractor to

protect the infrastructure from damage, in accordance with best practice methodologies and the requirements of the utility companies, where practicable. Protection measures during construction will include warning signs and markings indicating the location of utility infrastructure, safe digging techniques in the vicinity of known utilities, and in certain circumstances where possible, isolation of the section of infrastructure during works in the immediate vicinity.'

Regarding unavoidable disruptions to utilities and service infrastructure, Section 19.5.1.1 in Chapter 19 (Material Assets) in Volume 2 of the EIAR outlines that works will be carefully planned in consultation with each utility provider, interruptions will be time-bound so far as is reasonably practicable in order to minimise service disruption and prior notification issued to impact properties.

'Where diversions, or modifications, are required to utility infrastructure (as listed in Section 19.4.3), service interruptions and disturbance to the surrounding residential, commercial and / or community property may be unavoidable. Where this is the case, it will be planned in advance by the appointed contractor. Required service interruptions will generally only occur for a set period of time per day (a set number of hours not exceeding eight hours where reasonably practicable) and will generally not be continuous for full days at a time. Prior notification will be given to all impacted properties. This notification will include information on when interruptions and works are scheduled to occur and the duration of such interruption. Any required works will be carefully planned by the appointed contractor to ensure that the duration of interruptions is minimised in so far as is practicable.'

The following drawing series provide information in relation to utility services at the property and are provided as Appendices in Chapter 4 (Proposed Scheme Description) in Volume 3, Part 2 of 3 of the EIAR:

- 13. ESB Asset Alterations – Low voltage overhead diversion
- 16. Telecommunications Asset Alterations – EIR network diversion

If the CPO is confirmed by An Bord Pleanála, a Notice to Treat will be served on the landowner whose land is being acquired. Following service of the Notice to Treat, the landowner will be required to submit a claim for compensation and as part of this process, the NTA will pay the reasonable costs (as part of the claim) for the landowner to engage its agent/valuer in preparing, negotiating, and advising on compensation.

2) Impact to Shankill Village Community and Environment

Refer to response in Section 2.3.3.13 on Impact to Shankill Village & Community and Section 2.3.3.11 on Impact to Environment (Trees, Biodiversity, Climate, Air Quality, Noise, and Landscape) in this report.

3) Benefits and Need for the Proposed Scheme

Refer to response in Section 2.3.3.1 on Need of the Proposed Scheme, Section 2.3.3.2 on Benefits of the Proposed Scheme and Section 2.3.3.5 on Impact to Traffic Flows, Speed Limit, and Traffic Calming in this report.

4) Journey Time Saving

Refer to response in Section 2.3.3.3 on Impact to Bus Services & Journey Time Benefits in this report.

5) Impact on Safety

At the property location of Narrow Meadow on Dublin Road, the proposed segregated two-way cycle track runs directly adjacent to the southbound bus lane and the raised footway runs adjacent to the cycle track. The footway then ties into the back of the Proposed Scheme extents / boundary walls see Figure 2.304 above. Figure 2.306 shows 04-Typical Cross Sections, of Volume 2 of the EIAR, showing the Proposed Scheme cross-section at the location of the property of Narrow Meadow, shows the vertical segregation from carriageway to cycle track, and the vertical segregation between cycle track and footway. This shows that the future interaction between pedestrians and cyclists has been designed so that they are fully separated by a kerb between the footway and two-way cycle track.

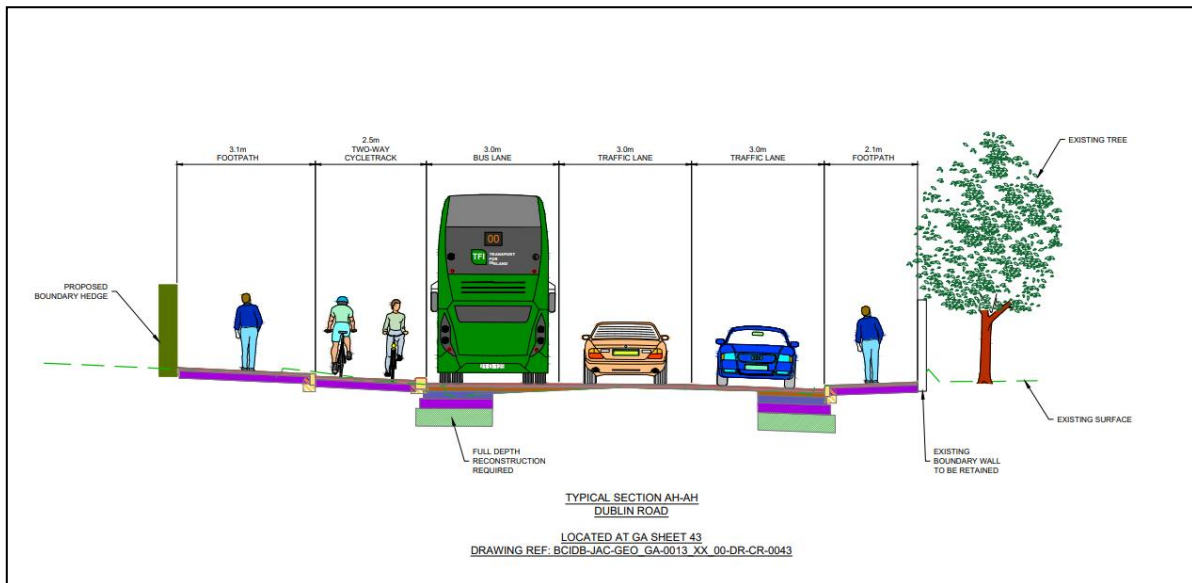


Figure 2.306: Extract from Typical Cross Section AH-AH on Dublin Road (Sheet 19)

Regarding the concern for vehicular access and egress to the property, although continuous segregated cycle track has been shown in the Proposed Scheme design, the cycle track will ramp down to carriageway level and kerbs improved over the length of the property mouth to allow for access for vehicles to safely enter / exit the properties. This is similar to what can be seen in the existing access arrangement, shown in Figure 2.307 below.

The Stage 1 Road Safety Audit for the Proposed Scheme is provided as Appendix M2 of the Preliminary Design report included as part of the Supplementary Information. The report does not identify any problems or concerns associated with access / egress at these properties during the operational phase.



Figure 2.307: Existing street view at Narrow Meadow property on Dublin Road(Image Source: Google)

2.33 Rathmichael Primary School, Shankill – CPO-061 and CPO-062

2.33.1 Description of the Proposed Scheme at this location

In order to achieve the scheme objectives along this section of the corridor, 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, just north of the Stonebridge Road.

Segregated cycle tracks are not proposed to be 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.

The land take required is shown in the following:

- Extracts from the General Arrangement Drawings which are provided as an Appendix in the 02-General Arrangement Drawings Sheet 42 in Chapter 4 (Proposed Scheme Description) in Volume 3, Part 1 of 3 of the EIAR and shown in Figure 2.308.
- The proposed permanent and temporary land acquisition lines overlain on aerial photography are shown in Figure 2.309.
- The existing property frontage and street view is shown in Figure 2.310 and Figure 2.311.

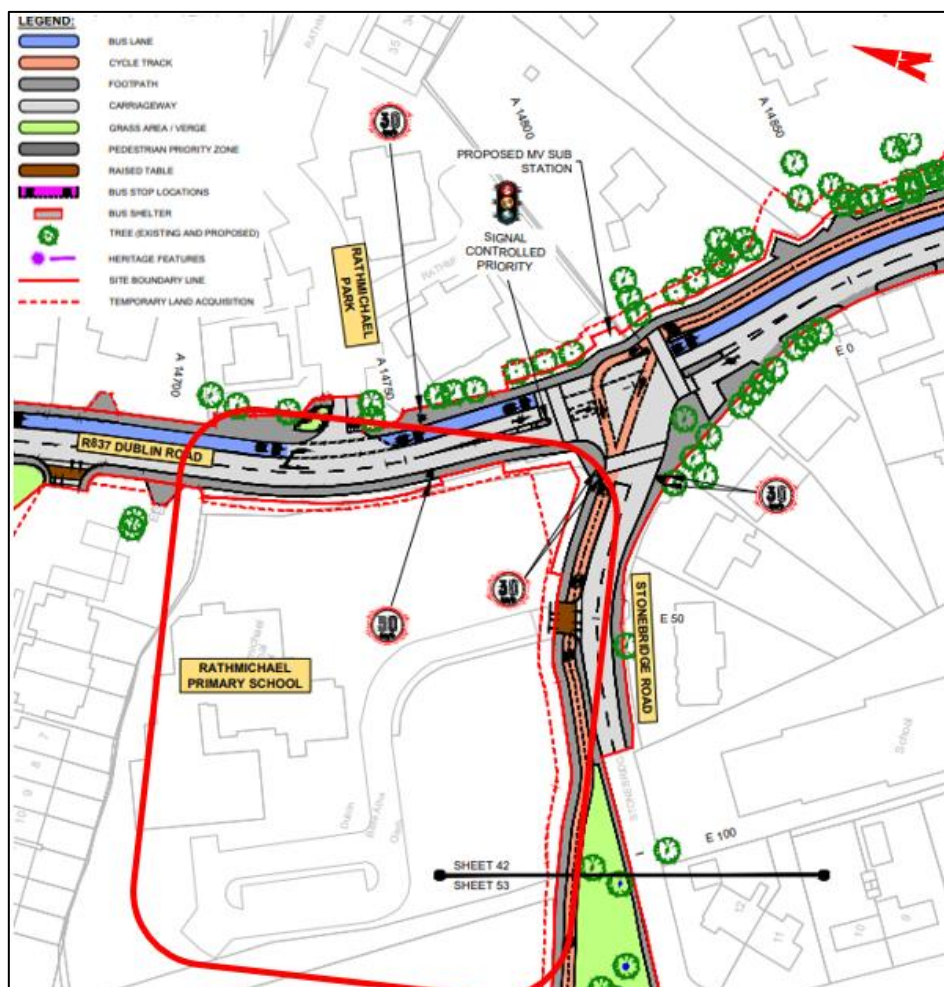


Figure 2.308: Extract from General Arrangement Drawing at Dublin Road & Stonebridge Road (Sheet 42)



Figure 2.309: Existing aerial view at Dublin Road & Stonebridge Road



Figure 2.310: Existing street view at Stonebridge Road (Image Source: Google)



Figure 2.311: Existing street view at Dublin Road (Image Source: Google)

2.33.2 Objections Raised

Table 2.65 below lists the two objections within which issues were raised in respect of the same proposed CPO plots at Rathmichael Primary School.

Table 2.65: Objections Made in Respect of proposed CPO plots at Beauchamp House

No	Name	No	Name	No	Name
061	Rathmichael National School	062	Rathmichael Parish School		

Objections listed in Table 2.65 above, which relate to the same area, are responded to individually below.

2.33.3 CPO-061 – Rathmichael National School

2.33.3.1 Summary of Objections Raised

This CPO Objection relates to the Rathmichael Primary School. The Proposed Scheme at this location is described in Section 2.33.1 on Description of the Proposed Scheme at this location above.

The objection to the CPO raises seven potential issues:

1) Quality of Maps and Plans

The objection raised concerns regarding the accuracy of maps and the areas of land acquisition in the CPO schedules submitted to ABP due to the dense planting around the boundaries and consequently the absence of a measured survey of the positions of the existing boundary walls and fences.

2) Impact on Boundary Wall and Planting

The objection commented on the replacement of the boundary and retaining walls as part of the Proposed Scheme and raised concerns with the minimal amount of detail given regarding their finish, in reference to this the objection requests that the details of the finishes of the two proposed retaining walls are agreed to its satisfaction prior to any construction works commencing.

The objection also noted that a detailed landscape plan and planting specification for the boundaries with the school which provided for native planting that will promote the reestablishment of the existing native flora and fauna habitat is agreed to its satisfaction.

3) Concern for Impact on School Facilities

The objection raised concerns regarding the impact to the school not being fully recognised due to the high level and scale of the maps and drawings. The CPO on Dublin Road will permanently acquire land and temporarily acquire land abutting the multiuse games area.

4) Proposed Outdoor Canopy

The objection noted that planning permission has been granted as of May 2023 for the construction of an outdoor canopy in the northeastern corner of the property adjacent to the Proposed Scheme boundary. The objection notes that this has not been factored into the Proposed Scheme design and that they require notice that the canopy will not be impacted by the construction of the Proposed Scheme.

5) Concern with Cycling Infrastructure

The current layout raised concerns within the objection due to the lack of segregated cycle tracks on Dublin Road, as well as cycle connections from the local schools to the wider area, the Proposed Scheme only connects the two schools by cycle lane. The objection further notes the lack of segregated cycle facilities on Corbawn Lane or through the village centre, which therefore do not provide access to the school for children by bike. The objection notes that as these cycle tracks do not form part of a larger network, their benefit to connectivity has not been assessed or justified, therefore it is unsure to if they are needed.

6) Construction Management

The objection raised concern regarding the works impacting the school during its operational times over the 12-month period. It is noted in the objection that EIAR notes the Proposed Scheme as a Noise Sensitive Location. The impact to the School is suggested to be a significant to very significant impact. The objection therefore considers the construction management plan laid out in the CEMP (Appendix 5.1 of Volume 4 of the EIAR) is not appropriate.

The objection commented on the impact to the students, commenting that their ability to take part in extracurricular activities must be maintained.

The respondent requests that a specific and detailed construction management plan (CMP) for works around and on the school grounds is put in place before the works commence, it also requests that the Board of Management is engaged by the appointed contractor from the outset in the preparation of this plan.

7) Oral Hearing Request

The objection requested that the Board hold an Oral Hearing.

2.33.3.2 Response to Issues Raised

1) Quality of Maps and Plans

The General Arrangement drawings are displayed on Ordnance Survey mapping which is regularly updated by Ordnance Survey Ireland. Whilst the designs are displayed on this mapping, up-to-date and detailed topographical survey of all areas within the proposed site boundary has been undertaken to inform the design development.

2) Impact to Boundary Wall and Landscape Due to the CPO

As set out in Paragraph 2 of the statutory notice, which was served, the CPO is 'for the purposes of the construction of the Bray to City Centre Core Bus Corridor Scheme together with all ancillary and consequential works associated therewith for the purposes of facilitating public transport'. Further, the face of the CPO itself also indicates that it is 'for the purposes of facilitating public transport'.

Further, as set out in Paragraph 10 of that notice, the EIAR which was prepared in respect of the Proposed Scheme was available for inspection physically and on the NTA's dedicated website for this Proposed Scheme, and that EIAR contains all of the 'precise details of the proposed construction works' and all of the 'proposed ancillary and consequential works for the Bray to City Centre Core Bus Corridor Scheme'.

The NTA has also made an application to the Board under Section 51 of the Roads Act 1993 (as amended) for approval of the proposed road development, the Bray to City Centre Core Bus Corridor Scheme, which is currently pending before the Board (ABP-Ref No. HA27.317742).

The Proposed Scheme has been designed to deliver upon the scheme objectives set out in Chapter 1 (Introduction) in Volume 2 of the EIAR. In some areas, land acquisition is required to deliver what has been determined to be the most appropriate design configuration that meets these objectives. All areas included in the CPO have been carefully considered and only included where deemed absolutely necessary to meet the scheme objectives and to construct the Proposed Scheme with permanent and temporary acquisitions respectively.

In this specific area, the proposed cross-section and subsequent land acquisition have been considered and deemed necessary to facilitate the optimum scheme cross-section as presented in an Appendix in 02-General Arrangement Drawings in Chapter 4 (Proposed Scheme Description) in Volume 3, in Part 1 of 3 of the EIAR on Sheet 42 Figure 2.308 above under Proposed Scheme Description. As part of the proposed works both permanent and temporary land take is required to facilitate the proposed scheme cross-section along the Dublin Road.

The permanent and temporary land take required at this location is shown in the Deposit Maps, as shown in Figure 2.312. The permanent land take is shown in 1104(1).1h, 1104(2).1i, 1104(3).1i, 1104(4).1i, and 1106(1).1i. The temporary land take is shown in 1104(5).2h, 1104(6).2i, and 1106(2).2i.

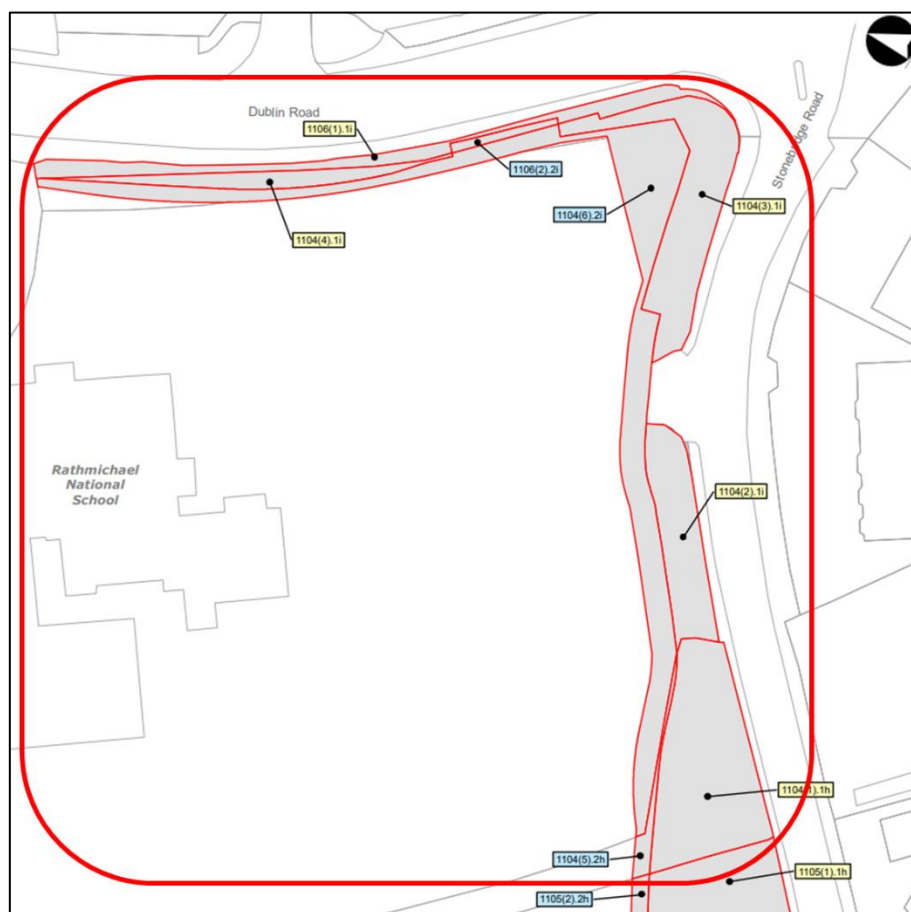


Figure 2.312: Extract from CPO Deposit Maps at Dublin Road (Sheet 11)

The temporary land take is required for the duration of the construction period to allow working space for the construction works and boundary works/and or accommodation works. Temporary land take will be returned back after construction, reinstated in the same condition as existing.

For this specific area, the proposed the boundary treatment is presented as an Appendix in 07-Fencing and Boundary Treatment Drawings in Chapter 4 (Proposed Scheme Description) in Volume 3, in Part 1 of 3 of the EIAR on Sheet 42 and shown in Figure 2.313. The drawing indicates a proposed Reinforced Concrete Retaining Wall beginning at Chainage E10 along Stonebridge Road and ending at Chainage A14770 on the Dublin Road to match the existing arrangement. Elsewhere on the boundary of the property along the Dublin Road, the drawing indicates that a boundary wall and fence are proposed to replace the existing boundary arrangement.

Reinstatement of property frontage including boundary walls, gates, railings, driveway, footpath and landscaping will be on a like for like basis and detailed accommodation works plans will be prepared in consultation with landowners in line with any formal agreements and in accordance with any embedded mitigations identified in the EIAR or conditions/modifications from An Bord Pleanála in relation to the Proposed Scheme application.

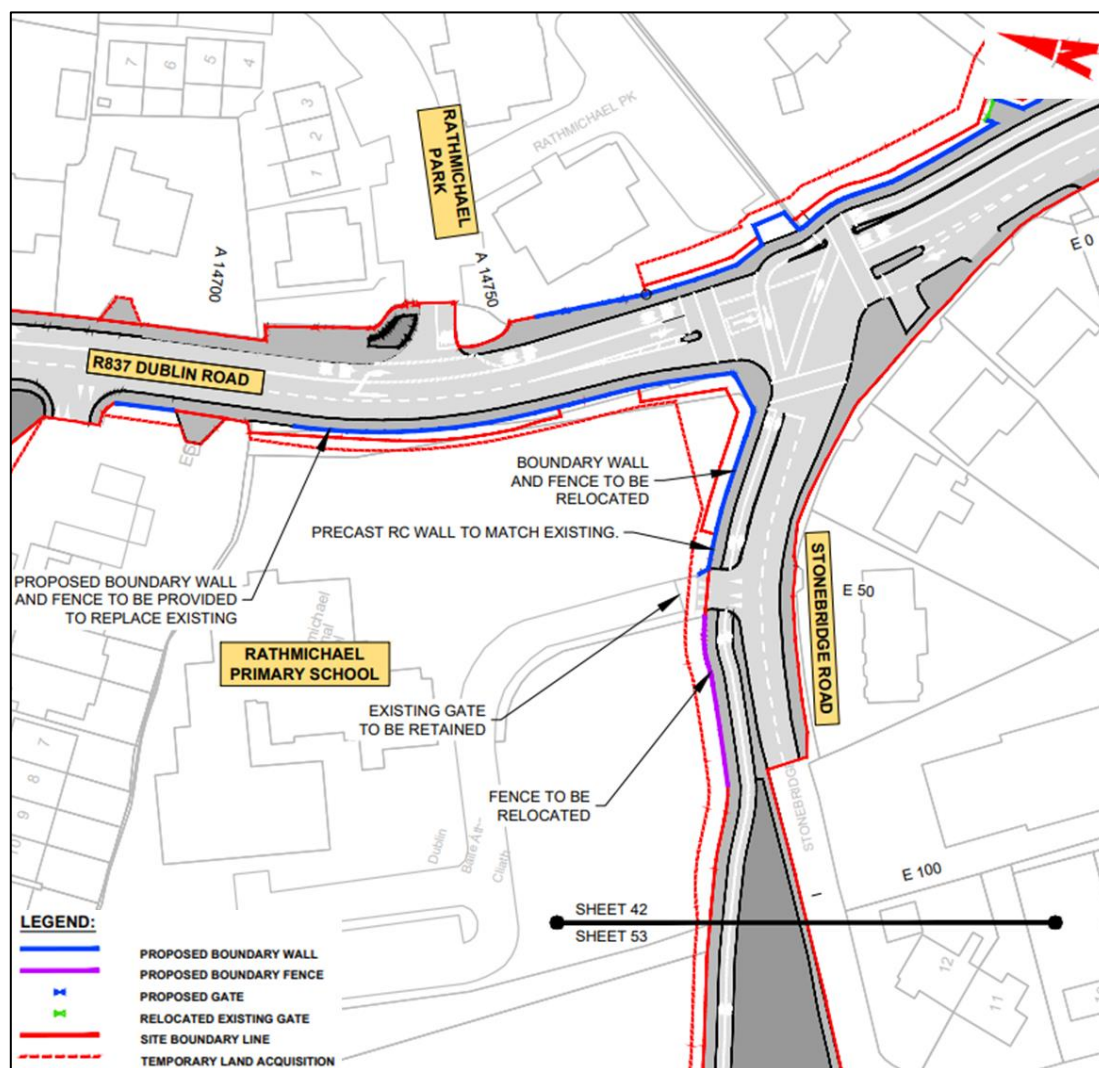


Figure 2.313: Extract from Fencing and Boundary Treatment Drawings at Rathmichael Parish School (Sheets 42)

Section 4.6.8 of Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR summarises the proposed structures in Table 4.29 including proposed retaining walls, which indicates a proposed Reinforced Concrete Retaining Wall beginning at Chainage E10 along Stonebridge and ending at Chainage A13770 along the perimeter of the property to match the existing arrangement. A retained earth embankment structure is proposed for the boundary of the property adjacent to the Dublin Road beginning at Chainage A14700 and ending at Chainage A14750. The structures for the Proposed Scheme are presented in 18-Structure General Arrangement Drawing Sheet 43 Chapter 4 (Proposed Scheme Description) Vol 3 Part 2 of 3 of EIAR, as shown in Figure 2.314.

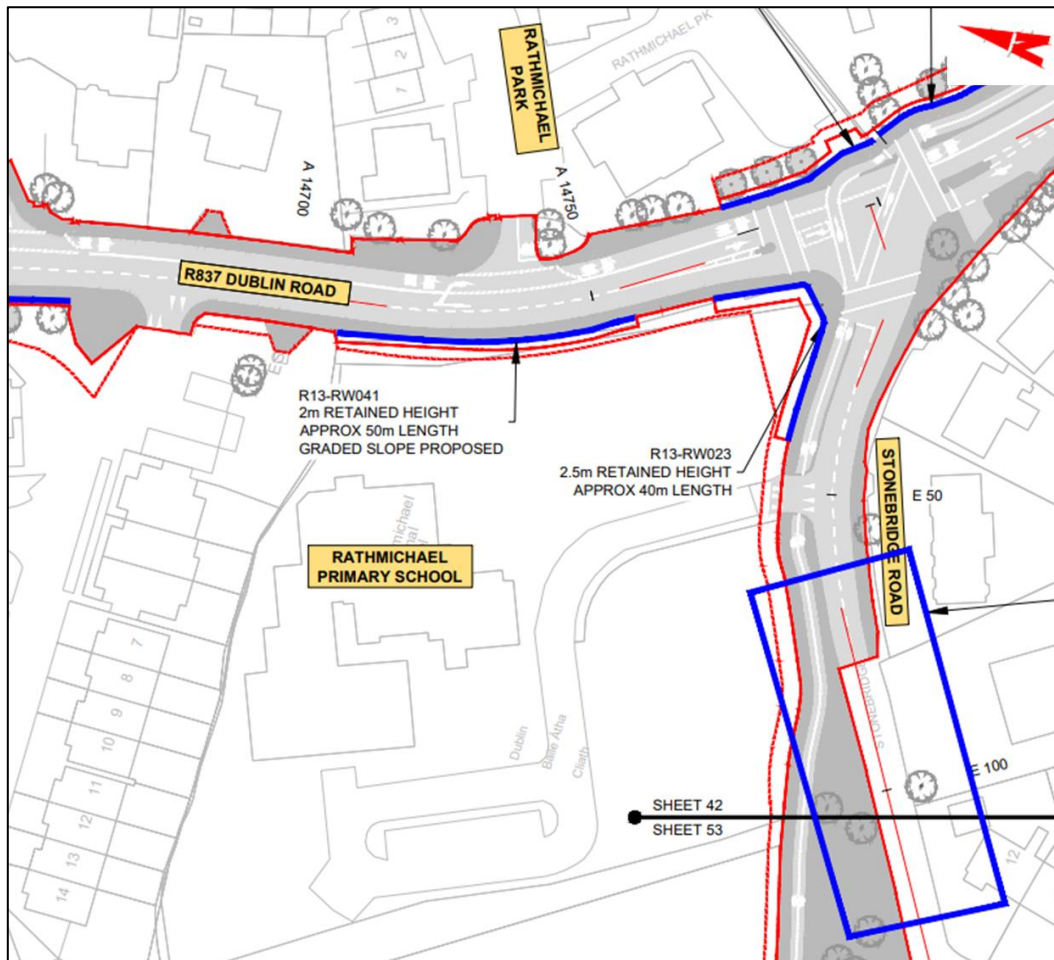


Figure 2.314: Extract from Structures General Arrangement Drawings – (Sheets 42)

The Landscaping General Arrangement drawings (drawing set 05 accompanying Chapter 4) in Volume 3, Part 1 of 3 of the EIAR show the proposed landscape design for the Proposed Scheme at Rathmichael School is shown on Sheet 42 (see Figure 2.315 below).

Figure 2.315 shows a band of “Proposed Ornamental Planting” around the southern and eastern edge of the school grounds, and includes the following note on the proposed boundary planting at the school:

‘New ornamental planting to back of retaining wall. Detail to be agreed with school.’

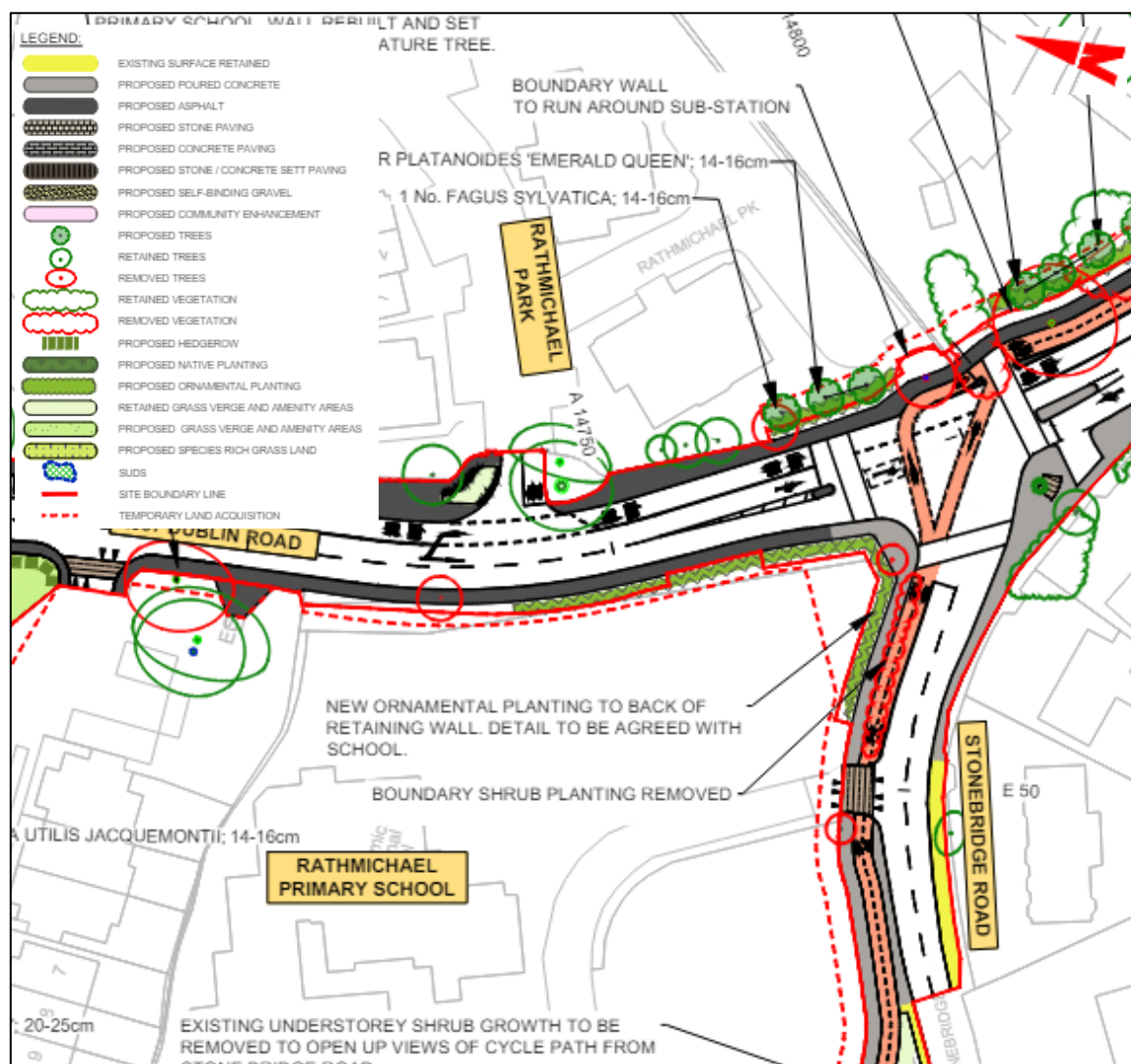


Figure 2.315: Extract from Landscaping General Arrangement Drawings (Sheet 42)

3) Concern for Impact on School Facilities

Section 10.4.3 of Chapter 10 (Population) of Volume 2 of the EIAR provides details of the construction phase impacts on communities. The land take impacts on community facilities during the construction phase are shown in Table 10.9 of Section 10.4.3 of the EIAR and shown in Table 2.66.

Table 2.66: Extract from EIAR Chapter 10 (Table 10.9)

Community Area	Nature of Effect / Number of Community Facilities Affected			
	Imperceptible / Not Significant	Slight	Moderate	Significant
Boosterstown	0	2	2	0
Cabinteely	0	2	0	0
Donnybrook	0	1	1	0
Foxrock	0	2	0	0
Kilmacud - Stillorgan	0	3	0	0
Little Bray	0	6	2	0
Mount Merrion	0	4	0	0
Shankill	0	3	7	0
University (Newman) Church	0	1	0	0
TOTAL	0	24	12	0

Table 2.66 shows that no community facilities are expected to experience significant land take impacts during the Construction Phase of the Proposed Scheme. However, Rathmichael National School is expected to experience a Negative, Moderate and Short-Term impact during the Construction Phase.

Section 10.4.4 of Chapter 10 (Population) of Volume 2 of the EIAR provides details of the operational phase impacts on communities. The land take impacts on community facilities during the operation phase are shown in Table 10.12 of Section 10.4.3 of the EIAR and shown in Table 2.67.

Table 2.67: Extract from EIAR Chapter 10 (Table 10.12)

Community Area	Nature of Effect / Number of Community Facilities Affected			
	Imperceptible / Not Significant	Slight	Moderate	Significant
Boosterstown	0	2	0	0
Cabinteely	0	1	0	0
Donnybrook	0	0	1	0
Foxrock	0	2	0	0
Kilmacud - Stillorgan	0	2	0	0
Little Bray	0	5	2	0
Mount Merrion	0	4	0	0
Shankill	0	4	6	0
TOTAL	0	20	9	0

Table 2.67 shows there are no community facilities that are expected to experience significant permanent landtake during the Operational Phase of the Proposed Scheme. However, Rathmichael National School is expected to have Negative, Moderate, Long-Term impacts during the Operational Phase.

NTA notes the concern on the impact to the Rathmichael National and in particular the sports pitches within the school ground. The sports pitch and the residual impacted working area part of the temporary land take will be reinstated and returned back to the school post completion of construction works. Figure 2.316 below shows Aerial view of the school ground with the Proposed Scheme land take and demonstrates that the sports pitch will not be impacted during the works due to the permanent landtake.



Figure 2.316: Existing Aerial View at Stonebridge Road

If the CPO is confirmed by An Bord Pleanála, a Notice to Treat will be served on each landowner whose land is being acquired. Following service of the Notice to Treat, each landowner will be required to submit a claim for compensation and as part of this process, the NTA will pay the reasonable costs (as

part of the claim) for the landowner to engage their own agent / valuer in preparing, negotiating, and advising on compensation.

NTA acknowledge positive and constructive liaison with the Rathmichael Primary School through the design stage. These are matters that can be successfully addressed between the Rathmichael Primary School and the NTA.

4) Proposed Outdoor Canopy

The NTA notes planning permission has been granted as of May 2023 for the construction of an outdoor canopy in the northeastern corner of the property adjacent to the Proposed Scheme boundary and will not be impacted.

NTA acknowledge positive and constructive liaison with the Rathmichael Primary School through the design stage. These are matters that can be successfully addressed between the Rathmichael Primary School and the NTA.

5) Impact to Cycle Infrastructure

Refer to responses in Section 2.3.3.7 on Impact to Cycle Infrastructure and Section 2.3.3.8 on Impact to Safety (for Pedestrians & Cyclists) in Shankill.

6) Construction Management

Section 5.3.3.3 of Chapter 5 (Construction) of Volume 2 of the EIAR provides details of the construction activities between Loughlinstown Roundabout and Shanganagh Road.

The expected construction duration for Section 3a (Loughlinstown Roundabout and Shanganagh Road) will be approximately 12 months. However, construction activities at individual plots will have shorter durations than outlined in overview of construction works presented in Section 5.3. The duration of the works will vary from property to property, but access and egress will be maintained at all times. An indicative Proposed Scheme construction programme is shown in Table 5.2 of Section 5.4 and shown in Table 2.68 below as Section 3a.

As described in Section 5.5.3.2 of Chapter 5 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.

Table 2.68: Proposed Scheme Construction Programme

Section Ref.	Approximate Construction Duration	Approximate Length (m)	Year 1				Year 2				Year 3			
			Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Section 1a	15 months	1,300												
Section 1b	15 months	1,300												
Section 2a	15 months	5,800												
Section 2b	12 months	5,700												
Section 3a	12 months	1,270												
Section 3b	9 months	500												
Section 3c	18 months	1,800												
Section 4a	12 months	300												
Section 4b	9 months	400												
Section 4c	9 months	350												

A Construction Environmental Management Plan (CEMP) is included as Appendix A5.1 in Volume 4, Part 1 of 4 of the EIAR. As stated in the CEMP's Introduction, 'The CEMP comprises the construction mitigation measures, which are set out in the EIAR, and the Natura Impact Statement (NIS), and will be updated to include any additional measures required pursuant to conditions attached to An Bord Pleanála's decision'. Section 5.1.9 of the CEMP provides the schedule of environmental commitments where all of the mitigation and monitoring measures from the EIAR and NIS are described.

Noise mitigation measures are included in Table 5.2 (Mitigation Number NV1 to NV12) and include measures such as:

- Selection of quiet plant;
- Control of noise sources;
- Screening;
- Hours of work;
- Liaison with the public; and
- Monitoring.

As described in Section 9.5.1.3, Table 9.50 in Chapter 9 (Noise & Vibration) in Volume 2 of the EIAR, following the implementation of the mitigation measures the impact significance drops to Negative, Slight to Moderate and Temporary at noise sensitive locations within 10-15m of the works, becoming Not Significant at distances greater than that during school time (Monday to Friday 07:00-19:00).

The CEMP also includes the following management plans:

- Construction Traffic Management Plan (Section 5.2);
- Invasive Species Management Plan (Section 5.3);
- Surface Water Management Plan (Section 5.4);
- Construction and Demolition Resource and Waste Management Plan (Section 5.5); and
- Environmental Incident Response Plan (Section 5.6).

Section 5.2.1.2, Appendix A5.1 (Construction Environmental Management Plan (CEMP)) in Volume 4, Part 1 of 4 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.'*

Section 5.2 of the Construction Environmental Management Plan (CEMP) included in EIAR Volume 4 Appendix A5.1, contains the Construction Traffic Management Plan (CTMP). Section 5.2.1.2 of this document outlines the objectives of the CTMP as follows:

- *'Outline minimum road safety measures to be undertaken, including site access/egress locations, during the works;*
- *Provide measures that respond to all road user needs including public transport, pedestrians, cyclists and vehicular traffic;*
- *Ensure disruption is minimised, with access to houses and businesses maintained, as is reasonably practicable in delivering the Proposed Scheme;*
- *Demonstrate to the NTA, the appointed contractor and suppliers, the need to adhere to the relevant guidance documentation for such works; and*
- *Identify objectives and measures for inclusion in the management, design and construction of the Proposed Scheme to control the traffic impacts of construction insofar as it may affect the environment, local residents and the public in the vicinity of the construction works.'*

Regarding the scheduling of construction works, the NTA will take into account the sensitivity of the school and will endeavour to schedule works in the vicinity of the school to take place outside of school hours or during holiday periods. Matters in this respect will be agreed between the NTA and the school board.

The areas affected by temporary land acquisition will be returned to the owners on completion of the works. As noted above, details regarding temporary access will be discussed with the landowners prior to construction starting. Where possible, works will be done in a phased manner.

7) Oral Hearing Request

The NTA notes the request for an Oral Hearing. An Bord Pleanála has the discretion to decide whether an Oral Hearing will be held in respect of this application.

2.33.4 CPO-062 – Rathmichael Parish School

This CPO Objection relates to the Rathmichael Primary School. The Proposed Scheme at this location is described in Section 2.33.1 on Description of the Proposed Scheme at this location above.

2.33.4.1 Summary of Objections Raised

Refer to Section 2.33.3.1 (CPO-061) in this report for a summary of objections raised.

2.33.4.2 Response to Objections Raised

Refer to Section 2.33.3.2 (CPO-061) in this report for a summary of responses to objections raised.

2.34 North Wicklow Educate Together, Bray – CPO-065 and CPO-080

2.34.1 Description of the Proposed Scheme at this location

In order to achieve the scheme objectives along this section of the corridor, it is proposed that single general traffic lanes, bus lanes and cycle lanes will run in both directions, toucan crossings will sit on both sides of the junction with Upper Dargle Road. A small section of two-way cycleway occurs on Dublin Road to the west of Lower Dargle Road, to link cyclists to the existing cycleway to the north of Dublin Road. A bus stop will be relocated on Castle Street closer to Upper Dargle Road.

The existing road cross section in this location provides a footpath on each side of the road with general traffic lanes in each direction, as well as advisory cycle lanes on each side of the road. A signalised pedestrian crossing facilitates crossing at this location on Castle Street.

In order to achieve the required cross section of the Proposed Scheme, land acquisition is necessary from private properties along this section of Castle Street and Dublin Road.

The land take required is shown in the following:

- Extracts from the General Arrangement Drawings which are provided as an Appendix in the 02-General Arrangement Drawings Sheet 51 in Chapter 4 (Proposed Scheme Description) in Volume 3, Part 1 of 3 of the EIAR and shown in Figure 2.317.
- The proposed permanent and temporary land acquisition lines overlain on aerial photography are shown in Figure 2.318.
- The existing property frontage and street view is shown in Figure 2.319.

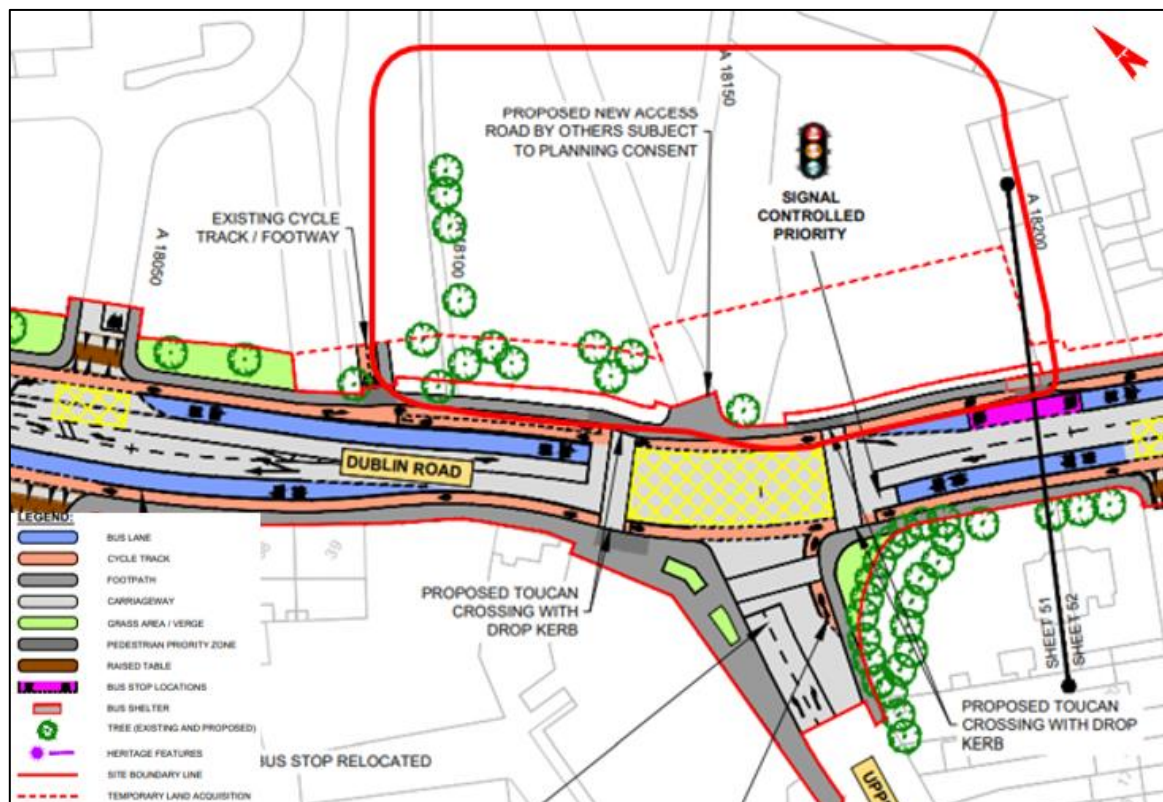


Figure 2.317: Extract from General Arrangement Drawing at Dublin Road & Castle Street (Sheet 51)



Figure 2.318: Existing aerial view at Dublin Road and Castle Street



Figure 2.319: Existing street view at North Wicklow Educate Together (Image Source: Google)

2.34.2 Objections Raised

Table 2.69 below lists the two objections within which issues were raised in respect of the same proposed CPO plots at Beauchamp House.

Table 2.69: Objections Made in Respect of proposed CPO plots at Beauchamp House

No	Name	No	Name	No	Name
065	Religious Sisters of	080	The Marian Centre CLG		
	Charity				

Objections listed in Table 2.69 above, which relate to the same area, are responded to individually below.

2.34.3 CPO-065 – Religious Sisters of Charity

2.34.3.1 Summary of Objections Raised

This CPO Objection relates to the North Wicklow Educate Together, Bray. The Proposed Scheme at this location is described in Section 2.34.1 on Description of the Proposed Scheme at this location above.

The objection to the CPO raises four potential issues:

1) Inaccuracy in CPO Schedule

The CPO schedules states that RSC Caritas CLG are 'Owners or Reputed Owners', however, the objection notes that the RSC Caritas CLG is not the owner of the referenced plots, however, it has inalienable rights of way over the avenue for access to services etc. within the proposed plots.

The objection also notes that, the subject plots along with adjoining plots which the former Industrial Yarns Ltd. Property are within lands which RSC Caritas CLG has contractual agreements with Pizzaro Developments Ltd, whose interests we understand are now held by Shankill Property Investments Ltd, for the construction of new access roads.

2) Insufficient Detail in Design

The NTA have not provided sufficient detail of the works to enable RSC Caritas CLG to fully consider the impact of the Proposed Scheme on the property.

Further detail is required, including continuity and reinstatement of any services.

3) Temporary and Permanent Access

One objection noted that further detail is required on the provisions for safe uninterrupted access during and after the works.

4) Impact on Future Development

The new scheme shall also compromise the proposals for the construction of new access roads by Pizzaro Ltd / Shankill Property Investments Ltd.

2.34.3.2 Response to Objections Raised

1) Inaccuracy in CPO Schedule

We note that this objection suggests that RSC Caritas CLG is not the owner of plots 1034(1).1i, 1034(2)1i, 1034(3).2i and plots 1081(1)1i and 1081(2)2i, but may have certain rights of contractual interests in relation to those plots.

In relation to plots 1034(1).1i, 1034(2)1i and 1034(3).2i, RSC Caritas CLG was identified by the NTA as potentially having an ownership interest in these plots and in those circumstances RSC Caritas CLG was included in the CPO Schedules as an owner/reputed owner of these plots, and the NTA served a notice of the making of the CPO on RSC Caritas CLG on 10 August 2023 in respect of plots 1034(1).1i, 1034(2)1i and 1034(3).2i.

In relation to plots 1081(1)1i and 1081(2)2i, the NTA served a notice of the making of the CPO on Industrial Yarns Bray Limited, Pizzaro Developments Limited, Dun Laoghaire Rathdown County Council, and Wicklow County Council, who the NTA had identified as the owners/reputed owners and occupiers of these plots.

The NTA subsequently became aware that RSC Caritas CLG may have an interest over plots 1081(1)1i and 1081(2)2i, and given that possibility sent, for completeness, a further notice of the making of the CPO to RSC Caritas CLG in relation to plots 1081(1)1i and 1081(2)2i, which further notice is referenced in the objection made by RSC Caritas CLG. However, the NTA do not have any documentary evidence of any such interest but out of an abundance of caution in any event served a further notice on RSC

Caritas CLG, and we note that RSC Caritas CLG indicate in their objection that they may have certain rights or contractual interests in relation to those plots.

In the circumstances, the NTA have no difficulty with RSC Caritas CLG being added in the “Occupier” column in relation to plots number 1081(1)1i and 1081(2)2i. As the Board is aware, section 217C(1) of the Planning and Development Act 2000 (as amended) provides as follows:-

“217C. (1) Notwithstanding any provision of any of the enactments referred to in section 214 [which includes the Housing Act 1966 under which this CPO was made], 215A, 215B or 215C concerning the confirming or otherwise of any compulsory acquisition, the Board shall, in relation to any of the functions transferred under this Part respecting those matters, have the power to confirm a compulsory acquisition or any part thereof, with or without conditions or modifications, or to annul an acquisition or any part thereof.”

Therefore, the Board can confirm the CPO with the modification of adding RSC Caritas CLG in the “Occupier” column in relation to plots number 1081(1)1i and 1081(2)2i in Part I and II of the schedule to the CPO.

Please note that a notice of the making of the CPO was served on RSC Caritas CLG in respect of plots 1034(1).1i, 1034(2)1i, 1034(3).2i, 1081(1)1i, and 1081(2)2i, and RSC Caritas CLG have made an objection to the CPO in respect of all of those plots.

2) Insufficient Detail in Design

The Proposed Scheme has been designed to deliver upon the scheme objectives set out in Chapter 1 (Introduction) in Volume 2 of the EIAR, which include enhancement of the potential for cycling by providing safe infrastructure for cycling. In some areas, land acquisition is required to deliver what has been determined to be the most appropriate design configuration that meets these objectives. All areas included in the CPO have been carefully considered and only included where deemed absolutely necessary to meet the scheme objectives and to construct the Proposed Scheme with permanent and temporary acquisitions respectively.

In this specific area, the proposed cross-section and subsequent land acquisition have been considered and deemed necessary to facilitate the optimum scheme as shown with the General Arrangement Drawings which is provided as an Appendix in the 02-General Arrangement Drawings in Chapter 4 (Proposed Scheme Description) in Volume 3, Part 1 of 3 of the EIAR.

As part of the BusConnects Bray to City Centre CBC works, the permanent land take is required to allow for the construction of the Proposed Scheme and achieve the BusConnects standard cross-section at this location, which includes a bus lane, traffic lane, cycle track and footpath in both directions. The existing carriageway will be widened on the east side along Dublin Road to allow for bus lane, cycle track, footpath and junction design. The standard cross-section provided at this location is the optimum CBC cross-section which meets the CBC Design Guidelines Objectives in accordance with Section 2 (Fig 1) of the Preliminary Design Guidance Booklet for BusConnects Core Bus Corridors as provided in Appendix A4.1 of the EIAR Volume 4 Part 1 of 4. The Proposed Scheme typical cross-section at this location is shown in the EIAR Volume 3 Chapter 4 - 04 Typical Cross-section Drawing sheet 04 of 22 as shown in Figure 2.320.

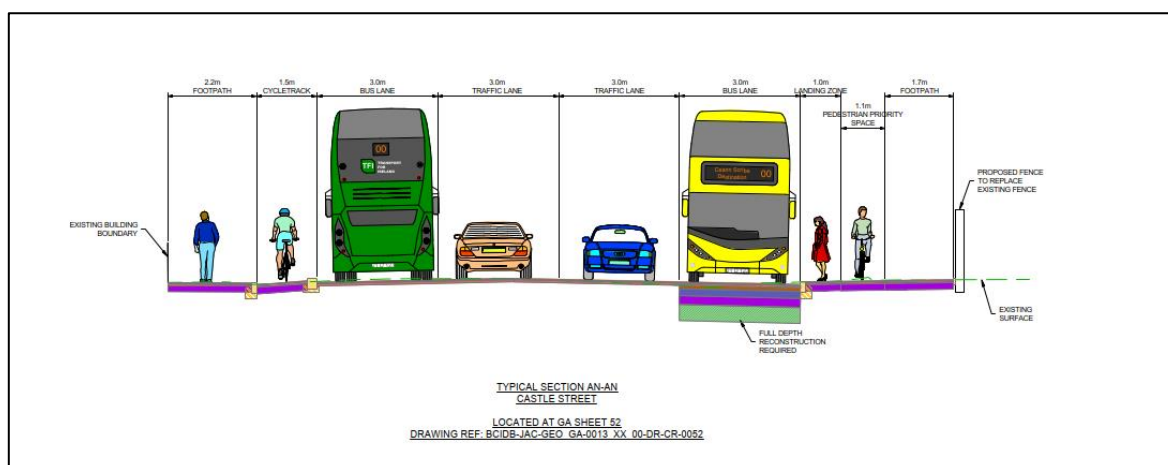


Figure 2.320: Extract from Typical Cross-section Drawing (Sheet 22)

The Proposed Scheme design at the location of the North Wicklow Educate Together is presented in the EIAR Volume 3 Chapter 4 - 02 General Arrangement Sheet 51 of 54. The permanent and temporary land take required at this location is shown in the Deposit Maps, as shown in Figure 2.321, and details listed in the CPO Schedule. The permanent land take plots are 1034(1).1i, 1034(2)1i and the temporary land take plot is 1034(3).2i.

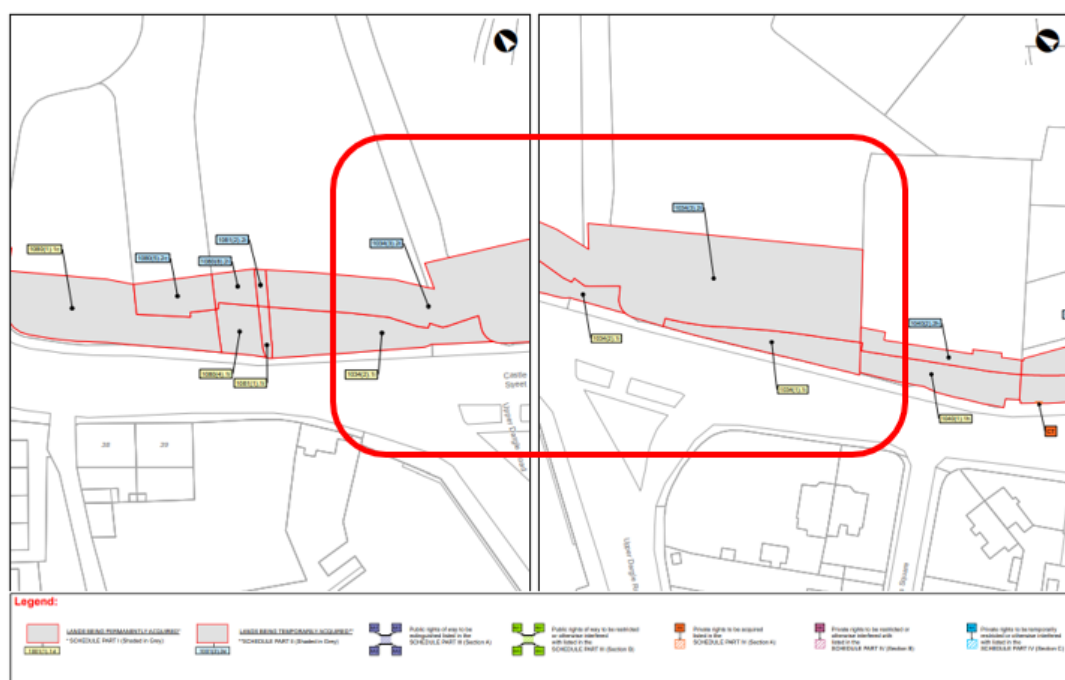


Figure 2.321: Extract from CPO Deposit Maps at North Wicklow Educate Together (Sheets 1 and 2 of 40)

The temporary land take is required for the duration of the construction period to allow working space for the construction works and boundary works/and or accommodation works. Temporary land take will be returned back after construction, reinstated in the same condition as existing.

The EIAR which was prepared in respect of the Proposed Scheme was available for inspection physically and on the NTA's dedicated website for this Proposed Scheme, and that EIAR contains all of the "precise details of the proposed construction works" and all of the "proposed ancillary and consequential works for the Bray to City Centre Core Bus Corridor Scheme".

Refer to Section 2.3.3.10 on Adequacy of Environmental Assessment in this report.

Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR describes the details of the design of the Proposed Scheme. Section 4.5.4 notes details for the Section 4 Bray North to Bray South.

The design details are also shown in Chapter 4 (Proposed Scheme Description) Part 1 and Part 2 of 3 Figures in Volume 3 of EIAR.

Chapter 5 (Construction) Volume 2 of EIAR describes the construction activities along the Proposed Scheme. Refer also to Issue No.3 ([Temporary and Permanent Access](#)) of this Section 2.34.3.2 (CPO-065) on specific impacts during construction.

The Preliminary Design Report and the associated Appendices of the PDR, part of Supplementary information, also gives description of the design details of the Proposed Scheme.

The design of the Proposed Scheme has been developed to a stage where all potential environmental impacts can be identified, and a fully informed environmental impact assessment has been carried out.

Details of the proposed design at the location in question can be seen in the below figures:

- Figure 2.322: Existing aerial view with land acquisition line,
- Figure 2.323: Extract of the General Arrangement Drawing,
- Figure 2.324: Landscaping General Arrangement Drawing, and
- Figure 2.325: Extract of the Fencing and Boundary Treatment Drawing.



Figure 2.322: Existing aerial view at North Wicklow Educate Together with Proposed Land Acquisition

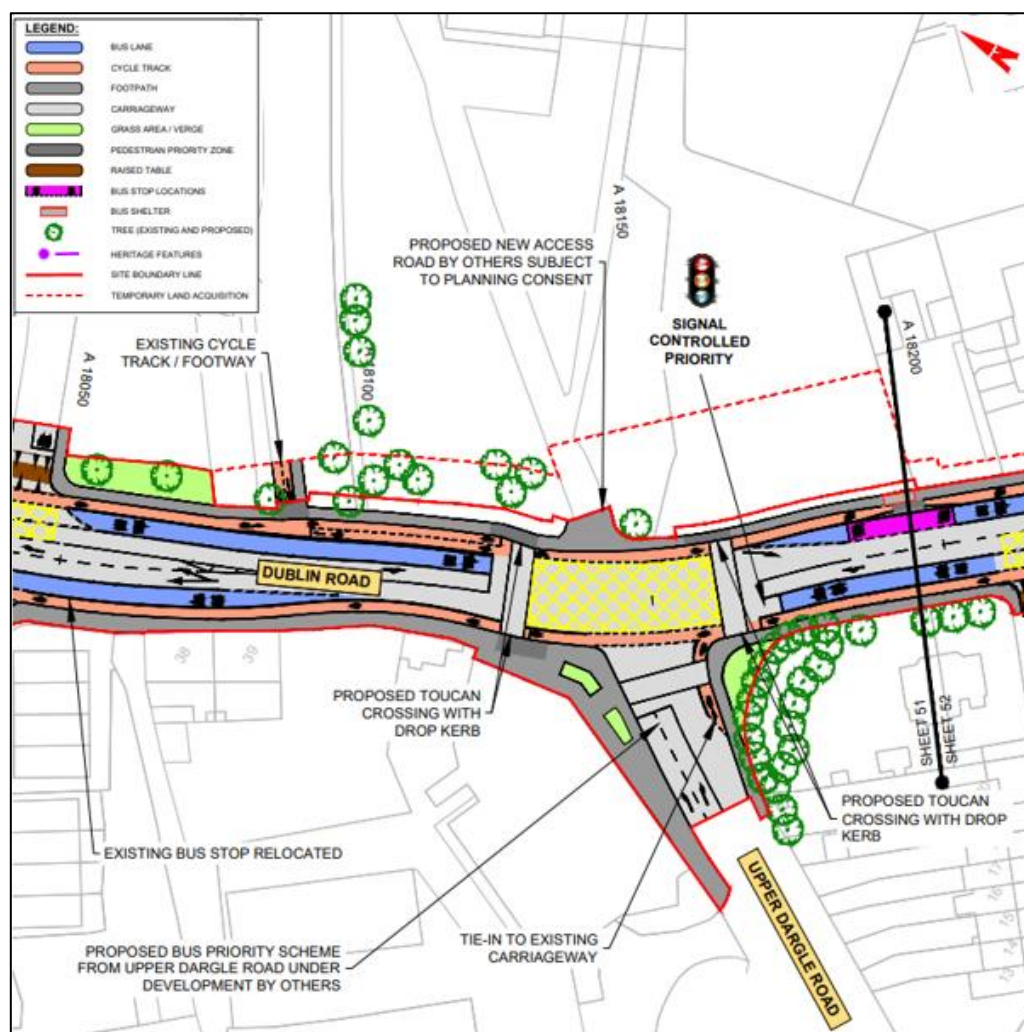


Figure 2.323: Extract of the General Arrangement Drawing at North Wicklow Educate Together (Sheet 51)

Figure 2.323 above showing tie-in to proposed new access road by others, subject to planning permission.

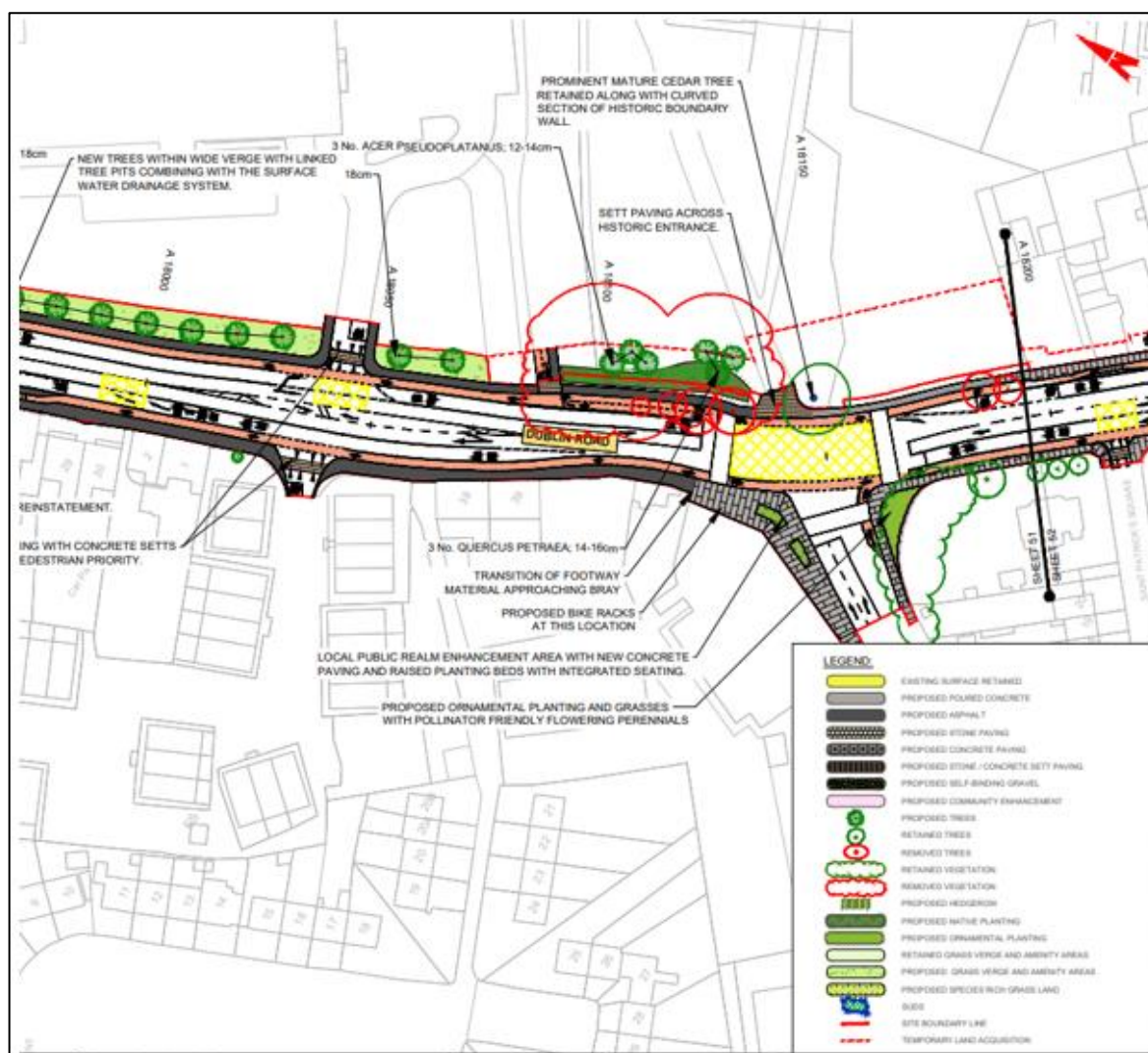


Figure 2.324: Landscaping General Arrangement Drawing at North Wicklow Educate Together (Sheet 51)

Figure 2.324 above showing 'Prominent mature cedar tree retained along with curved section of historic boundary wall' to the front of the North Wicklow Educate Together.

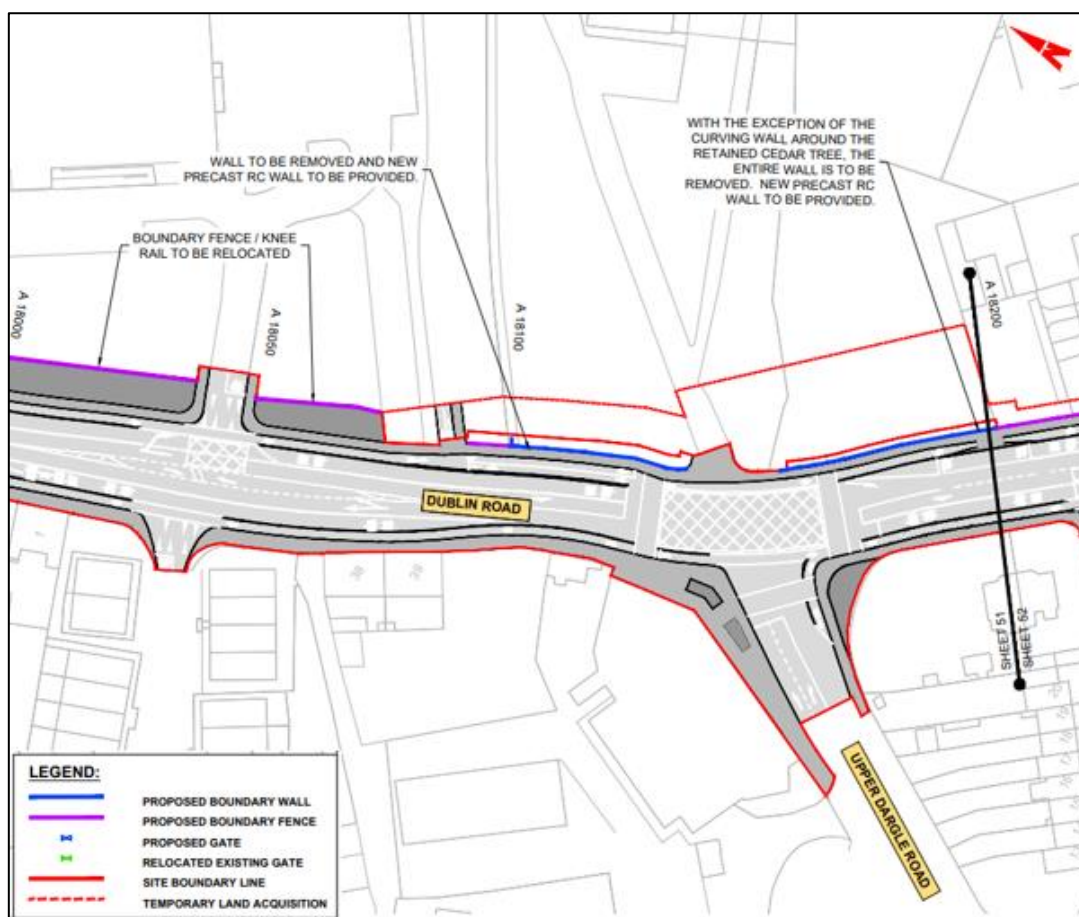


Figure 2.325: Extract of the Fencing and Boundary Treatment Drawing at North Wicklow Educate Together (Sheet 51)

Figure 2.325 above shows the existing boundary walls to be removed (with the exception of the curving wall around the retained cedar tree) and proposed new precast reinforced concrete boundary walls to be provided, to tie into the existing access.

As noted in Chapter 4 Proposed Scheme Description of the EIAR, reinstatement of property frontage including boundary walls, gates, railings driveway, footpath and landscaping will be on a like-for-like basis, and detailed accommodation works plans will be prepared in consultation with landowners in line with any formal agreements and in accordance with any embedded mitigations identified in the EIAR or conditions/modifications from An Bord Pleanála in relation to the Proposed Scheme application. The reinstatement of the boundary treatment will ensure a physical boundary is provided between the Proposed Scheme and the property, on a 'like for like' basis.

Section 4.6.18.1 in Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR provides a summary of the accommodation works and boundary treatment for the entirety of the Proposed Scheme and notes that:

'There are a number of areas along the extents of the route where the Proposed Scheme will result in the requirement for accommodation works and boundary treatments. Specific accommodation works are considered on a case-by-case basis. To maintain the character and setting of the Proposed Scheme, the approach to undertaking the new boundary treatment works along the corridor is replacement on a 'like for like' basis in terms of material selection and general aesthetics, unless a section of street can benefit from urban improvement appropriate to the area.'

In relation to the continuity or reinstatement of any existing services, Chapter 19 (Material Assets) in Volume 2 of the EIAR also provides narrative in relation to the proposed works for each of these services. As set out in Section 19.5.1.1 of Chapter 19 (Material Assets) in Volume 2 of the EIAR:

'All possible precautions will be taken by the appointed contractor to avoid unplanned interruptions to any services during the Construction Phase of the Proposed Scheme. Proposed utility works are based on available records, and preliminary site investigations. Prior to excavation works being commenced, localised confirmatory surveys will be undertaken by the appointed contractor to verify the results of the

pre-construction assessments undertaken and reported in this EIAR. Where works are required in and around known utility infrastructure, precautions will be implemented by the appointed contractor to protect the infrastructure from damage, in accordance with best practice methodologies and the requirements of the utility companies, where practicable. Protection measures during construction will include warning signs and markings indicating the location of utility infrastructure, safe digging techniques in the vicinity of known utilities, and in certain circumstances where possible, isolation of the section of infrastructure during works in the immediate vicinity.'

Regarding unavoidable disruptions to utilities and service infrastructure, Section 19.5.1.1 in Chapter 19 (Material Assets) in Volume 2 of the EIAR outlines that works will be carefully planned in consultation with each utility provider, interruptions will be time-bound so far as is reasonably practicable in order to minimise service disruption and prior notification issued to impact properties.

'Where diversions, or modifications, are required to utility infrastructure (as listed in Section 19.4.3), service interruptions and disturbance to the surrounding residential, commercial and / or community property may be unavoidable. Where this is the case, it will be planned in advance by the appointed contractor. Required service interruptions will generally only occur for a set period of time per day (a set number of hours not exceeding eight hours where reasonably practicable) and will generally not be continuous for full days at a time. Prior notification will be given to all impacted properties. This notification will include information on when interruptions and works are scheduled to occur and the duration of such interruption. Any required works will be carefully planned by the appointed contractor to ensure that the duration of interruptions is minimised in so far as is practicable.'

The following drawing series provide information in relation to utility services at the property and are provided as Appendices in Chapter 4 (Proposed Scheme Description) in Volume 3, Part 2 of 3 of the EIAR:

- 13. ESB Asset Alterations – Low voltage overhead diversion;
- 14. Gas Networks Ireland Asset Alterations – Low pressure underground diversion; and
- 15. Irish Water Asset Alterations – 100mm watermain diversion.

NTA are satisfied above information in the EIAR does provide sufficient details to appreciate the specifics and assessment of the Proposed Scheme.

3) Temporary and Permanent Access

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 in Chapter 5 (Construction) in 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, EIAR Appendix A5.1 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.'

Section 5.3.4.2 in Chapter 5 (Construction) in Volume 2 of the EIAR provides details of the construction activities between Old Connaught Avenue to Upper Dargle Road. The expected construction duration for the section will be approximately 9 months. However, 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. This area will be returned to the owners on completion of the works. As noted above, details regarding temporary access will be discussed with the business owners prior to construction starting.

At the location in question, during the operational stage, there will be no change to the existing access arrangements, as indicated on the General Arrangement Drawings which are provided as an Appendix in the 02-General Arrangement Drawings in Chapter 4 (Proposed Scheme Description) in Volume 3, Part 1 of 3 of the EIAR.

4) Impact on Future Development

A number of infrastructure projects are planned within the vicinity of the Proposed Scheme which will interface with the proposals and the proposed design takes them into consideration. Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR provides a description of integration of the Proposed Scheme with other infrastructure projects and Section 4.6.6.3 states the list of infrastructure projects within the vicinity of the Proposed Scheme which will interface with the project. In relation to the North Wicklow Educate Together, the below infrastructure project is noted:

'St John of God Complex: Permission has been granted for revisions to and extension of the existing internal road to provide connection to an associated road proposal on the adjoining Industrial Yarns Complex and removal of existing vehicular access from the Dublin Road. The proposed realignment of the site access is at around chainage A18100 of the Proposed Scheme;'

The tie-in to the proposed new access at approximate chainage A18100 is presented in the General Arrangement Drawings which is provided as an Appendix in the 02-General Arrangement Drawings Sheet 51 in Chapter 4 (Proposed Scheme Description) in Volume 3, Part 1 of 3 of the EIAR and shown in Figure 2.326.

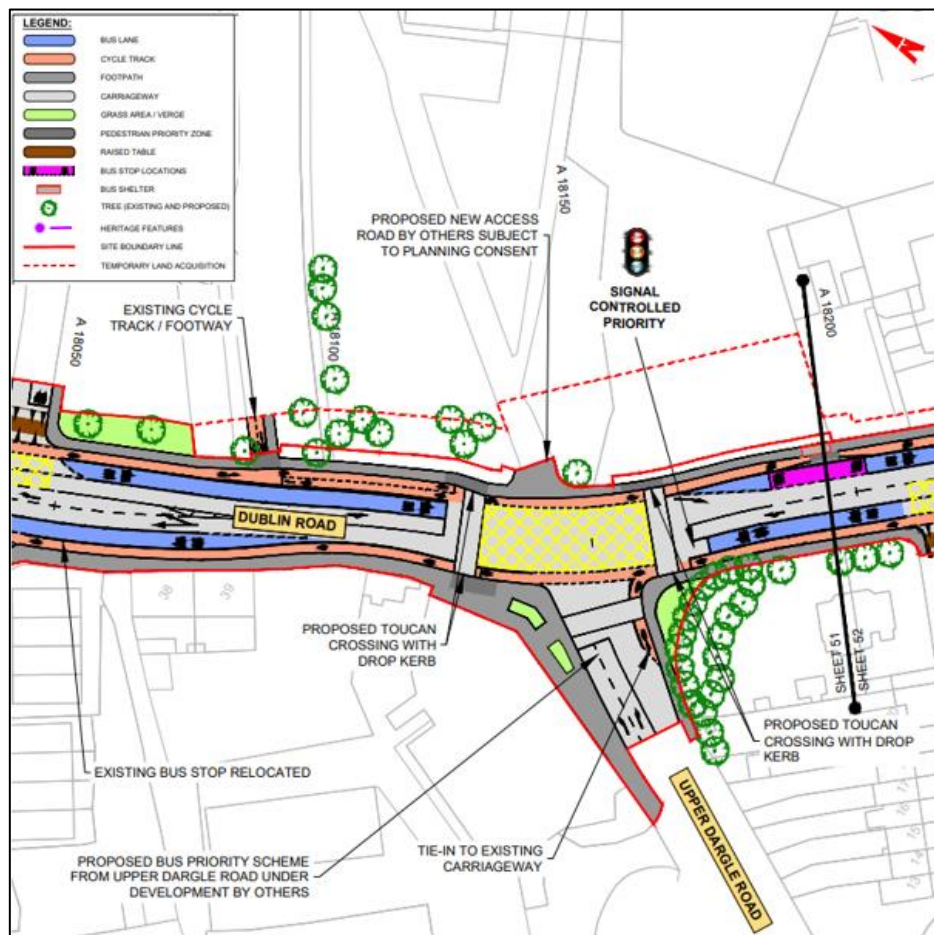


Figure 2.326: Extract of the General Arrangement Drawing at North Wicklow Educate Together (Sheet 51)

NTA are satisfied that the Proposed Scheme has been co-ordinated with the future scheme to provide for new access road.

2.34.4 CPO-080 – The Marian Centre CLG

2.34.4.1 Summary of Objections Raised

This CPO Objection relates to the North Wicklow Educate Together, Bray. The Proposed Scheme at this location is described in Section 2.34.1 on Description of the Proposed Scheme at this location above.

The objection to the CPO raises one potential issue:

1) Issue with the CPO Notice

The objection notes that the CPO Notice was sent to North Wicklow Educate Together and did not include the Marian Centre CLG. The objection continues to note that the notice period of 11 days to lodge an objection is insufficient, and therefore the objection notes that they have not been able to ascertain how and where their property will be impacted as well as their rights, both temporarily and permanently. The objection requests further time to take advice from a surveyor and decide whether to withdraw the objection.

2.34.4.2 Response to Objections Raised

1) Issue with the CPO Notice

Refer to response in Section 2.34.3.2 for CPO-65 in this report for details of the proposed CPO and Proposed Scheme works at plots number plots number 1034(1).1i, 1034(2).1i and 1034(3).2i.

In relation to plots number 1034(1).1i, 1034(2).1i and 1034(3).2i, the NTA served notice of the making of the CPO on (i) Pizarro Developments Limited, (ii) RSC Caritas CLG, (iii) Hospitaller Order of Saint John of God, (iv) Industrial Yarns Bray Limited, (v) Mayfield Pre-School, (vi) the Minister for Education and (vii) North Wicklow Educate Together Secondary School.

The NTA subsequently became aware, that the Marian Centre CLG may have an interest over those lands contained in the CPO and given that possibility, for completeness, a notice of the making of the CPO was sent to the Marian Centre CLG dated 28th September 2023 and it is noted that on foot of that notice, the Marian Centre CLG have made an objection to the CPO. However, the NTA do not have any clear documentary evidence of any such interest but out of an abundance of caution in any event served a notice on the Marian Centre.

In the circumstances, the NTA have no issue with The Marian Centre CLG being added in the “Occupier” column in relation to plots number 1034(1).1i, 1034(2).1i and 1034(3).2i. As the Board is aware, section 217C(1) of the Planning and Development Act 2000 (as amended) provides as follows:-

“217C. (1) Notwithstanding any provision of any of the enactments referred to in section 214 [which includes the Housing Act 1966 under which this CPO was made], 215A, 215B or 215C concerning the confirming or otherwise of any compulsory acquisition, the Board shall, in relation to any of the functions transferred under this Part respecting those matters, have the power to confirm a compulsory acquisition or any part thereof, with or without conditions or modifications, or to annul an acquisition or any part thereof.”

Therefore, the Board can confirm the CPO with the modification of adding The Marian Centre CLG in the “Occupier” column in relation to plots number 1034(1).1i, 1034(2).1i and 1034(3).2i in Part I and II of the schedule to the CPO.

2.35 CPO-066 - Rhoda Draper

2.35.1 Description of the Proposed Scheme at this location

In order to achieve the scheme objectives along this section of the corridor, it is proposed to maintain the bus lane, traffic lane and improve footpath and segregated cycle track in both direction along the Stillorgan Road.

The existing Nutley junction has been upgraded to Protected Junction layout to improve cycling and pedestrian infrastructure. Protected cycle crossings have been added on all 4 arms of the junction.

The existing road cross section in this location provides footways on both sides of the road, two general traffic lanes, bus lanes and cycle tracks in both directions of Stillorgan Road. Northbound on Stillorgan Road signalised pedestrian crossings are provided, with a pedestrian crossing point with island across the road on Nutley Lane.

In order to achieve the required cross section of the Proposed Scheme, land acquisition is necessary from private properties along this section of Stillorgan Road.

The land take required is shown in the following:

- Extracts from the General Arrangement Drawings which are provided as an Appendix in the 02-General Arrangement Drawings Sheet 11 in Chapter 4 (Proposed Scheme Description) in Volume 3, Part 1 of 3 of the EIAR and shown in Figure 2.327.
- The proposed temporary land acquisition lines overlain on aerial photography are shown in Figure 2.328.
- The existing property frontage and street view is shown in Figure 2.329.

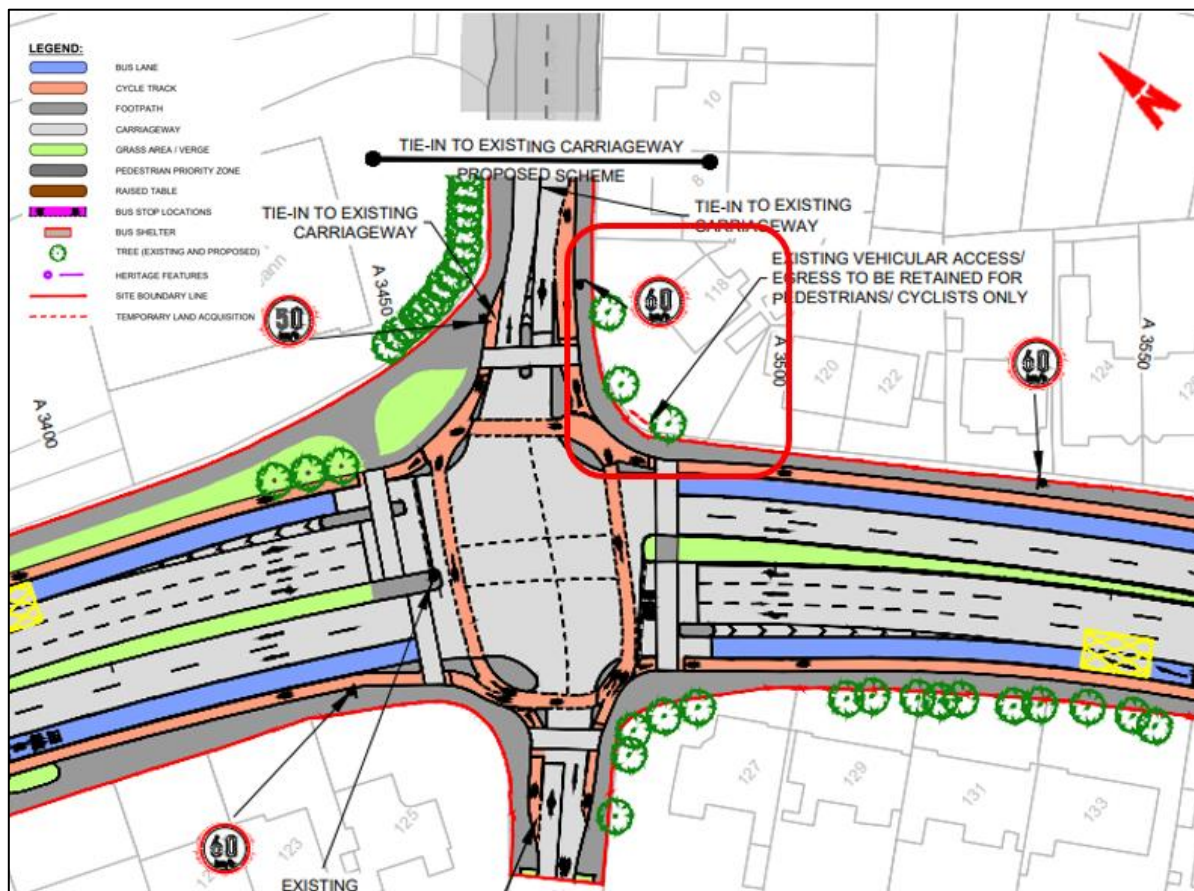


Figure 2.327: General Arrangement Drawing at 118 Stillorgan Road (Sheet 11)



Figure 2.328: Existing aerial view at 118, Stillorgan Road



Figure 2.329: Existing street view at 118 Stillorgan Road (Image Source: Google)

2.35.2 Summary of Objections Raised

The objection to the CPO raises two potential issues:

1) Impact to Access to Property

The objection sets out the current operation of access and egress to the property via the two vehicular accesses one of which is on Stillorgan Road and one of which is on Nutley Lane.

The objection states that the access on Stillorgan Road is used for entry only, with the Nutley Lane access used for egress only. The objection raises concern that the proposed closure of the vehicular access to the property at the Stillorgan Road junction would result in safety issues for vehicles turning right from Nutley Lane into the property, namely rear end type accidents.

The objection raises further concern that it is not possible to turn around on their driveway and therefore access from both directions is needed to enable them to park on the property.

The objection notes that there has been minimal useful information during consultation with the NTA and requests a discussion with a designer at the site proposed to better illustrate the concerns.

2) Two-way Cycle Track Arrangement at the Junction

The objection also queries that the idea of a double cycle lane without access to supportive left side kerbs and traffic lights would be dangerous.

2.35.3 Response to Objection Raised

1) Impact to Access to Property

As presented the General Arrangement Drawings which are provided as an Appendix in the 02-General Arrangement Drawings Sheet 11 in Chapter 4 (Proposed Scheme Description) in Volume 3, Part 1 of 3 of the EIAR, it is proposed to retain the existing vehicular access /egress to 118 Stillorgan Road, which is located within the Nutley Lane / Stillorgan Road junction, to pedestrians and cyclists only, as shown in Table 2.70 below, which is sourced from Section 4.5.2.10 in Chapter 14 (Proposed Scheme Description) in Volume 2 of the EIAR. As can be seen in Sheet 11 of the General Arrangement drawings, a number of junction improvement measures are proposed in the vicinity of this access point including the removal of the slip lane from Nutley Lane to Stillorgan Road, the provision of a single stage crossing across Nutley Lane, and a dedicated cycle crossing across the Stillorgan Road southern approach to the junction. These proposals will materially affect the potential for continuation of the existing vehicular access to the property via this access gate on the corner of the junction as follows:

- The introduction of the dedicated cycle crossing across the southern approach of the Stillorgan Road will result in cyclists waiting in the area in front of the current access point along the path of travel to access the property. This conflict has been identified as a potential safety issue by the design team.
- The introduction of the dedicated cycle crossing in addition to other improvement measures at the junction (for example, shorter and wider pedestrian crossing across the Nutley Lane arm, dropped kerbs with tactile paving at all pedestrian crossing landings, tighter radii at the junction corners to act as a traffic calming measure) will result in additional traffic signal infrastructure (for example, signal poles, L-shaped tactile paving at pedestrian crossing landings) at the junction as shown in an Appendix in the 10- Junction Systems Designs Sheet 24 in Chapter 4 (Proposed Scheme Description) in Volume 3, Part 1 of 3 of the EIAR. The presence of this signal infrastructure, in combination with the clear zones required for cyclists waiting to cross the R138 Stillorgan Road, would make the manoeuvre for vehicles entering and exiting 118 Stillorgan Road at this access/egress location more difficult and likely result in an increase in vehicular conflict with vulnerable road users on the corner of this junction, resulting in an unsafe environment for all road users.

Table 2.70: Existing Rights of Way Affected in Section 2 (Donnybrook to Loughlinstown Roundabout)

Location	Chainage	Existing Situation	Proposed Change
Donnybrook Castle / The Court	A2900	Existing Private Right of Way for Utility cabinets	Private Right of Way to be acquired and access to be temporarily restricted during the works
Stillorgan Road – RTÉ	A3200	Existing Private Right of Way for Cairn Homes and ESB	Private Right of Way to be acquired and access to be temporarily restricted during the works
118 Stillorgan Road	A3475	Existing Private Right of Way for the owner of the 118 Stillorgan Road	Existing private vehicular access / egress to be retained for pedestrian and cyclists only as part of the works
James Hennessy Motors	A6100	Existing Private Right of Way for the owners of the James Hennessy Motors	All Private Rights to be restricted and boundary wall constructed as part of the works
Hill Road	A7050	Existing Public Right of Way from Stillorgan Road to the Hill Road	Existing vehicular access (excluding pedal cycle and other bicycles) to be restricted as part of the works

Despite the objection outlining that the access/egress at the corner of the junction is used for access only, it is still currently available for egress also, which present safety concern as it located within the signalised junction itself and is not a controlled manoeuvre. The egress onto Nutley Lane is located behind the stop line and motorists can enter the junction from Nutley Lane using the safety of the traffic signal control at the stop line on Nutley Lane.

It should also be noted that motorists gaining access to 118 Stillorgan Road from the south (R138 Stillorgan Road) or from the west (Greenfield Park) require what the design team consider to be unsafe manoeuvres to reach the access at the corner of the junction.

Based on the above, it was determined that the most appropriate arrangement for access/egress to the property at 118 Stillorgan Road was to retain the access/egress on the corner of the junction for pedestrians and cyclists only and that all vehicular access/egress to/from 118 Stillorgan Road would make use of the existing vehicular access to the property off Nutley Lane, which will remain unaffected by the Proposed Scheme.

A vehicular link exists also within the front garden of 118 Stillorgan Road, between both driveways, meaning that the parking area directly adjacent to the existing access/egress on the corner of the junction can still be available for use by the occupiers of 118 Stillorgan Road.

The access point off Nutley Lane is located approximately 30m from the junction with the R138 Stillorgan Road. While there is no guidance on appropriate distances for property access from junctions, it is considered that 30m allows for safe manoeuvring of vehicles into and out of the property and is a scenario that is not uncommon in this area. In fact, the vehicular access to the neighbouring 8 Nutley Lane is located directly adjacent to the existing vehicular access to 118 Stillorgan Road on Nutley Lane and presents the same environment for right turners to the driveway, as per Figure 2.330 below and is not considered a safety concern by the design team. It is further noted that the Road Safety Audits undertaken for the Proposed Scheme, included as Appendix M of the Preliminary Design Report provided in the Supplementary Information, did not highlight any safety issues with the proposed arrangement at 118 Stillorgan Road in this regard, however it was noted that safe access to the property should be provided.



Figure 2.330: Existing Street View at 118 Stillorgan Road – view from Stillorgan Road (Image Source: Google)

The NTA note that throughout the project there have been several communications (letter, emails and telephone calls) with Ms Draper with regard to the proposals at 118 Stillorgan Road.

2) Two-way Cycle Track Arrangement at the Junction

As part of the Proposed Scheme, the cycle design elements at the junction of Stillorgan Road with Nutley Lane include a single cycle track in each direction which tie-in to existing, designed as per Preliminary Design Guidance Booklet for BusConnects Core Bus Corridors as provided in Appendix A4.1 of EIAR Volume 4 Part 1 of 4.

The Proposed Scheme includes the signalised junction of the R138 Stillorgan Road and Nutley Lane, which is also part of the Belfield / Blackrock to City Centre Scheme. The BusConnects Infrastructure design team for each scheme have coordinated the design at the junction to ensure the design considers:

- Tie-in with the existing; and
- Tie-in with the Belfield / Blackrock to City Centre CBC Scheme.

As part of the co-ordinated design and tie-in to future Belfield / Blackrock to City Centre Scheme a two-way cycle track is proposed at the N11 southern eastern arm of the junction (see Figure 2.331 below), designed as per Preliminary Design Guidance Booklet for BusConnects Core Bus Corridors as provided in Appendix A4.1 of EIAR Volume 4 Part 1 of 4.

It is further noted that the Stage 1 Road Safety Audits undertaken for the Proposed Scheme, included as Appendix M of the Preliminary Design Report provided in the Supplementary Information, did not highlight any safety issues with the proposed junction arrangement at Stillorgan Road junction with Nutley Lane.

It is considered that vehicular access to and egress from the southern of the two existing driveways of the property 118 Stillorgan Road will be retained for pedestrians and cyclists only as part of both the Proposed Scheme and the Belfield / Blackrock to City Centre CBC Scheme works, and as such shall be included in the Compulsory Purchase Order process for both Schemes.

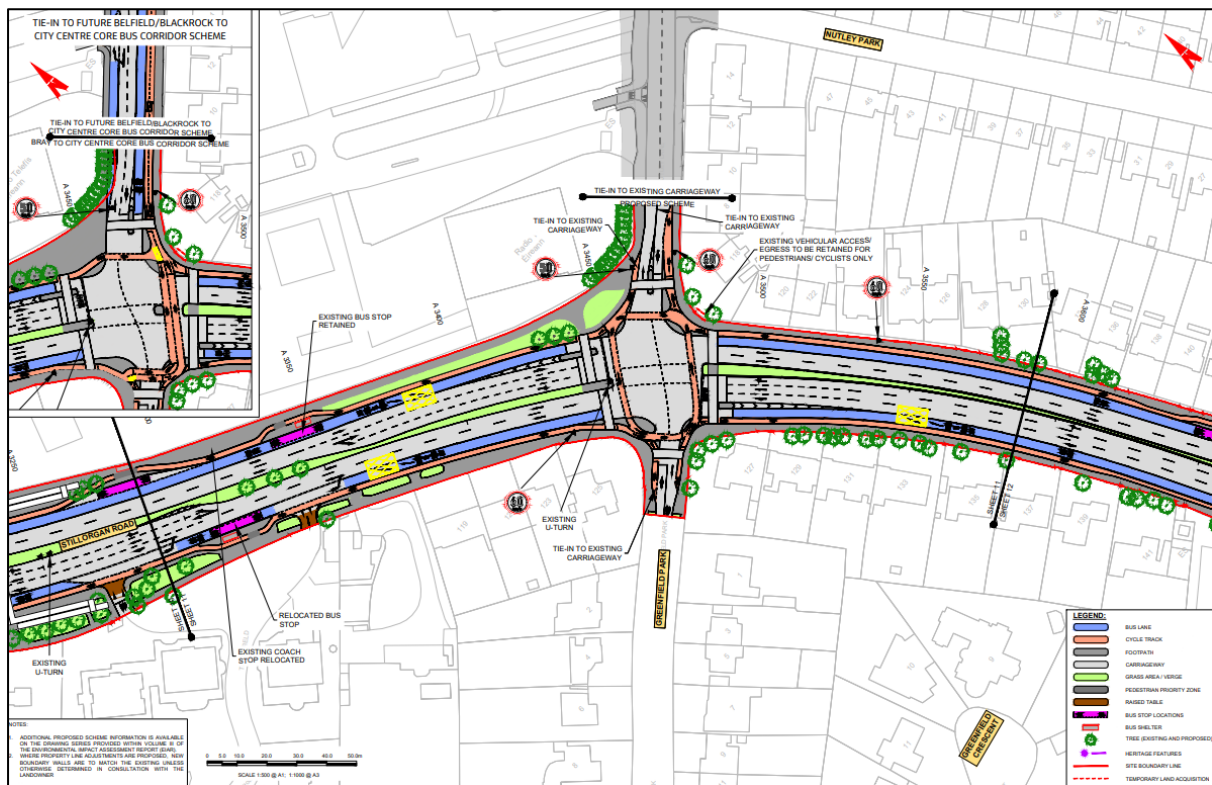


Figure 2.331: Proposed Layout of Stillorgan Road at the junction of Nutley Lane from the General Arrangement Drawings (Sheet 11)

2.36 CPO-067 - Ross Lawless & Lisa Kenny

2.36.1 Description of the Proposed Scheme at this location

In order to achieve the scheme objectives along this section of the corridor, the proposed design between the Dublin Road/ Shanganagh Road/ Corbawn 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 of Shankill village. A cycle lane is proposed in the northbound carriageway only.

From Crinken Lane to the Wilford Roundabout it is proposed to provide northbound and southbound bus lanes, segregated cycle tracks and general traffic lanes. Southbound bus lane commences south of the property at Crinken Lodge at Shanganagh Castle Housing Development. The Southbound cycle track commences along with the southbound bus lane.

The existing road cross section in this location provides a footpath on each side of the road with general traffic lanes and advisory cycle lanes in each direction.

In order to achieve the required cross section of the Proposed Scheme, land acquisition is necessary from private properties along this section of Dublin Road.

The land take required is shown in the following:

- Extracts from the General Arrangement Drawings which are provided as an Appendix in the 02-General Arrangement Drawings Sheet 46 in Chapter 4 (Proposed Scheme Description) in Volume 3, Part 1 of 3 of the EIAR and shown in Figure 2.332.
- The proposed permanent and temporary land acquisition lines overlain on aerial photography are shown in Figure 2.333.
- The existing property frontage and street view is shown in Figure 2.334 and Figure 2.335.

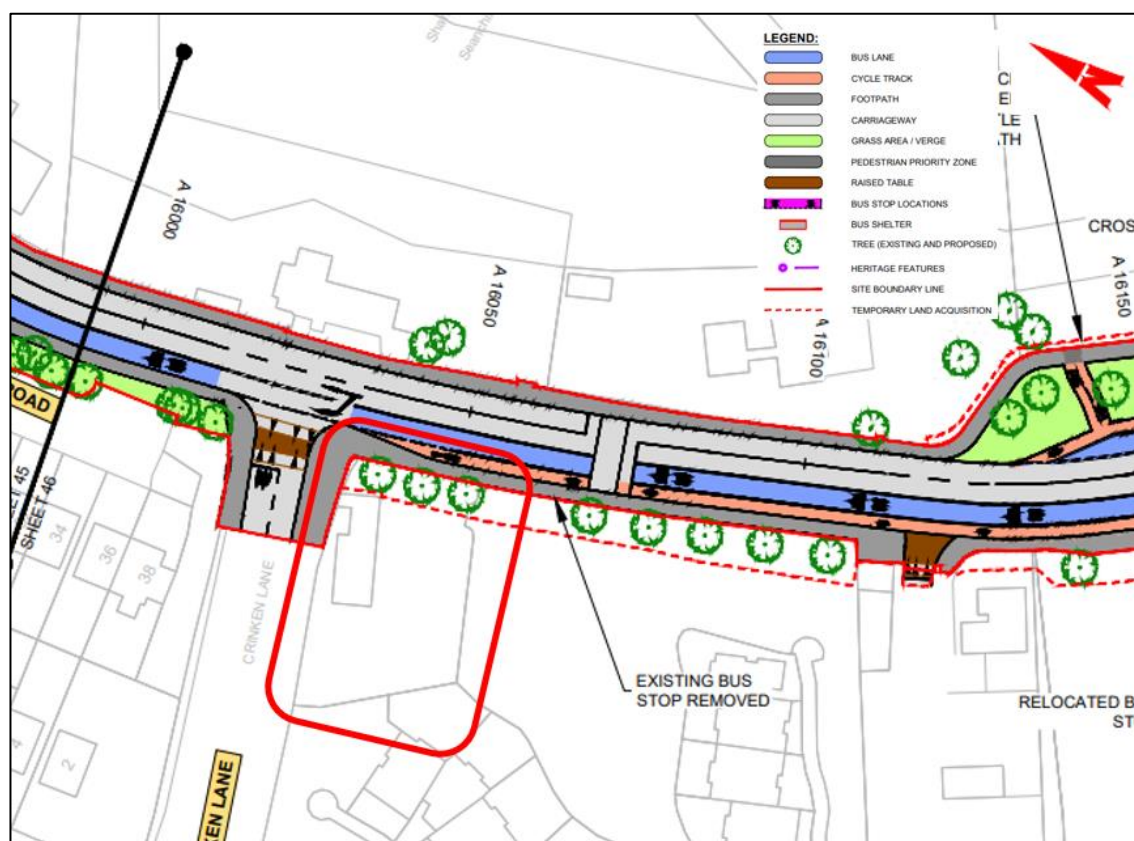


Figure 2.332: New Proposed Layout at Dublin Road (Sheet 46)



Figure 2.333: Existing aerial view at Dublin Road



Figure 2.334: Existing street view(s) at Dublin Road (Image Source: Google)



Figure 2.335: Existing street view(s) at Dublin Road (Image Source: Google)

2.36.2 Summary of Objections Raised

The objection to the CPO raises eight potential issues:

1) Impact to Property Due to CPO

The objection notes the age of the property, commenting the Lodge is the original gate lodge to Crinken House, and is dated to 1872.

The objection raised concerns regarding the proximity to the Proposed Scheme due to both permanent and temporary land acquisition.

The objection notes the loss of mature trees within the property. The objector requests replanting of suitable screening along the boundary wall.

2) Query on Site Being Used as Construction Compound

The objections notes that the existing access and the temporary area should not be used for storage of construction material and heavy machinery should not be allowed.

3) Extent of Temporary Land Take and Impact on Residents During Construction

The objection requests that the small portion of the project should be built from roadside, hence reducing the extent of the temporary land take to enhance the health and welfare of the occupants.

The respondents raised concern relating to the impact to their property, commenting on the impact to their ability to reside in the residence, with the works effecting their day-to-day occupation of the property and requests strict condition in place on the contractor during construction works.

The objector requests to fence the area for screening, to allow the health and wellbeing of residents and allow them to convalesce in the quiet atmosphere needed outdoors, further concerns noted that the respondent is home due to health and open space is needed to aid her recovery.

The objection queries access arrangement and request a condition for access and right of way to be maintained through the works.

4) Legal Owners

The objection notes that they are legal owners of the property identified in the CPO plot 1082(1).1d.

5) Need for the Proposed Scheme in Shankill

The objection goes on to note Dublin Road at this location has been subject to improvements of a footpath and cycle lanes, commenting that anymore improvements would be a waste of public money. The objection also raises concern that this would not improve the bottlenecks that would occur at Shankill as part of the Proposed Scheme.

6) Impact on Shankill village and Local Business in Shankill

The objection raised concerns that the Proposed Scheme will cause devastation to the historic village of Shankill, impacting the character of the area and living in Shankill.

The objection commented on the adverse impact to local businesses as well as the reduction in car parking which would lead to business closures and job losses both in Shankill.

7) Impact on Parking and Business in Bray

The objection commented on the adverse impact to local businesses as well as the reduction in car parking which would lead to business closures and job losses both in Bray, specifically Castle Street.

8) Impact to Trees and Biodiversity in Shankill

Concern for the removal of 330 mature trees in the Shankill section, which they believe could be 1000 trees, due to impact on private gardens.

The objection raised concerns for the impact on the flora and fauna and impact to habitats within the area. The respondent also raised concerns for the impact to wildlife due to loss of habitats, especially bee and bird populations. The objection requests to protect the loss of biodiversity.

2.36.3 Response to Objection Raised

1) Impact to Property Due to CPO

The Proposed Scheme Compulsory Purchase Order CPO is an application under Section 76 of the Third Schedule of the Housing Act 1966 as extended by Section 10 of the Local Government (No 2) Act 1960 and amended by the Planning and Development Act 2000 (as amended).

As set out in paragraph 2 of the statutory notice, which was served upon the objector, the CPO is 'for the purposes of the construction of the Bray to City Centre Core Bus Corridor Scheme together with all ancillary and consequential works associated therewith for the purposes of facilitating public transport'.

Further, as set out in paragraph 10 of that notice, the EIAR which was prepared in respect of the Proposed Scheme was available for inspection physically and on the NTA's dedicated website for this Proposed Scheme, and that EIAR contains all of the 'precise details of the proposed construction works' and all of the 'proposed ancillary and consequential works for the Bray to City Centre Core Bus Corridor Scheme'.

The NTA has also made an application to the Board under Section 51 of the Roads Act 1993 (as amended) for approval of the proposed road development, the Bray to City Centre Core Bus Corridor Scheme, which is currently pending before the Board (ABP-Ref No. HA27.317742).

The Proposed Scheme has been designed to deliver upon the Proposed Scheme objectives set out in Chapter 1 (Introduction) of the EIAR, which include enhancement of the potential for cycling by providing safe infrastructure for cycling. In some areas, land acquisition is required to deliver what has been determined to be the most appropriate design configuration that meets these objectives. All areas included in the CPO have been carefully considered and only included where deemed absolutely necessary to meet the Proposed Scheme objectives and to construct the Proposed Scheme with permanent and temporary acquisitions respectively.

The permanent and temporary land take required from the Crinken Lodge landholding is shown in the Deposit Maps and details listed in the CPO Schedule, as shown in Figure 2.336. The permanent land take is shown in Plot 1082(1).1d and the temporary land take is shown in Plot 1082(2).2d.

As part of the BusConnects Bray to City Centre CBC works, permanent land take (shown in the CPO maps) is required to provide for the desirable minimum width of the bus lane, footpath and cycle track

on the Dublin Road, hence meeting the objectives of BusConnects, as shown in Figure 2.332 extract from 02-General Arrangement Drawing Sheet 46 Chapter 4 (Proposed Scheme Description) Vol 3 Part 1 of 3 of EIAR.

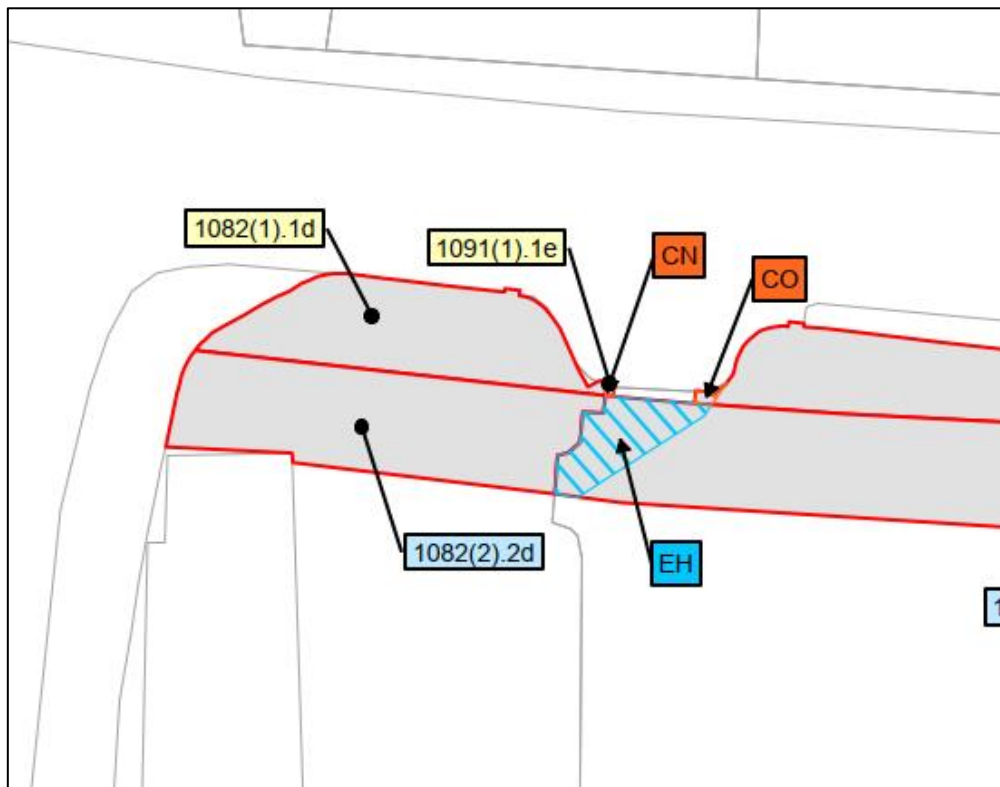


Figure 2.336: Extract from CPO Deposit Map at Crinken Lodge (Sheet 08)

The proposal at the location of the Crinken Lodge is to widen the road on the west side to provide for continuous bus lane in northbound only and segregated cycle tracks and footpaths in both directions. Southbound bus lane and cycle track is not provided at location of the Crinken Lodge property to minimise impact to the properties and will commence at the junction with Shanganagh Castle Housing Development.

The proposed works would require set-back of the existing boundary wall. As noted in Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR, the reinstatement of property frontage including boundary walls, gates, railings driveway, footpath and landscaping will be on a like-for-like basis, and detailed accommodation works plans will be prepared in consultation with landowners in line with any formal agreements and in accordance with any embedded mitigations identified in the EIAR or conditions/modifications from An Bord Pleanála in relation to the Proposed Scheme application. The reinstatement of the boundary treatment will ensure a physical boundary is provided between the Proposed Scheme and the property, on a 'like for like' basis. The existing gate will be set-back at the same location.

The proposed works would require set-back of the existing boundary wall. The Proposed Scheme Boundary Treatment design at the location of the Crinken Lodge is shown in the 07- Fencing and Boundary Treatment Drawing Chapter 4 (Proposed Scheme Description) drawing Vol 3 Part 1 of 3 of EIAR on Sheet 46 and shown in Figure 2.337.

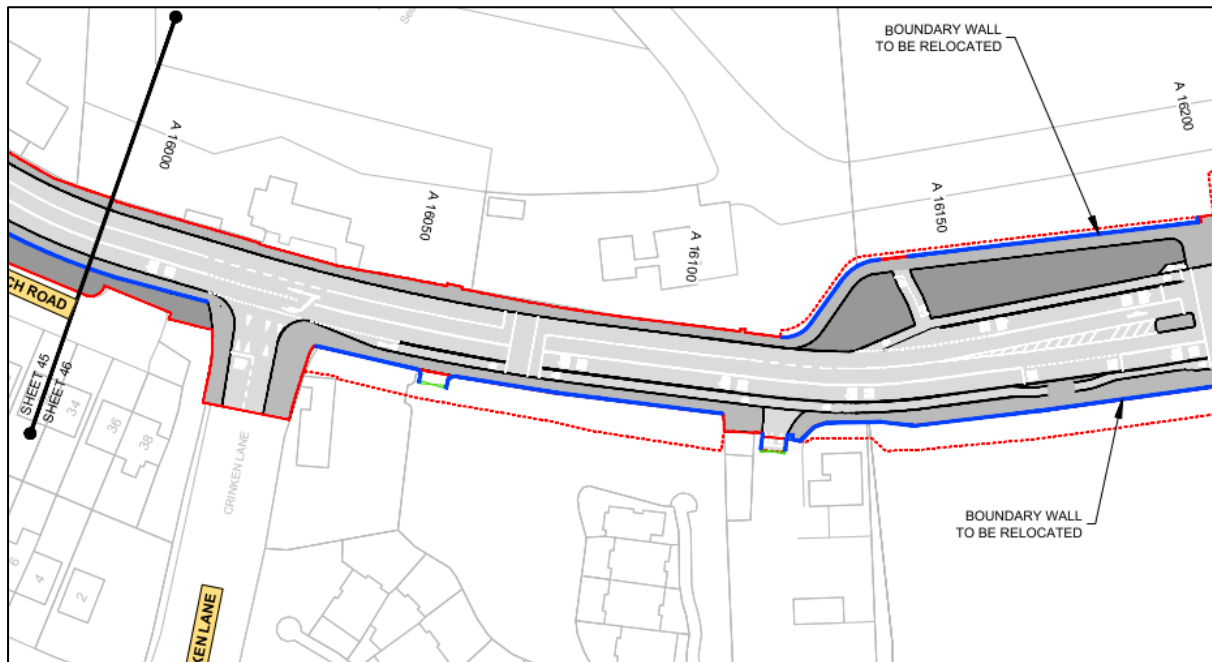


Figure 2.337: Extract from Boundary Treatment Drawing at Crinken Lodge (Sheet 46)

The proposed works would require loss of mature trees along the frontage of the house. New trees are proposed in the residual green area in front of the property frontage and reinstatement of the garden.

The Proposed Scheme Landscape design at the location of the Crinken Lodge is shown in the 05-Landscape Drawings Chapter 4 (Proposed Scheme Description) drawing Vol 3 Part 1 of 3 of EIAR on Sheet 46 and shown in Figure 2.338.

The CPO of lands at this location at Crinken will result in further consultation with the landowner to ensure all boundaries and other aspects of the property affected by the land acquisition are reinstated on a like for like basis. Section 17.5.1 of Chapter 17 Landscape (Townscape) & Visual of Volume 2 of the EIAR states *'where properties are subject to permanent and/or temporary acquisition appropriate measures will be put in place by the appointed contractor to provide for protection of features, trees and vegetation to be retained, and for continued access during construction and for adequate security and screening of construction works. All temporary acquisition areas will be fully decommissioned and reinstated at the end of the Construction Phase or at the earliest time after the reinstatement works are completed to the satisfaction of the NTA'*.

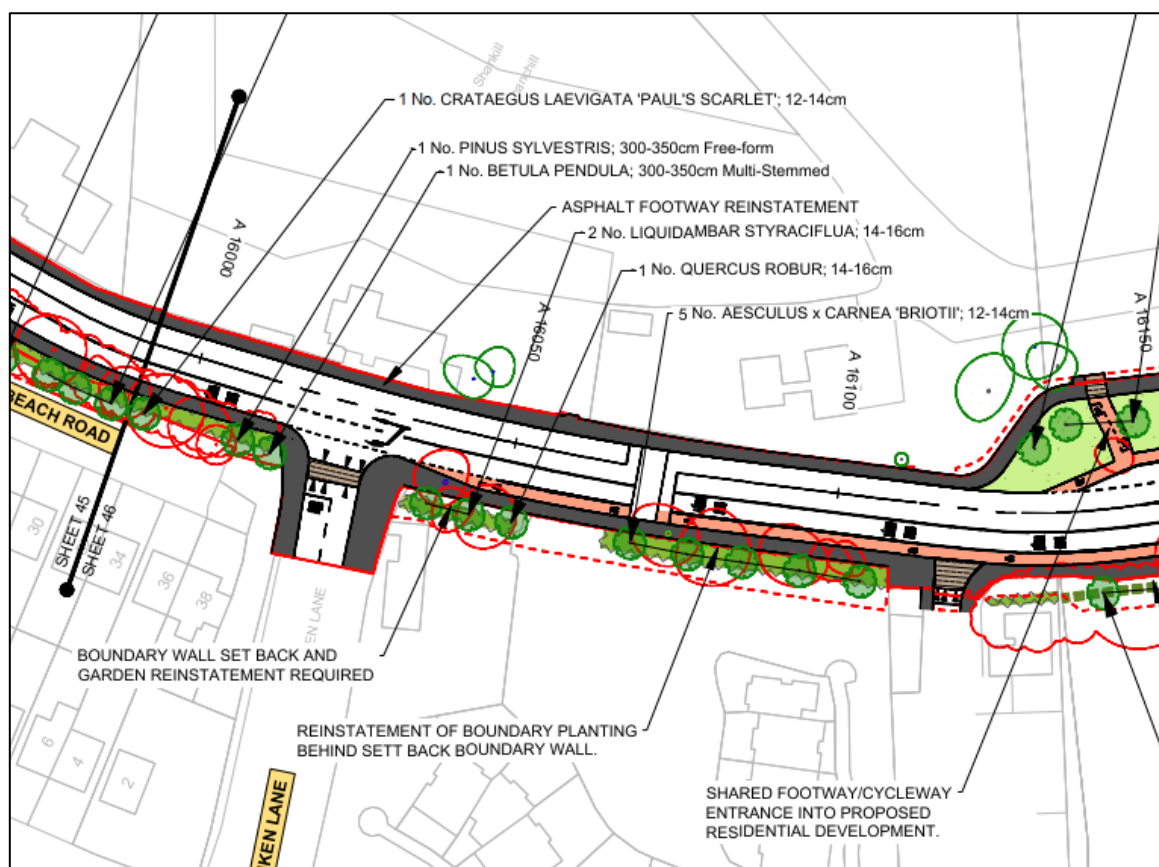


Figure 2.338: Extract from Landscape Drawings at Crinken Lodge (Sheet 46)

An Arboricultural Impact Assessment was undertaken and is included as Appendix A17.1 in Volume 4 Part 4 of the EIAR. As per the Tree Schedule in that report, the removals at that location are as follows:

- Two horse chestnut trees (Tree Numbers T0253 and T0254) – one has been assessed as a Category A1 tree (high value and conservations from an arboricultural perspective) and the other has been assessed as a Category B1 tree (moderate value and conservations from an arboricultural perspective); and
- A lime tree (Tree Number T0257) which has also been assessed as a Category A1 tree (high value and conservations from an arboricultural perspective).

As shown in Figure 2.338 above, it is proposed to replace the three lost trees with three new trees behind the reinstated wall in order to reinstate the planting at the edge of the garden. The landscaping proposals at this location are for the planting of two liquidambar styraciflua trees and one quercus robur tree.

The historic significance of the site is recognised within the EIAR. Chapter 16 (Architectural Heritage) in Volume 2 of the EIAR describes the assessment of the impacts on heritage features as a result of the Construction and Operational Phases of the Proposed Scheme. As shown in Figure 2.339 below, the walls and entrance gates are marked in Figure 16.1 (Architectural Heritage) Sheet 23 in Volume 3 of the EIAR.



Figure 2.339: Extract from Architectural Heritage Drawings (Figure 16.1 in Volume 3 of the EIAR) at Crinken Lodge (Sheet 23)

The heritage features associated with Crinken Lodge are also included in the Inventory of Architectural Heritage Sites in Appendix A16.2 in Volume 4 Part 3 of 4 of the EIAR. The Crinken House gates and railings are included in the inventory given their designation on the Dún Laoghaire-Rathdown Record of Protected Structures (RPS Reference 2074) and their being recorded in the National Inventory of Architectural Heritage (NIAH Reference 60260151). The boundary wall to the north of the Crinken House gates and railings (the Crinken Lodge boundary wall) also has its own entry in Appendix A16.2 (Reference CBC0013BTH037) given its association with the protected gates and railings.

Section 16.4.3 of Chapter 16 describes the Construction Phase impacts on features of architectural heritage significance. The assessment describes the potential impact as a result of the road widening and boundary relocation at this location as follows:

'The proposed land take on the west side of the Dublin Road to the south of Crinken Lane will directly impact on the gates railings (DLR RPS 2074) and the crenelated demesne wall on either side of the gates (CBC0013BTH037, CBC0013BTH036) of Crinken House (DLR RPS 1971) necessitating their removal and reinstatement. The gates are of Regional Importance and Medium Sensitivity. Trees along the boundary will be retained for the most part though some will be removed and replaced. The magnitude of impact is Medium. The potential Construction Phase impact will be Direct, Negative, Moderate and Temporary.'

Section 16.5.1 of Chapter 16 describes the proposed Construction Phase mitigation measures to reduce impacts on architectural heritage. The mitigation specific to the walls and gates at Crinken Lodge are described as follows:

'Mitigation includes recording the existing fabric in position prior to the works, labelling the affected masonry and fabric. Recording is to be undertaken by an appropriate architectural heritage specialist engaged by the appointed contractor. The architectural heritage specialist will oversee any labelling, taking-down and reinstatement of the affected masonry. Works to historic fabric will be carried out in accordance with the methodology provided in Appendix A16.3 Methodology for Works Affecting Sensitive and Historic Fabric in Volume 4 of this EIAR. With mitigation, the impact magnitude is reduced from Medium to Low. The predicted post mitigation impact is Direct, Negative, Slight and Long-Term.'

2) Query on Site Being Used as Construction Compound

In order to construct the Proposed Scheme, the appointed contractor will require construction compounds from which they can manage the delivery of the Proposed Scheme. Section 5.7 of Chapter 5 (Construction) in Volume 2 of EIAR describes the locations of the construction compound as noted below:

'Figure 5.1 of Volume 3 of the EIAR shows the locations for the Construction Compounds in relation to the Proposed Scheme. The Construction Compound locations have been selected due to the amount of available space, their relative locations near to the majority of the Proposed Scheme major works, and access to the National and Regional Road network. Refer to Chapter 6 (Traffic & Transport) of the EIAR for an assessment of the construction traffic.'

- *The Construction Compound BR1 will be located south-west of the Wilford Junction, with access/egress from Dublin Road, as shown in Image 5.1*
- *Construction Compound BR2 will be located east of Stillorgan Road, with access/egress from Fosterbrook, as shown in Image 5.2.'*

There is no construction compound proposed at the Crinken Lodge property.

3) Extent of Temporary Land Take and Impact to Residents During Construction

The temporary land take is required for the duration of construction at that location to allow working space for the construction works and boundary works and/or accommodation works. Temporary land take will be returned after construction, reinstated in the same condition as existing.

Chapter 5 (Construction) in Volume 2 of the EIAR gives a description of the Construction Phase of the Proposed Scheme, including with respect to temporary land acquisition. Specifically, Section 5.5.2.1 states the following:

'Any land temporarily acquired from a landowner will only be utilised for the purposes of undertaking boundary works or accommodation works related to the land in question.'

Any lands acquired temporarily to facilitate construction work will be returned to landowners on completion of the works. Existing boundary walls or fencing being relocated will be constructed to match the existing conditions, unless otherwise agreed. The removal of trees, vegetation, lawns, paving etc. will be minimised in so far as practicable.'

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, Section 5.2.1.2, Appendix A5.1 (Construction Environmental Management Plan (CEMP)) in Volume 4, Part 1 of 4 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.'*

Section 5.10.1 of the EIAR, Volume 2, Chapter 5 (Construction) states the following on the Construction Environmental Management Plan:

'As stated in Section 5.1, a CEMP has been prepared for the Proposed Scheme and is included as Appendix A5.1 in Volume 4 of this EIAR. The CEMP will be updated by the NTA prior to finalising the Construction Contract documents for tender, so as to include any additional measures required pursuant to conditions attached to An Bord Pleanála's decision. It will be a condition of the Employer's Requirements that the successful appointed contractor, immediately following appointment, must detail in the CEMP the manner in which it is intended to effectively implement all of the applicable mitigation measures identified in this EIAR. The CEMP has regard to the guidance contained in the Guidelines for the Creation, Implementation and Maintenance of an Environmental Operating Plan (NRA 2007), and the handbook published by CIRIA in the UK, Environmental Good Practice on Site Guide, 4th Edition (CIRIA 2015).'

Details of mitigation measures proposed to address potential impacts arising from construction activities are described in Chapter 6 to Chapter 21, as appropriate, and are summarised in Chapter 22 (Summary of Mitigation & Monitoring Measures) of this EIAR.

A number of sub-plans have also been prepared as part of the CEMP and these are summarised in the following sections. For the avoidance of doubt, all of the measures set out in the CEMP and the sub-plans appended to this EIAR will be implemented in full by the appointed contractor to the satisfaction of the NTA.'

Section 5.10.1.1, Construction Traffic Management Plan (CTMP), goes on to state:

'The CTMP has been prepared to demonstrate the manner in which the interface between the public and construction-related traffic will be managed and how vehicular movement will be controlled. It will be a condition of the Employer's Requirements that the successful appointed contractor, immediately following appointment, must detail in the CTMP the manner in which it is intended to effectively implement all the applicable mitigation measures identified in this EIAR and any additional measures required pursuant to conditions imposed by An Bord Pleanála, should they grant approval.'

Section 5.2 of the Construction Environmental Management Plan (CEMP) included in EIAR Volume 4 Appendix A5.1, contains the Construction Traffic Management Plan (CTMP). Section 5.2.1.2 of this document outlines the objectives of the CTMP as follows:

- *'Outline minimum road safety measures to be undertaken, including site access/egress locations, during the works;*
- *Provide measures that respond to all road user needs including public transport, pedestrians, cyclists and vehicular traffic;*
- *Ensure disruption is minimised, with access to houses and businesses maintained, as is reasonably practicable in delivering the Proposed Scheme;*
- *Demonstrate to the NTA, the appointed contractor and suppliers, the need to adhere to the relevant guidance documentation for such works; and*
- *Identify objectives and measures for inclusion in the management, design and construction of the Proposed Scheme to control the traffic impacts of construction insofar as it may affect the environment, local residents and the public in the vicinity of the construction works.'*

Section 5.10.2 of the EIAR, Volume 2, Chapter 5 (Construction) then describes the Construction Phase mitigation measures as follows:

'Mitigation and monitoring measures have been identified as environmental commitments and overarching requirements which shall avoid, reduce or offset potential impacts which could arise throughout the Construction Phase of the Proposed Scheme. These mitigation and monitoring measures which are relevant to the Construction Phase of the Proposed Scheme are detailed in Chapter 6 to Chapter 21 and are summarised in Chapter 22 (Summary of Mitigation & Monitoring Measures) and in Appendix A5.1 CEMP in Volume 4 of this EIAR.'

Section 5.1052 of the EIAR, Volume 2, Chapter 5 (Construction) notes the requirement of Construction Health and Safety as follows:

'The requirements of Number 10 of 2005 – Safety, Health and Welfare at Work Act 2005, and S.I. No. 291/2013 – Safety, Health and Welfare at Work (Construction) Regulations, 2013 (hereafter referred to as the Regulations), and other relevant Irish and European Union safety legislation will be complied with at all times. As required by the Regulations, a Safety and Health Plan will be formulated which will address health and safety issues from the design stages through to the completion of the Construction Phase. This plan will be reviewed as the Proposed Scheme progresses. The contents of the Safety and Health Plan will follow the requirements of the Regulations. In accordance with the Regulations, a 'Project Supervisor Design Process' has been appointed and 'Project Supervisor Construction Stage' will be appointed, as appropriate.'

Chapter 10 (Population) in Volume 2 of the EIAR assesses the impact on local communities and businesses with respect to land use and accessibility. Section 10.4.3.1.2.1 of Chapter 10 identifies Crinken Lodge as one of seven residential properties which will experience a Negative, Significant and Short-Term impact as a result of the land take during the Construction Phase. Section 10.4.4.1.2.1 of

Chapter 10 identifies Crinken Lodge as one of three residential properties which will continue to experience a Negative, Significant and Long-Term impact through the Operational Phase as a result of the permanent land take at the property.

Chapter 11 (Human Health) in Volume 2 of the EIAR describes the assessment of the impact of the Proposed Scheme on health during both the Construction and Operational Phases. The chapter identifies *'the wider determinants of health that would likely be affected by the Proposed Scheme and how these effects are associated with health outcomes'*, and also *'assesses risk to human health from environmental hazards, for example, noise, air pollution and water quality impacts'*. The assessment considered the Construction Phase impacts on the health of people living along and/or using the corridor under the following headings:

- Temporary Impacts on Access to Health and Education Services;
- Health Impacts from Temporary Traffic Diversions;
- Health Impacts from Temporary Traffic Congestion;
- Construction Related Air Pollution and Health;
- Construction Noise and Vibration and Health;
- Health Impacts from Land-take and Impacts on Property; and
- Other Environmental Hazards.

Table 11.7 in Chapter 11 summarises the potential Construction Phase impacts on human health, with impacts such as traffic, air pollution and noise related to construction summarised as follows:

- Health impacts from temporary traffic congestion:
 - *'Negative, Slight, Temporary to Short-Term for the general commuting population'*; and
 - *'Negative, Moderate, Temporary to Short-Term for more sensitive people (e.g. those who suffer from mental health conditions such as anxiety)'*.
- Construction Related Air Pollution – Construction Traffic and Plant Emissions: *'Neutral and Short-Term on the basis that the air quality assessment assesses construction traffic air emissions as neutral and short-Term, so no human health impact could be attributable to the Proposed Scheme'*;
- Construction Related Air Pollution – Dust: *'Negative, Slight and Short-Term on the basis that there would be potential concern about risk from construction emissions which individuals may associate with their symptoms'*; and
- Construction Related Noise: *'Negative, Moderate and Temporary on the basis that no change in health status is anticipated from the temporary and occasional construction noise impacts'*.

Section 11.5.1 of Chapter 11 describes the measures for mitigating the impacts of the Construction Phase, including the following:

'Good and regular communication, and fair and appropriate compensation will be important in minimising impacts on landowners affected by land acquisition and compulsory purchase of property. It is noted that residents in rented accommodation would have less power in these circumstances than landlords. However, by ensuring sufficient time to prepare and adapt, it is likely that tenants could retain some control over the situation, which would provide some protection against, and mitigation for, impacts on mental wellbeing.'

'Mitigation for adverse psychosocial responses to the Construction Phase will include providing the public with sufficient information to enable people to plan their days, journeys and activities around the construction works and take control of their options to some extent. The NTA will manage and take responsibility for community liaison and engagement. This will include timely communication to the local community on the planned works activities, timings and traffic management. A point of contact will be provided by the NTA where residents and other interested parties may have their concerns and queries addressed. This will help allow for any shift workers to make arrangements when works are likely to be

close by their premises. These requirements are set out in the CEMP (see Appendix A5.1 in Volume 4 of this EIAR).'

Once operational, Chapter 11 assesses the Operational Phase impacts as largely very positive, summarising the potential Operational Phase impacts in Section 11.4.4.9 as follows:

'The pathways to the greater predicted health effects are permanent changes in transport provision and access which would bring multiple pathways associated with health improvement such as opportunities for improved physical activity (active travel), reduced air pollution, opportunities for more equitable transport and access to services, and opportunities for more social interaction. Health effects such as reduced burden of disease associated with greater physical activity, access to health services and improved safety for vulnerable road users are expected to be Significant, Positive and Long-Term.'

NTA are satisfied that suitable traffic management measures will be ensured during construction works to maintain safe access to the property all times.

NTA are satisfied the suitable measures will be ensured during construction to minimise impact to the residents.

4) Legal Owners

There is no mistake as suggested in this objection in relation to the listing of these persons in the CPO Schedules and no evidence documentary or otherwise has been included in the objection. In relation to plots number 1082(1).1d and 1082(2).2d, Ross Lawless and Lisa Kenny have been included in the "lessees or reputed lessees" column in the Schedules to the CPO as they were identified as having a leasehold interest in the relevant lands at Crinken Lodge.

In relation to plots number 1091(1).1e, 1091(2).1e and 1091(3).2e, Ross Lawless and Lisa Kenny have been listed in the "occupiers" column in the Schedule to the CPO as these plots relate to a private entrance road over which a number of different people may access their properties including for access to and egress from Crinken Lodge. They were also identified as the owners of (i) private rights of way in this area which are to be acquired, labelled CN and CO on the Deposit Map sheet no 008 and included in Part IV (Section A) of the Schedule to the CPO, and (ii) a private right of way which is to be temporarily restricted or interfered with, labelled EH on the deposited map sheet no 8 and included in Part IV (Section C) of the Schedule to the CPO.

In the event that the CPO is confirmed by An Bord Pleanála, and the NTA exercise its powers of acquisition pursuant to such a confirmed CPO, Notices to Treat will be served on every owner, lessee and occupier of the land and it will then be for such persons to make a claim for compensation and establish that they have a compensable interest in the land in question. As part of this process, the NTA will pay the reasonable costs (as part of the claim) of persons to engage their own agent / valuer in preparing, negotiating and advising on compensation.

5) Need for the Proposed Scheme in Shankill

Refer to response in Section 2.3.3.1 on Need of the Proposed Scheme in this report.

Refer to response in Section 2.3.3.2 on Benefits of the Proposed Scheme in this report.

Refer to response in Section 2.3.3.3 on Impact to Bus Services & Journey Time Benefits in this report.

Refer to response in Section 2.3.3.4.1 on Upgrade of Existing Roundabouts to Signalised Junctions in this report.

6) Impact to Shankill Village and Local Business in Shankill

Refer to response in Section 2.3.3.13 on Impact to Shankill Village & Community in this report.

Refer to response in Section 2.3.3.17 on Impact to Business in this report.

7) Impact Parking and Business in Bray

Refer to response in Section 2.29.3.2 under 'Loss of Parking' heading in this report.

8) Impact to Trees and Biodiversity in Shankill

Refer to response in Section 2.3.3.11 on Impact to Environment (Trees, Biodiversity, Climate, Air Quality, Noise, and Landscape) on 'Loss of trees and biodiversity in Shankill' in this report.

2.37 CPO-068 - Sarah & Peter Brennan

2.37.1 Description of the Proposed Scheme at this location

In order to achieve the scheme objectives along this section of the corridor, it is proposed to provide a Signal Controlled Bus Priority south of Stonebridge Road up to Crinken Lane, where bus lanes are not continuous in both directions due to existing constraints. The proposed design between the Shanganagh Road junction and Crinken Lane retains the existing general traffic lanes with no bus or cycle lanes, footways will be provided.

The existing road cross section in this location provides a footpath on each side of the road with narrow general traffic lanes and cycle lanes in each direction.

In order to achieve the required cross section of the Proposed Scheme, land acquisition is necessary from private properties along this section of Dublin Road.

The land take required is shown in the following:

- Extracts from the General Arrangement Drawings which are provided as an Appendix in the 02-General Arrangement Drawings Sheet 45 in Chapter 4 (Proposed Scheme Description) in Volume 3, Part 1 of 3 of the EIAR and shown in Figure 2.340.
- The proposed permanent and temporary land acquisition lines overlain on aerial photography are shown in Figure 2.341.
- The existing property frontage and street view is shown in Figure 2.342.

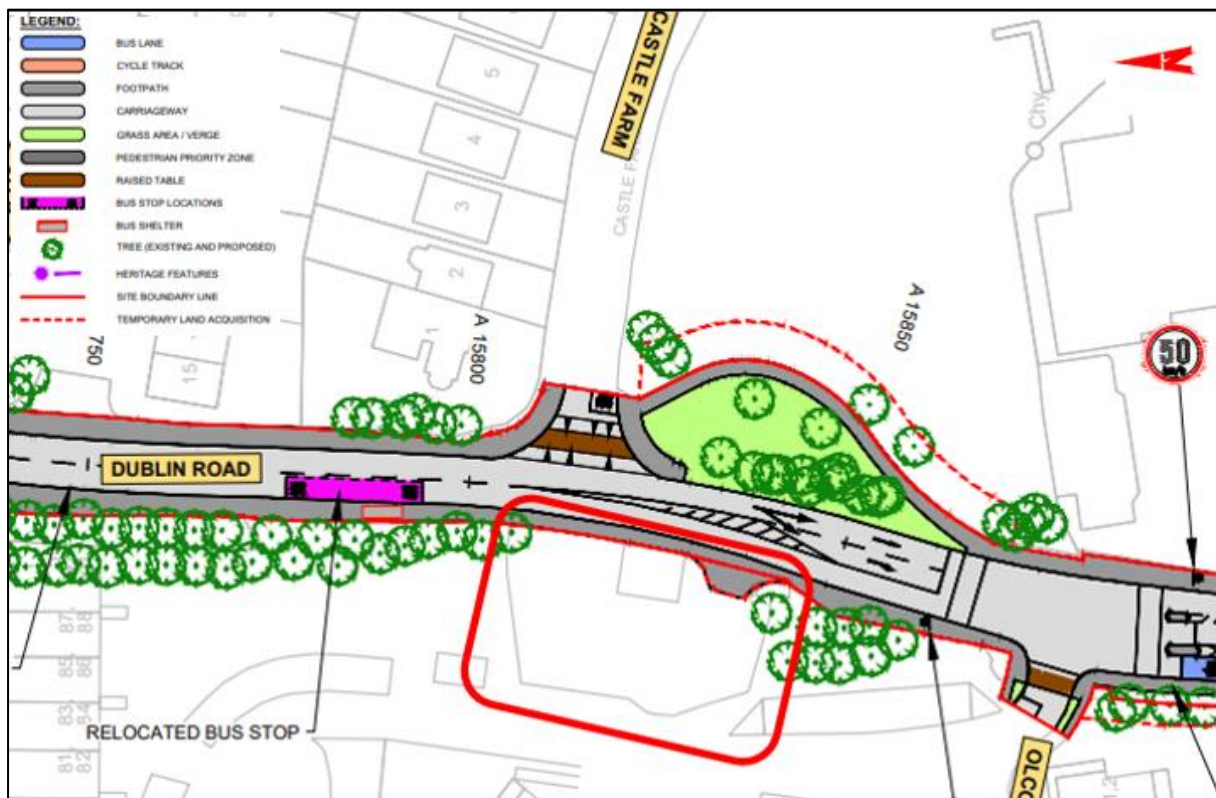


Figure 2.340: Extract from General Arrangement Drawing at Dublin Road (Sheet 45)



Figure 2.341: Existing aerial view at Dublin Road



Figure 2.342: Existing street view at Dublin Road (Image Source: Google)

2.37.2 Summary of Objections Raised

The objection to the CPO raises seven potential issues:

1) Improvement to Bus Services & Journey Time

The objection raised the concern that Shankill currently have a variety of bus services up to 10 times an hour, the new proposal will have just two services. They raise the concern that the reduced services will be overcrowded at peak hours and push people back to their cars.

2) Impact on Traffic Flows

The objection raised the concern that the four proposed lanes coming into Shankill will narrow down to two lanes causing a certain bottleneck in traffic causing frustration for all road users. The Proposed Scheme does not alleviate this bottleneck.

3) Impact on Safety

The objection raised the concern that the design does not comply with DMURS and that safety recommendations are not being followed for urban road design.

4) Impact to Pedestrian Infrastructure

The objection raised the concern that pedestrians will be at serious risk due to volumes of traffic capable of moving at increased speeds on the 4 lanes.

5) Impact to Cycling Infrastructure

The objection raised the concern that cyclists will be at serious risk due to volumes of traffic capable of moving at increased speeds on the 4 lanes.

6) Request of Oral Hearing

The objection has requested an Oral Hearing.

7) Review of Alternatives

The objection raised the suggestion of an alternative design option of relocated and recessed bus stops rather than bus lanes as this would assist traffic flow.

2.37.3 Response to Objection Raised

1) Improvement to Bus Services & Journey Time

Refer to Section 2.3.3.3 in this report for further information on the Impact to Bus Services & Journey Time Benefits.

2) Impact on Traffic Flows

The signalised junctions at constrained locations allow for bus priority where bus lanes are not possible along the Proposed Scheme.

Refer to Section 2.3.3.3 on Impact to Bus Services & Journey Time Benefits in this report.

Refer to Section 2.3.3.4 in this report for further information on the Upgrade Roundabouts to Signalised Junction and Signal Control Priority, specifically on bottlenecks.

3) Impact on Safety

Refer to Section 2.3.3.8 of this report for further information on the Impact to Safety (for Pedestrians & Cyclists).

4) Impact to Pedestrian Infrastructure

Refer to Section 2.3.3.8 of this report for further information on the Impact to Safety (for Pedestrians & Cyclists), specifically pedestrian infrastructure.

5) Impact to Cycling Infrastructure

Refer to Section 2.3.3.7 in this report for further information on the Impact to Cycle Infrastructure.

6) Request of Oral Hearing

The NTA notes the request for an Oral Hearing. An Bord Pleanála has the discretion to decide whether an Oral Hearing will be held in respect of this application.

7) Review of Alternatives

Refer to Section 2.3.3.5 on Impact to Traffic Flows, Speed Limit, and Traffic Calming under 'Bus Laybys' heading.

2.38 CPO-070 - Shamrock Hill Mgmt. Ltd

2.38.1 Description of the Proposed Scheme at this location

In order to achieve the scheme objectives along this section of the corridor, it is proposed that 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. Segregated cycle lanes are proposed provided on both sides of the road.

The existing road cross section in this location provides shared segregated paths on both sides of the road, two general traffic lanes and a bus lane in both directions with a central median.

In order to achieve the required cross section of the Proposed Scheme, land acquisition is necessary from private properties along this section of Stillorgan Road.

The land take required is shown in the following:

- Extracts from the General Arrangement Drawings which are provided as an Appendix in the 02-General Arrangement Drawings Sheet 09 in Chapter 4 (Proposed Scheme Description) in Volume 3, Part 1 of 3 of the EIAR and shown in Figure 2.343.
- The proposed permanent and temporary land acquisition lines overlain on aerial photography are shown in Figure 2.344.
- The existing property frontage and street view is shown in Figure 2.345.

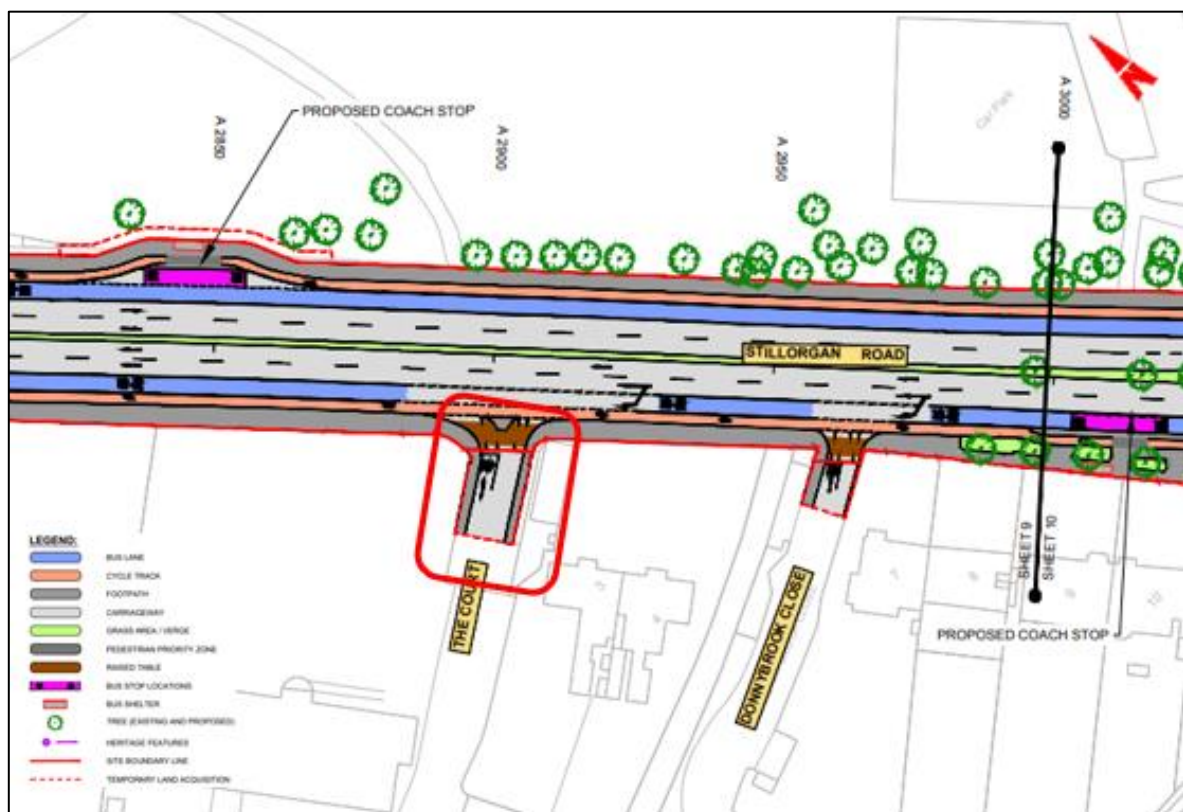


Figure 2.343: Extract from General Arrangement Drawing at Stillorgan Road (Sheet 09)



Figure 2.344: Existing aerial view at Stillorgan Road



Figure 2.345: Existing street view at Stillorgan Road (Image Source: Google)

2.38.2 Summary of Objections Raised

The objection to the CPO raises four potential issues:

1) CPO of the Land

The objection makes an observation in respect to the lands to be acquired as part of the Proposed Scheme through Compulsory Purchase Order. Page 2 of The objection acknowledges that the works for which the CPO is purported to be necessary and have made few observations.

2) Stop Line and Raised Table

The objection raised the concern that the proposed works would result in a traffic safety for vehicular access and egress from the Donnybrook Castle development. They noted that the location of the STOP line has no visibility splay to emerging vehicular traffic due to the obstruction posed by the lodge on the

southern side of the entrance. The concern is raised that the proposed design is not in compliance with Chapter 4, Section 4.4.6 of Design Manual for Urban Roads Standards (DMURS) which advises that a visibility splay should be provided at junctions.

The objection raised the concern that the proposed raised table would constitute a significant impediment to the safe use of the junction by ingress and egress traffic and that the provision of this structure is a disproportionate response to the need to facilitate pedestrian crossing requirements at this location. The concern is also raised that the circumstances cited in DMURS Chapter 4.4.7, for the provision of raised tables, do not prevail in this location, and that the provision of a courtesy crossing, as outlined in Chapter 4.3.2 of DMURS, would be sufficient in this location.

3) Landscape

The objection firstly notes that the layout of the raised pedestrian table in the Landscaping plans is not in agreement with the raised table layout in the General Arrangement plans. The concern is also raised that the partial renewal of surfaces at the entrance, with the proposal to retain the existing footpath to the south but replace the footpath to the north and overlay pavement on the road, would have a negative impact on the appearance of the entrance to the development and detract from the value of the property.

4) Indemnity

The applicant requested that they are indemnified against all future liability arising out of any acts of misfeasance in relation to the reinstatement/condition of the surface of the lands which are subject to temporary acquisition as a result of this project.

2.38.3 Response to Objections Raised

1) CPO of the Land

NTA notes and thanks the acknowledgement that the land under CPO is required for the purpose of the Proposed Scheme works. As set out in paragraph 2 of the statutory notice, which was served upon the objector, the CPO is *'for the purposes of the construction of the Bray to City Centre Core Bus Corridor Scheme together with all ancillary and consequential works associated therewith for the purposes of facilitating public transport'*. Further, the face of the CPO itself also indicates that it is *'for the purposes of facilitating public transport'*.

Further, as set out in paragraph 10 of that notice, the EIAR which was prepared in respect of the Bray to City Centre Core Bus Corridor Scheme was available for inspection physically and on the NTA's dedicated website for this Proposed Scheme, and that EIAR contains all of the *'precise details of the proposed construction works'* and all of the *'proposed ancillary and consequential works for the Bray to City Centre Core Bus Corridor Scheme'*.

The Proposed Scheme has been designed to deliver upon the scheme objectives set out in Chapter 1 (Introduction) in Volume 2 of the EIAR, which include enhancement of the potential for cycling by providing safe infrastructure for cycling. In some areas, land acquisition is required to deliver what has been determined to be the most appropriate design configuration that meets these objectives. All areas included in the CPO have been carefully considered and only included where deemed absolutely necessary to meet the scheme objectives and to construct the Proposed Scheme with permanent and temporary acquisitions respectively.

The NTA has also made an application to the Board under Section 51 of the Roads Act 1993 (as amended) for approval of the proposed road development, the Bray to City Centre Core Bus Corridor Scheme, which is currently pending before the Board (ABP-Ref No. HA27.317742).

In this specific area, the proposed cross-section and subsequent land acquisition have been considered and deemed necessary to facilitate the optimum scheme in the extracts from the General Arrangement Drawings which are provided as an Appendix in the 02-General Arrangement Drawing Sheet 09 in Chapter 4 (Proposed Scheme Description) in Volume 3, Part 1 of 3 of the EIAR as shown in Figure 2.346.

The permanent and temporary land take required from the Developer's landholding is shown in the Deposit Maps and details listed in the CPO Schedule, as part of the Compulsory Purchase Order information and as shown in Figure 2.347 below. Plot 1012(1).1a is the permanent land take and plot 1012(2).2a is the temporary land take.

The permanent land take is required for the construction of the raised table and road markings. Refer to response no 2 below on the raised table. The temporary land take is required for construction works and any boundary works/ or accommodation works and proposed ancillary works.

If the CPO is confirmed by An Bord Pleanála, a Notice to Treat will be served on the landowner whose land is being acquired. Following service of the Notice to Treat, the landowner will be required to submit a claim for compensation and as part of this process, the NTA will pay the reasonable costs (as part of the claim) for the landowner to engage its agent/valuer in preparing, negotiating, and advising on compensation.

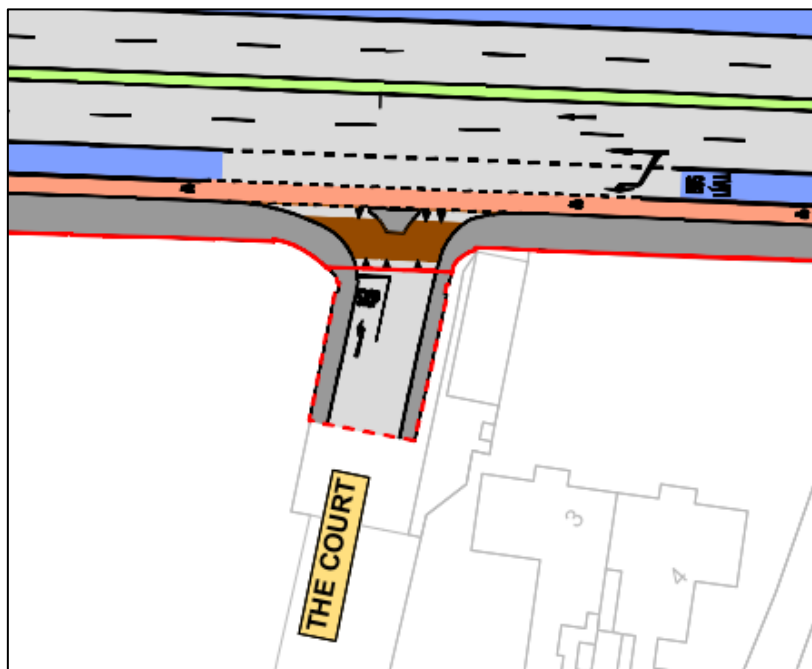


Figure 2.346: Extract from General Arrangement Drawing (Sheet 009)

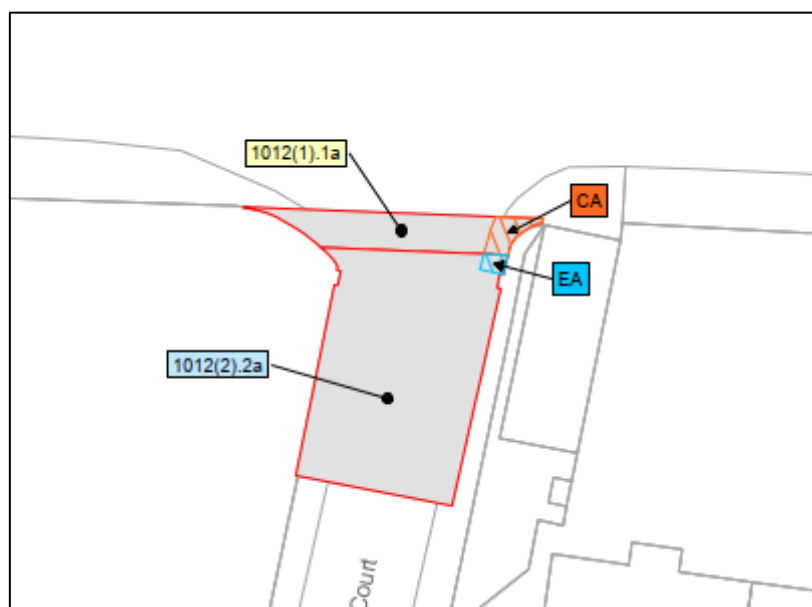


Figure 2.347: Extract from Deposit Map (Sheet 036)

2) Stop Line Location and Raised Pedestrian Table

With regard to the Proposed Scheme, there are a number of measures that have been implemented that are likely to have a traffic calming effect. These include improved junction layouts with reduced corner radii, narrow carriageway line widths and raised table crossings on side roads. Raised table side entry treatments have been proposed along the Proposed Scheme, where practical to improve pedestrian and cycle facilities.

The intention in the proposed design is to provide raised tables at all junctions that are not signal controlled. A few very minor side streets are not shown on the General Arrangement drawings, but it is intended that they would be treated in the same way as all other side roads. These platforms are not required at private entrances which will have footpath crossings as indicated in the Preliminary Design Guidance Booklet for BusConnects.

Raised table treatments are provided on priority side roads where the stop/ yield line is located behind the raised table and footpath crossing to encourage a 'courtesy crossing' for pedestrians. The design of the raised table treatments for priority junctions has been undertaken in accordance with Section 8.1 of the Preliminary Design Guidance Booklet for BusConnects Core Bus Corridors as provided in Appendix A4.1 (Preliminary Design Guidance Booklet) of the EIAR Volume 4 Part 1 of 4.

'The key design features and considerations relating to this junction type are listed below:

- *The minor arm stop/yield line is located behind the raised table and footpath crossing to encourage a 'courtesy crossing' for pedestrians.*
- *Splayed kerbs provide a step change between the carriageway and cycle track and the cycle track and footpath.*
- *Cycle symbol markings are to be used on the cycle track across the junction.*
- *Consideration must also be given to cyclists crossing the mainline to enter or exit the side road. Where a significant demand is found for these movements then consideration should be given to provision of a signal crossing.*
- *Tactile paving may be required to alert visually impaired persons of the crossing point at busier side streets. However, the preferred arrangement is for the footpath to continue across the junction without a break and for pedestrian priority to be maintained (as shown in The National Cycle Manual on Page 136).'*

Figure 30 of the Section 8.1 of the Preliminary Design Guidance Booklet for BusConnects Core Bus Corridors as provided in Appendix A4.1 (PDGB) in Volume 4, Part 1 of 4 of the EIAR, shows a typical layout of the raised table at priority junction, as shown in Figure 2.348 below.

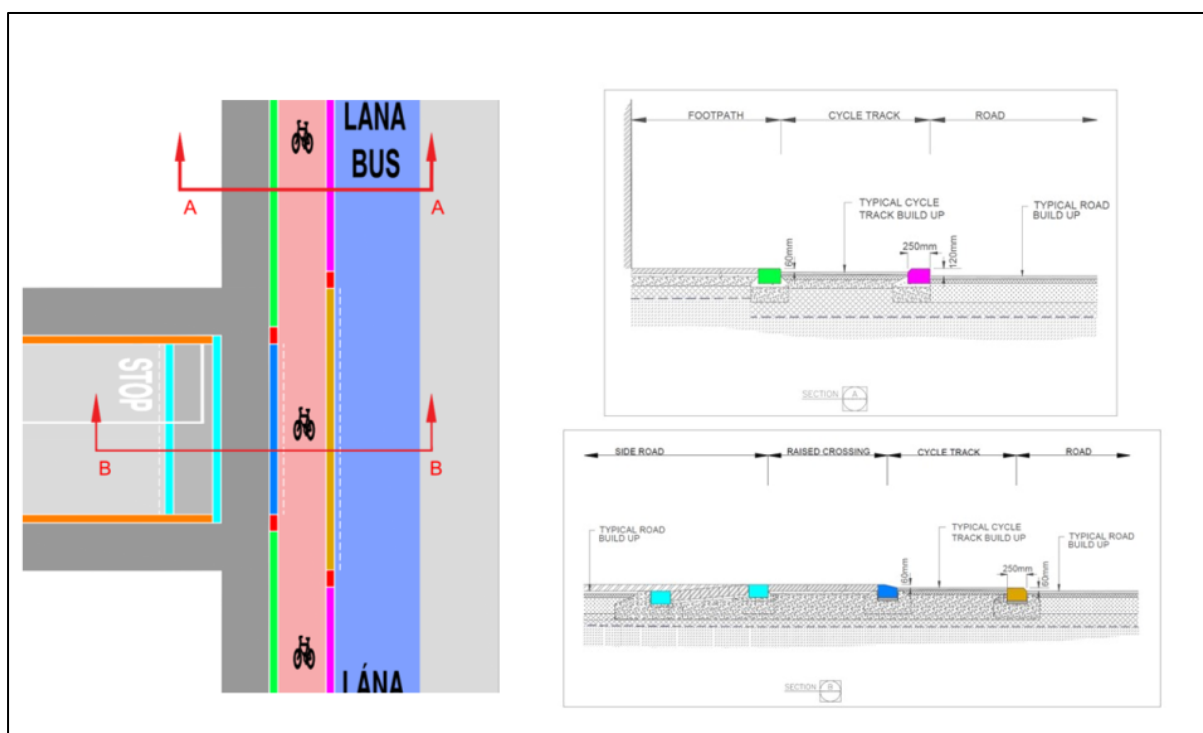


Figure 2.348: Extract from Preliminary Design Guidance Document (Figure 30)

Also, refer to response in Section 2.38.3 (CPO-070) for Issue No.3 (Landscape) in this report below.

The Stage 1 Road Safety Audit for the Proposed Scheme is provided as Appendix M2 of the Preliminary Design report included as part of the Supplementary Information. The report does not identify any problems or concerns associated with visibility at this junction.

3) Landscape

The raised table treatment and STOP Line at this junction are shown consistently in the General Arrangement Drawing and the Landscape Drawings. Please see extract from the EIAR Volume 3 Chapter 4 - 02 General Arrangement sheet 09 of 54 and EIAR Volume 3 Chapter 4 - 05 Landscaping General Arrangement sheet 09 of 54 in Figure 2.349 and Figure 2.350.

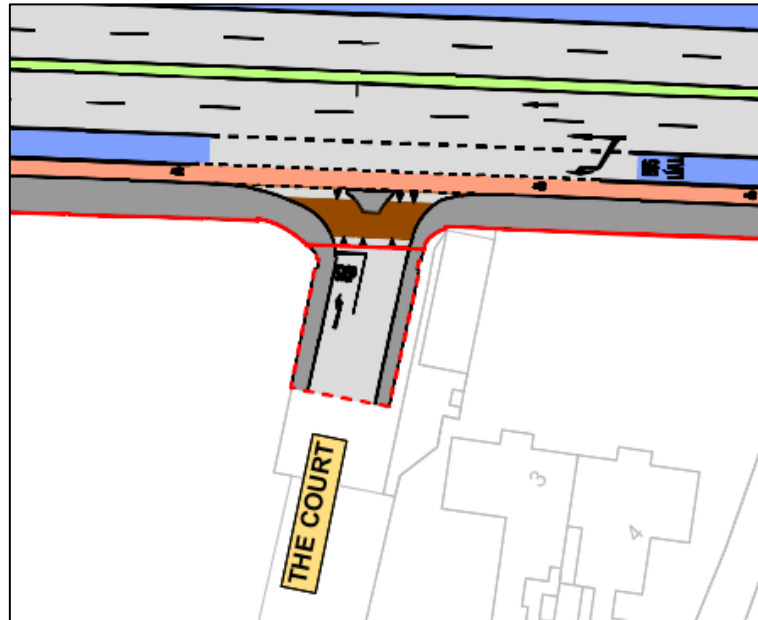


Figure 2.349: Extract from General Arrangement Drawing (Sheet 09)

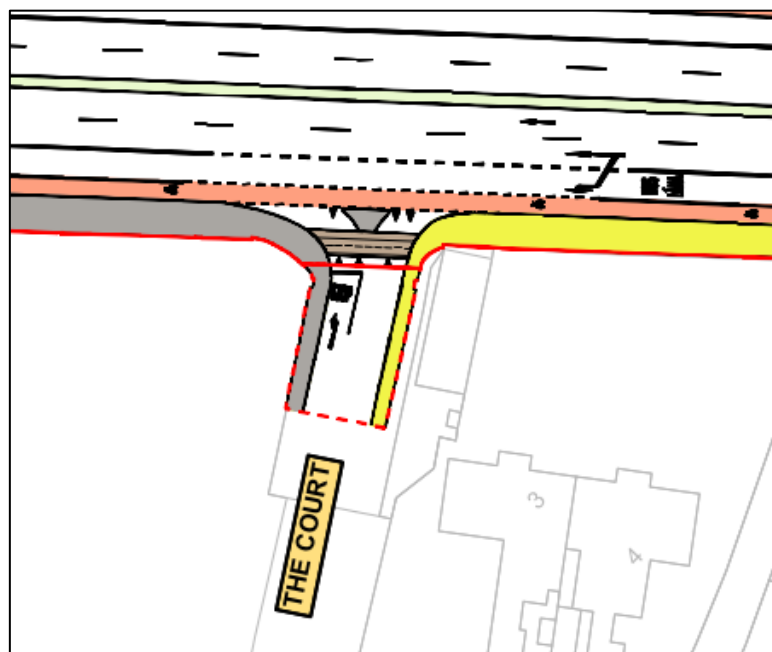


Figure 2.350: Extract from General Arrangement Drawing (Sheet 09)

Section 14.5.2 of the Preliminary Design Report, as part of the Supplementary Information states:

'The proposed material typologies employed in the preliminary design as listed below:

- ***'Poured in situ concrete pavement*** - Used extensively on existing footpaths. Concrete pavements can be laid without a kerb, can have neatly trowelled edges and textured surface for a clean, durable, slip resistant surface;

- **Asphalt footpath** - Widely used on existing footpaths and will tie in with other sections of public realm. Laid with a road kerb, can have a smooth finish or textured aggregate surface, provides a strong flexible slip resistant surface. Opportunities to retain good quality kerbs have been explored and tie-in points considered;
- **Precast concrete unit paving** - Either concrete paving slabs or concrete block, there is a very wide variety of sizes and colours available to provide an enhanced public realm. The use/reuse of granite kerbs where appropriate will further enhance the public realm. This type of material use is mostly employed in non-inner-city public realm enhancements;
- **Natural stone paving** - Employed for high quality urban realm areas, mostly in city centre locations. This typology represents natural stone surface treatments such as granite and are used to create enhanced public spaces for major urban realm interventions;
- **Stone or Concrete setts** - Proposed for distinguishing pedestrian crossing points either on raised table or at road level;
- **Self-binding gravel** - Proposed for pedestrian paths set away from the road expected to see less traffic. Used for natural areas, for example, paths through wildflower meadows. They provide a defined informal route as an alternative to asphalt or concrete; and
- **No change** - In addition to areas with proposed material changes, there were also areas identified where no change in materials would be required. For example, where pavement has recently been laid and is in good condition. The design also explores opportunities where good quality kerbs such as granite kerbs could be re-laid in the same location, which would have both cost and sustainability advantages.'

The proposed paving finishes at this junction will allow retention of character of the existing surfacing.

Chapter 17 (Landscape (Townscape) & Visual) in Volume 2 of the EIAR assesses the residual impact of Section 2 of the Proposed Scheme (in which the respondent's property is located) as Neutral, Slight and Long-Term (as shown in Table 2.71 below).

Table 2.71: Table 17.10 from Chapter 17 in Volume 2 of the EIAR

Table 17.10: Summary of Predicted Operational Phase Impacts (at One and 15 Years Post-Completion of Construction Phase)					
Townscape Receptor	Proposed Change	Baseline Townscape Sensitivity	Magnitude of Change	Significance & Quality of Townscape / Streetscape / Visual Effects / Impacts (at one year post-construction)	Significance and Quality of Townscape / Streetscape / Visual Effects / Impacts (at 15 years post-construction)
Townscape and Streetscape Character					
Section 1: Leeson Street to Donnybrook (Anglesea Junction) For proposed changes see Section 17.4.4.1.1		Very high	Medium	Negative Moderate Short-Term	Positive Slight / Moderate Long-Term
Section 2: Donnybrook (Anglesea Road Junction) to Loughlinstown Roundabout For proposed changes see Section 17.4.4.1.2		Low / Medium	Low	Negative Slight Short-Term	Neutral Slight Long-Term
Section 3: Loughlinstown Roundabout to Wilford Roundabout For proposed changes see Section 17.4.4.1.3		Very High	Very High	Negative Very Significant Short-Term	Negative Moderate Long-Term
Section 4: Bray North to Bray South (Wilford Roundabout to Fran O'Toole Bridge) For proposed changes see Section 17.4.4.1.4		High	Medium / High	Neutral Moderate / Significant Short-Term	Positive Moderate Long-Term

Chapter 17 (Landscape (Townscape) & Visual) in Volume 2 of the EIAR also references raised tables and changes / improvements to paving as a potential benefit of the Proposed Scheme, stating the following in Section 17.4.4.2.10 of Chapter 17:

'The Proposed Scheme also provides for a reduction in the car-centric design of the townscape with a substantially enhanced experience for pedestrians and cyclists through measures such as provision of raised crossing points to side junctions, paving schemes which indicate pedestrian priority and aid in reducing traffic speeds, and shorter or more direct crossing points at junctions.'

4) Indemnity

Chapter 5 (Construction) in Volume 2 of the EIAR gives a description of the Construction Phase of the Proposed Scheme, including with respect to temporary land acquisition. Specifically, Section 5.5.2.1 states the following:

‘Any lands acquired temporarily to facilitate construction work will be returned to landowners on completion of the works.’

‘Any land temporarily acquired from a landowner will only be utilised for the purposes of undertaking boundary works or accommodation works related to the land in question. The removal of trees, vegetation, lawns, paving etc. will be minimised in so far as practicable.’

It goes on to state in Section 5.5.3.2 that:

‘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.’

If the CPO is confirmed by An Bord Pleanála, a Notice to Treat will be served on the landowner whose land is being acquired. Following service of the Notice to Treat, the landowner will be required to submit a claim for compensation and as part of this process, the NTA will pay the reasonable costs (as part of the claim) for the landowner to engage its agent/valuer in preparing, negotiating, and advising on compensation. These are matters that can be successfully addressed between the Shamrock Hill Management Company and the NTA, in the absence of any approval condition.

2.39 CPO-071 - Shanganagh Marble & Stone Centre

2.39.1 Description of Proposed Scheme at this Location

In order to achieve the Proposed Scheme objectives along this section of the corridor, it is proposed to provide northbound and southbound bus lanes, segregated cycle tracks behind the tree line and general traffic lanes in each direction.

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.

A new pedestrian crossing is proposed south of Allies River Road with a relocated bus stop to the south of Shanganagh Cemetery.

The existing road cross section in this location provides a footpath on each side of the road with general traffic lanes in each direction. Currently a bus lane starts at Askefield House and runs northbound with an advisory cycle lane running in the southbound direction.

In order to achieve the required cross section of the Proposed Scheme, land acquisition is necessary from private properties along this section of Dublin Road.

The land take required is shown in the following:

- Extracts from the General Arrangement Drawings which are provided as an Appendix in the 02-General Arrangement Drawings Sheet 47 in Chapter 4 (Proposed Scheme Description) in Volume 3, Part 1 of 3 of the EIAR and shown in Figure 2.351.
- The proposed permanent and temporary land acquisition lines overlain on aerial photography are shown in Figure 2.352.
- The existing property frontage and street view is shown in Figure 2.353.

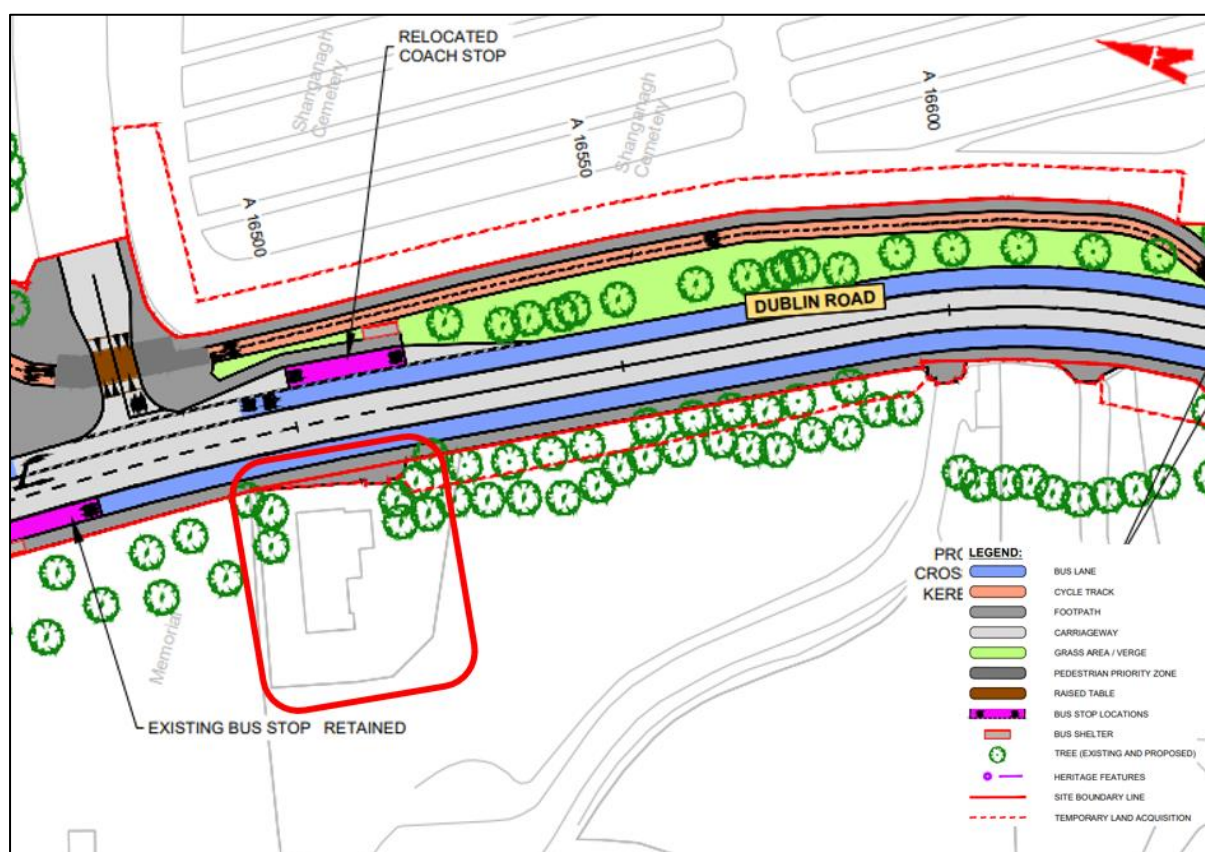


Figure 2.351: Extract from General Arrangement Drawing at Shanganagh Marble and Stone Centre on Dublin Road (Sheet 47)



Figure 2.352: Existing aerial view at Shanganagh Marble and Stone Centre on Dublin Road



Figure 2.353: Existing street view at Shanganagh Marble and Stone Centre on Dublin Road
(Image Source: Google)

2.39.2 Summary of Objections Raised

The objection to the CPO raises four potential issues:

1) Protected Structure Status

The objection noted the importance of the unique characteristics and historical importance of the property in question are noted by DLRCC in their Development Plan. The structure is protected by the council and therefore the objection notes that the following is protected:

- The interior of the structure
- The land in its curtilage; *the land and outbuildings immediately surrounding the structure which is (or was) used for the purposes of the structure.*
- Any other structures on that land and their interiors
- All fixtures and features forming part of the interior and exterior of the protected structure or any structure on the property.

2) Land Use Zoning

The objection wishes to note the importance of the subject property and surrounding lands and that they are zoned under a Green Belt land use zoning.

3) Negative Impact of Client's Business Operations

The objection raised concerns regarding the proposed CPO having a significant impact, both temporary and permanent to the business operations on the site. The business is believed to be impacted in terms of everyday operations and profitability due to the removal of the forecourt area used for customer parking.

4) Alternative Options

The objection suggests widening the Dublin Road in the east side towards Shanganagh Park and Shanganagh Cemetery, as this will remove the impact to their property.

2.39.3 Responses to Objections Raised

1) Protected Structure Status

The NTA notes the comments regarding the unique characteristics and historical importance of the property and that the structure has protected status, noting the other points raised regarding the protected structure are included in the protected structure status. Chapter 5 (Construction) in Volume 2 of the EIAR describes the proposals for land acquisition and boundary treatments in Section 5.5.2.1 as follows:

'Any lands acquired temporarily to facilitate construction work will be returned to landowners on completion of the works. Existing boundary walls or fencing being relocated will be constructed to match the existing conditions, unless otherwise agreed. The removal of trees, vegetation, lawns, paving etc. will be minimised in so far as practicable.'

Chapter 16 (Architectural Heritage) in Volume 2 of the EIAR describes the assessment of impacts on heritage features, including protected structures. A full assessment of the potential impacts on the Shanganagh Marble and Stone Centre (formerly Hackett Memorial Hall) (RPS 1858) has been undertaken, with the hall and the adjoining milestone (which is within the curtilage of the Protected Structure and is therefore also protected as part of RPS 1858) described in separate entries within Appendix A16.2 (Inventory of Architectural Heritage Sites) in Volume 4, Part 3 of 4 of the EIAR (see Table 2.72 and Table 2.73 below), and mapped in Figure 16.1 (Sheet 24) (see Figure 2.354 below).

Table 2.72: Inventory entry for Shanganagh Marble and Stone Centre in Appendix A16.2 in Volume 4 of the EIAR



Identification No.	DLR RPS 1858
Additional Identifiers	NIAH 60260173
Legal Status	Protected Structure
Location	Shanganagh Marble And Stone Centre (Formerly Hackett Memorial Hall) Dublin Road, Shankill
Date of Construction	1889
Original Use	Hackett Memorial Hall
Description	The building was built in 1889 as parochial hall and design by William Kaye-Parry (1853-1932). It was built as a memorial to Reverend John Winthrop Hackett MA (1804-88) of the nearby Saint James's Parsonage (DLR RPS 1860, 2001) and opened in 1890. The building was sold in 1984 and is now the Shanganagh Marble and Stone Centre. The building is a detached five-bay, single-storey building L-shaped in plan. In their appraisal the NIAH stated that the building represents an important component of the late nineteenth-century built heritage of the County due to its architectural composition, compact form, decorative features such as the terracotta and brick enrichments and gothic style and retains much of its original fabric. In particular, the Celtic strap work-detailed Hackett Memorial Rose window was indicated as being of artistic interest while the exposed timber roof construction was regarded as being of technical interest. In addition, the hall contributes positively to street scape.
Significance Rating	Regional
Categories of Special Interest	Architectural, Artistic, Historical, Social, Technical
Sensitivity	Medium
Sources	DLR 2022, NIAH 2020a and 2020b, 1889 to 1892, OSI 1907 to 1911 and OSI 1937 to 1953, Archiseek 2020a, Ball 1903, Bennett 2005, Bence Jones 1988, Dean 2016, Galavan 2017, Daly et al. 1998, Hone Craig and Fewer 2002, IAA 2020, Joyce 1913, Kelly 1996, Lewis, 1837, M'Cready 1892, Corlett 1999, Pearson 1998 Turner 1983, Price 1942, Williams 1994, Field Survey
Photographs	

Table 2.73: Inventory entry for milestone at corner of Shanganagh Marble and Stone Centre in Appendix A16.2 in Volume 4 of the EIAR

Identification No.	DCC RPS 1858
Additional Identifiers	NIAH 60260172, DLRIHS 857 CBC0013MS001
Location	On west side of old Dublin Road at Crinken
Legal Status	Protected Structure
Date of Construction	1844 to 1909
Original Use	Milestone / milepost
Description	Milestone / milepost
Significance Rating	Regional Importance
Categories of Special Interest	Historic, Technical, Social
Sensitivity	Medium Sensitivity
Sources	DLR 2022, NIAG 2020a, OSI 1837 to 1843, OSI 1908 to 1911, OSI 1940 to 1944, Corlett 1999, Pearson 1998, Field Survey
Photographs	

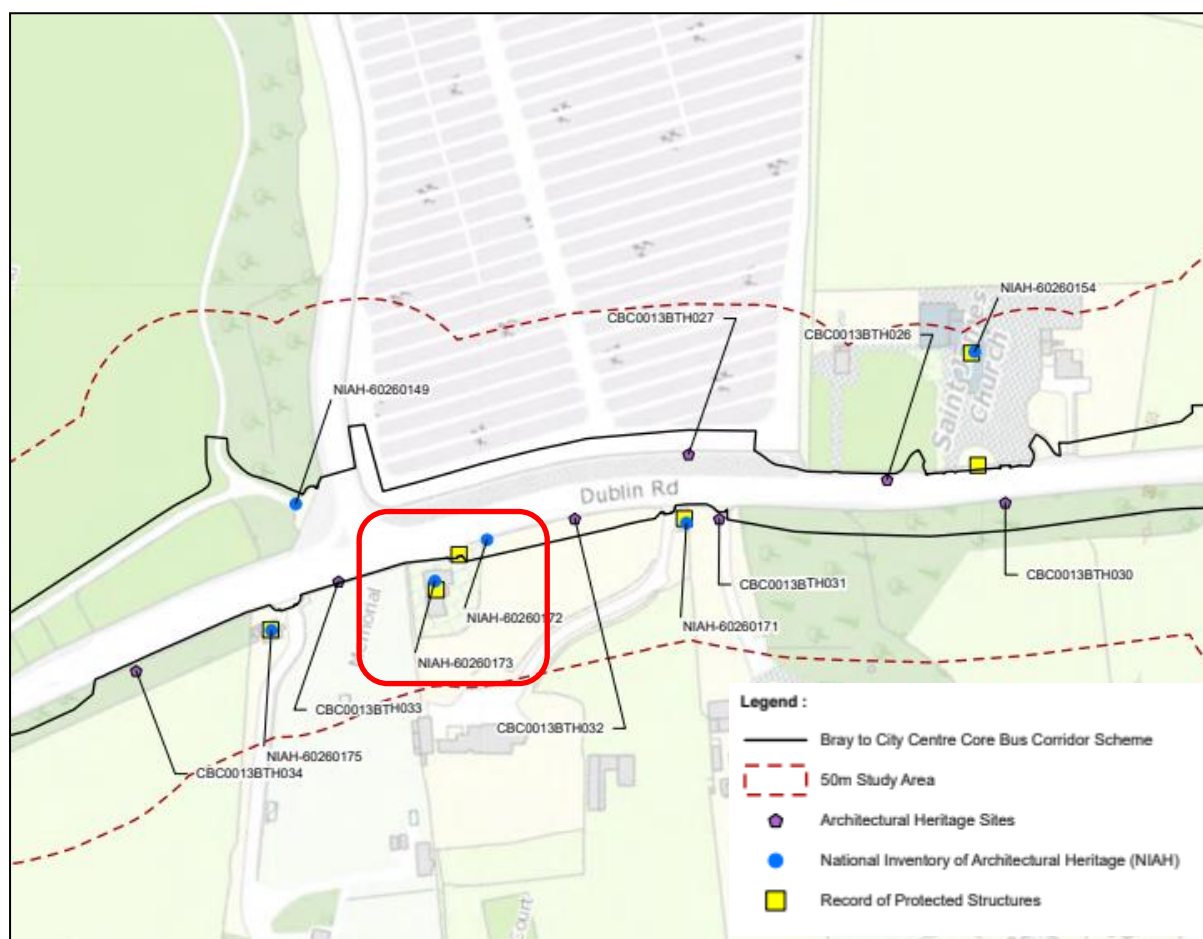


Figure 2.354: Extract from Figure 16.1 (Sheet 24) in Volume 3 showing the location of the Shanganagh Marble and Stone Centre

Section 16.4.3.7.3 of Chapter 16 describes the potential direct impact at the site as follows:

'The Milestone on the west side of old Dublin Road at Crinken (DCC RPS 1858, NIAH 60260172) will be repositioned to accommodate a land take on the west side of the road to the south of the Hackett Memorial Hall. The milestone is of regional importance and medium sensitivity. There is potential for damage of the sensitive fabric during its removal, transport, storage, and reassembly. The magnitude of this impact is High. The predicted Construction Phase impact is Direct, Negative, Significant and Temporary.'

With respect to mitigation measures, Section 16.5.1.7.3 of Chapter 16 states:

'The Milestone on west side of old Dublin Road at Crinken (DCC RPS 1858, NIAH 60260172) will be repositioned to accommodate a land take on the west side of the road to the south of the Hackett Memorial Hall. It will be temporarily removed to ensure its protection, before being reinstated within the vicinity of the existing. There is potential for damage of the sensitive fabric during its removal, transport, storage, and reassembly. The predicted pre-mitigation Construction Phase Impact is Direct, Negative, Significant and Temporary. The mitigation includes the recording of the milestone in position prior to the works, labelling the affected fabric prior to its careful dismantling and removal to safe storage, and the reinstatement of the milestone. Recording is to be undertaken by an appropriate architectural heritage specialist engaged by the appointed contractor. The works to the historic fabric will be carried out in accordance with the methodology provided in Appendix A16.3 in Volume 4 of the EIAR. The predicted post-mitigation impact is Direct, Negative, Slight and Temporary.'

As outlined within Chapter 16, all heritage walls and boundary features including those marking the curtilage of Protected Structures, where impacted, will be deconstructed and reinstated in accordance with Appendix A16.3 (Methodology for Works Affecting Sensitive and Historic Fabric) in Volume 4, Part 3 of 4 of the EIAR.

A robust alternatives assessment has been undertaken for this section of the Proposed Scheme in order to avoid impacts on protected structures as far as reasonably practicable, while still achieving the

objectives of the Proposed Scheme. This alternatives assessment is outlined in Response 4) 'Alternative Options' below. The NTA are satisfied that the mitigation measures as outlined above will reduce the potential negative impacts on the protected structures associated with the construction works at Shangnagh Marble and Stone Centre as outlined in Chapter 16.

2) Land Use Zoning

Appendix A2.1 (Planning Report) in Volume 4 Part 1 of 4 of the EIAR sets out the planning context for the development of the Proposed Scheme, in which it identifies the existing policy framework for the Proposed Scheme in the context of relevant international, European, national, regional and local planning strategy, plan and policy documents. Section 3.7.3 of the Planning Report addresses the Proposed Scheme in the context of the DLRCC Development Plan 2022-2028. As outlined in Section 3.7.3 'The vision of the DLRCDP (DLRCC 2022) is to 'embrace inclusiveness, champion quality of life through healthy placemaking, grow and attract a diverse innovative economy and deliver this in a manner that enhances the environment for future generations' The DLRCDP places sustainable transport and mobility as a core principle in the future development of the county'.

Table 3.13 in the Planning Report lists the key transport policies from the DLRCC Development Plan which are relevant to the Proposed Scheme and includes a scheme response for each. The section on the DLRCC Development Plan concludes with the statement that, 'The Proposed Scheme will deliver the infrastructure necessary to enhance public transport, walking and cycling networks along the route corridor. It will facilitate a modal shift towards public transport and active travel modes which is a key objective of the DLRCDP (DLRCC 2022)'.

With specific respect to the zoning of the lands, Section 4 of the Planning Report describes the zoning and map-based objectives for all development plans relevant to the Proposed Scheme. The response with respect to the zoning and mapped objectives for Section 3 (Loughlinstown Roundabout to Bray North (Wilford Roundabout)) of the Proposed Scheme is as follows:

'The Proposed Scheme is consistent with the policies and objectives of the DLRCDP (DLRCC 2022) as set out above and in Appendix 1 (Local Policy). The Proposed Scheme is largely within the existing public road / pavement area and where required, in general, only small portions of those zoning objectives listed above may be necessary to facilitate the Proposed Scheme. However, the main use associated with the zoning objective will remain.'

The Proposed Scheme will facilitate the delivery of the key transport policies within the DLRCC Development Plan as listed in Table 3.13 in the Planning Report, while having minimal impact on the zoning objectives and policies within the DLRCC Development Plan.

3) Negative Impact of Client's Business Operations

The Proposed Scheme Compulsory Purchase Order CPO is an application under Section 76 of the Third Schedule of the Housing Act 1966 as extended by Section 10 of the Local Government (No 2) Act 1960 and amended by the Planning and Development Act 2000 (as amended).

As set out in paragraph 2 of the statutory notice, which was served upon the objector, the CPO is 'for the purposes of the construction of the Bray to City Centre Core Bus Corridor Scheme together with all ancillary and consequential works associated therewith for the purposes of facilitating public transport'.

Further, as set out in paragraph 10 of that notice, the EIAR which was prepared in respect of the Proposed Scheme was available for inspection physically and on the NTA's dedicated website for this Proposed Scheme, and that EIAR contains all of the 'precise details of the proposed construction works' and all of the 'proposed ancillary and consequential works for the Bray to City Centre Core Bus Corridor Scheme'.

The NTA has also made an application to the Board under Section 51 of the Roads Act 1993 (as amended) for approval of the proposed road development, the Bray to City Centre Core Bus Corridor Scheme, which is currently pending before the Board (ABP-Ref No. HA27.317742).

The Proposed Scheme has been designed to deliver upon the Proposed Scheme objectives set out in Chapter 1 (Introduction) of the EIAR, which include enhancement of the potential for cycling by providing safe infrastructure for cycling. In some areas, land acquisition is required to deliver what has been determined to be the most appropriate design configuration that meets these objectives. All areas included in the CPO have been carefully considered and only included where deemed absolutely

necessary to meet the Proposed Scheme objectives and to construct the Proposed Scheme with permanent and temporary acquisitions respectively.

The permanent and temporary land take required from the Shanganagh Marble and Stone landholding is shown in the Deposit Maps and details listed in the CPO Schedule, as shown in Figure 2.355. The permanent land take is shown in Plot 1079(1).1c and 1075(1).1z and the temporary land take is shown in Plot 1075(2).2c and 1079(2).2c.

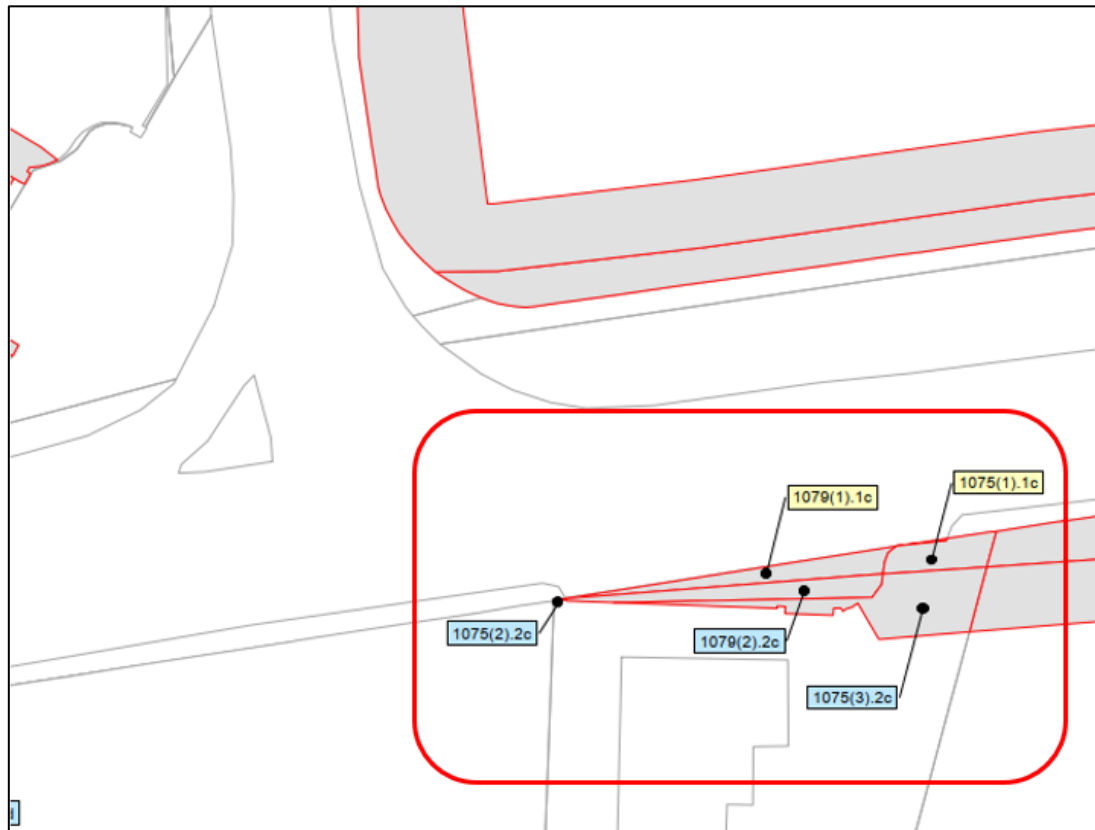


Figure 2.355: Extract from Deposit Map at Shanganagh Marble and Stone Centre (Sheet 07)

As part of the BusConnects Bray to City Centre CBC works, permanent land take (shown in the CPO maps) is required to provide for the desirable minimum width of the bus lane, footpath in both directions on Dublin Road with a separate offline two-way cycle track, hence meeting the objectives of BusConnects, as shown in Figure 2.351 an extract from 02-General Arrangement Drawing Chapter 4 (Proposed Scheme Description) Volume 3, Part 1 of 3 of EIAR on Sheet 47. The proposal at the location of the Shanganagh Marble and Stone is to widen the road on the west side to provide for continuous bus lane in both directions. Improved northbound footpaths is retained at existing location and the southbound footpath runs along the proposed two-way cycle track behind the existing tree line through the Shanganagh Cemetery. The permanent land take will impact the property frontage which is used as informal parking space by the customers.

The parking space at the property frontage (outside the gate) has not been identified as a formal or informal parking space in Parking and Loading assessment described in Section 6.4.6.1.2.4 of Chapter 6 (Traffic and Transport) of Volume 2 of the EIAR due to the presence of a footway / entrance and the absence of relevant signage and/or demarcation.

It is evident that there is an entrance gate with associated space at the front of the property, which is in the existing situation used for parking at this property and will be impacted by the Proposed Scheme. The General Arrangement Drawing as shown in Figure 2.351 indicates the area to the front of the property, beyond the existing entrance gate on Dublin Road that will be reinstated on completion of works.

The temporary land take is required for the duration of the construction period to allow working space for the construction works and boundary works and/or accommodation works. Temporary land take will be returned after construction, reinstated in the same condition as existing.

Chapter 5 (Construction) in Volume 2 of the EIAR gives a description of the Construction Phase of the Proposed Scheme, including with respect to temporary land acquisition. Specifically, Section 5.5.2.1 states the following:

'Any land temporarily acquired from a landowner will only be utilised for the purposes of undertaking boundary works or accommodation works related to the land in question.'

Any lands acquired temporarily to facilitate construction work will be returned to landowners on completion of the works. Existing boundary walls or fencing being relocated will be constructed to match the existing conditions, unless otherwise agreed. The removal of trees, vegetation, lawns, paving etc. will be minimised in so far as practicable.'

It goes on to state in Section 5.5.3.2 that:

'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.'

If the CPO is confirmed by An Bord Pleanála, a Notice to Treat will be served on the landowner whose land is being acquired. Following service of the Notice to Treat, the landowner will be required to submit a claim for compensation and as part of this process, the NTA will pay the reasonable costs (as part of the claim) for the landowner to engage its agent/valuer in preparing, negotiating, and advising on compensation.

The NTA acknowledge the positive and constructive liaison that has occurred with the Shanganagh Marble and Stone Centre throughout the design and planning process to date. These are matters that can be successfully addressed between the business and the NTA, in the absence of any approval condition.

4) Alternative Options

Refer to response in Section 2.18.3.2 (CPO-23) for Issue No.2 (Objections in relation to approval of CPO) on 'alternatives not considered' in this report and also note below.

Options were considered at the Feasibility stage and both options considered (Route 1 and Route 2) part of option for EPR Route 2B would have the same impact on the property of Shanganagh Marble and Stone. The Emerging Preferred Route was further developed to minimise impact to Shanganagh Marble and Stone to inform the Proposed Scheme.

NTA are satisfied that consideration of reasonable alternatives have been considered to inform the Proposed Scheme in this section of Dublin Road in the vicinity of the property of Shanganagh Marble and Stones.

2.40 CPO-072 - Sharon & Nigel Rogers (Carezza)

2.40.1 Description of the Proposed Scheme at this location

Generally, between Loughlinstown Roundabout and Stonebridge Road it is intended to provide a bus lane (*the northbound bus lane starts at Rathmichael Woods*) 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 and signal controlled priority has been proposed to ensure bus priority.

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 enable a cycle link to the existing two schools on Stonebridge Road.

Along Dublin Road adjacent to Carezza it is proposed to provide a southbound bus lane, a two-way cycle track on the eastern side and general traffic lanes in each direction. The existing pedestrian crossing at the junction of Stonebridge Road is to remain as part of the proposals.

The existing road cross section in this location provided a footpath on each side of the road with general traffic lanes in each direction. There was no bus lane provided in this location, but on-road cycle lanes were provided in both a northbound and southbound direction.

In order to achieve the required cross section of the Proposed Scheme, land acquisition is necessary from private properties along this section of Dublin Road.

The land take required is shown in the following:

- Extracts from the General Arrangement Drawings which are provided as an Appendix in the 02-General Arrangement Drawings Sheet 42 in Chapter 4 (Proposed Scheme Description) in Volume 3, Part 1 of 3 of the EIAR and shown in Figure 2.356.
- The proposed permanent and temporary land acquisition lines overlain on aerial photography are shown in Figure 2.357.
- The existing property frontage and street view is shown in Figure 2.358.

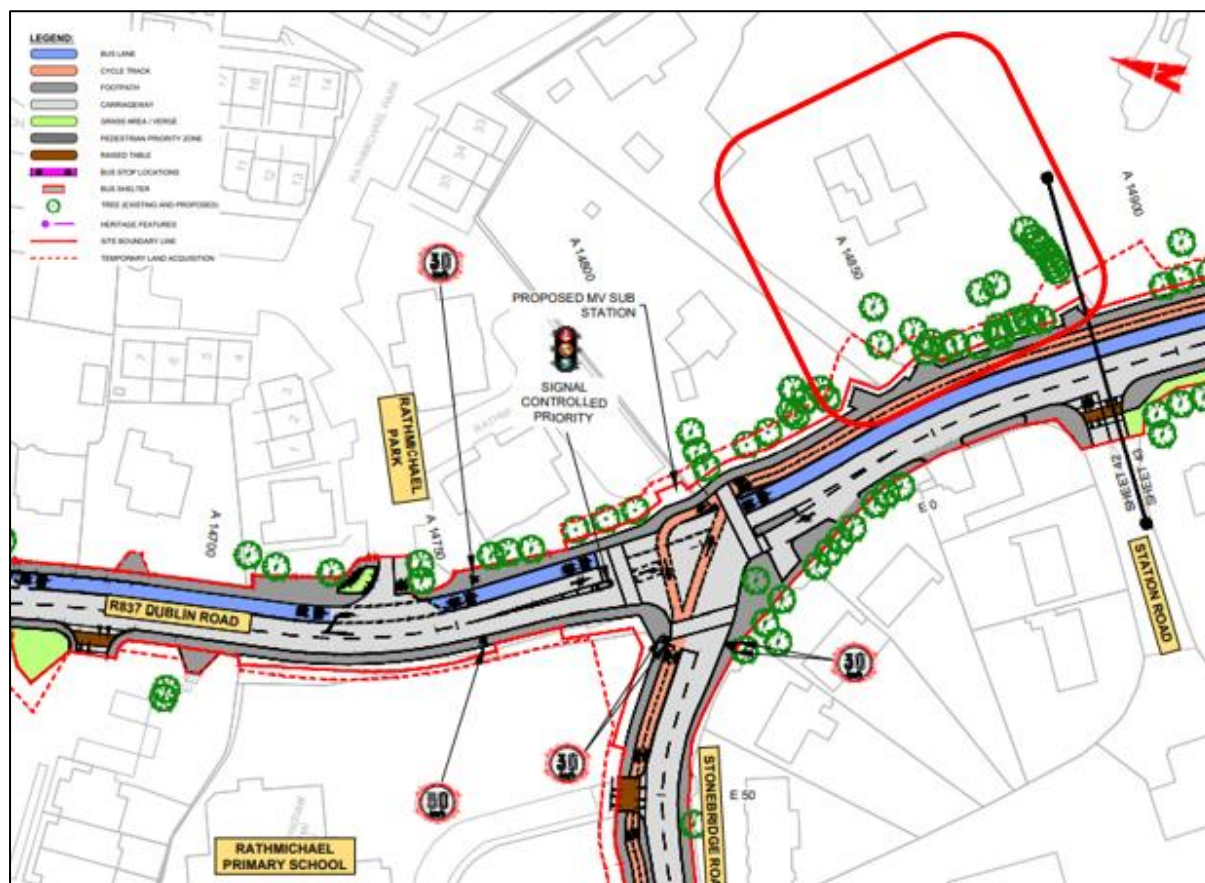


Figure 2.356: Extract from General Arrangement Drawing on Dublin Road (Sheet 42)



Figure 2.357: Existing aerial view at Carezza on Dublin Road



Figure 2.358: Existing street view at Carezza on Dublin Road (Image Source: Google)

2.40.2 Summary of Objections Raised

The objection to the CPO raises three potential issues.

1) Impact to Trees, Boundary Wall, Property, Access, and Gate

The objection raised concerns regarding the impact to approximately '30 trees – possibly more' in the property outline, opposed to the '3 trees' shown in the Proposed Scheme plans, this is mainly due to the planned removal of the boundary wall and the associated impacts on the trees thereafter. The respondents did note a tree survey meeting has not resulted in any further discussion.

The objection also raises concerns over the impacts to the property front gate needing to be relocated further into the property, due to the removal and reinstatement of the boundary wall and will subsequently cause issues for accessing and exiting vehicles, stating that vehicles will be stopped 'partially' in the proposed cycle tracks.

The objection raises a concern regarding the effect the Proposed Scheme would have on the value of the property, if built.

2) Impact to Shankill Village Community, Environment and Air & Noise Pollution

The objection raised concerns that the assumed increased traffic in the local area, and therefore there is a concern that this will increase air pollution as a direct result.

The objection raised concerns that the assumed increased traffic in the local area, and therefore there is a concern that this will increase air pollution and Noise as a direct result.

3) Impact to Safety and Speeding Issues

The objection raised concerns over the Proposed Scheme causing endangerment to pedestrians / cyclists due to the increase in traffic lanes and traffic speeds and therefore an increase in traffic volume, accordingly, combined with a raised concern about a pre-existing 'blind bend'.

The objection also raises a concern, that is teamed with above, over the footfall in this immediate area, stating that pedestrians / cyclists use the petrol station, church and two schools in the close vicinity, highlighting concerns over the number of people crossing without travelling further to use the dedicated pedestrian crossing. The objection suggests adding another pedestrian crossing.

2.40.3 Response to Objection Raised

1) Impact to Trees, Boundary Wall, Property, Access, and Gate

The Proposed Scheme Compulsory Purchase Order CPO is an application under Section 76 of the Third Schedule of the Housing Act 1966 as extended by Section 10 of the Local Government (No 2) Act 1960 and amended by the Planning and Development Act 2000 (as amended).

As set out in Paragraph 2 of the statutory notice, which was served upon the objector, the CPO is 'for the purposes of the construction of the Bray to City Centre Core Bus Corridor Scheme together with all ancillary and consequential works associated therewith for the purposes of facilitating public transport'.

Further, as set out in Paragraph 10 of that notice, the EIAR which was prepared in respect of the Proposed Scheme was available for inspection physically and on the NTA's dedicated website for this Proposed Scheme, and that EIAR contains all of the 'precise details of the proposed construction works' and all of the 'proposed ancillary and consequential works for the Bray to City Centre Core Bus Corridor Scheme'.

The NTA has also made an application to the Board under Section 51 of the Roads Act 1993 (as amended) for approval of the proposed road development, the Bray to City Centre Core Bus Corridor Scheme, which is currently pending before the Board (ABP-Ref No. HA27.317742).

The Proposed Scheme has been designed to deliver upon the Proposed Scheme objectives set out in Chapter 1 (Introduction) in Volume 2 of the EIAR, which include enhancement of the potential for cycling by providing safe infrastructure for cycling. In some areas, land acquisition is required to deliver what has been determined to be the most appropriate design configuration that meets these objectives. All areas included in the CPO have been carefully considered and only included where deemed absolutely necessary to meet the Proposed Scheme objectives and to construct the Proposed Scheme with permanent and temporary acquisitions respectively.

The permanent and temporary land take required from Carezza is shown in the Deposit Maps and details listed in the CPO Schedule, as shown in Figure 2.359. The permanent land take is shown in Plot 1100(1).1d and the temporary land take is shown in Plot 1100(2).2d.



Figure 2.359: Extract from Deposit Map at Carezza on Dublin Road (Sheet 11)

As part of the BusConnects Bray to City Centre CBC works, permanent land take (shown in the CPO maps) is required to provide for the desirable minimum width of the bus lane, footpath, and two-way cycle track on the Dublin Road, hence meeting the objectives of BusConnects, as shown in Figure 2.356, an extract from 02-General Arrangement Drawings in Chapter 4 (Proposed Scheme Description) in Volume 3, Part 1 of 3 of EIAR on Sheet 42. The proposal at the location of Carezza is to widen the road on the eastern side to provide for a continuous bus lane, segregated bi-directional cycle track and footpaths in both directions. The permanent land take will impact the property boundary wall, front gate, hedgerow (immediately behind boundary wall) and trees.

The proposed works would require set-back of the existing boundary wall. As noted in Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR, the reinstatement of property frontage including boundary walls, gates, railings driveway, footpath and landscaping will be on a like-for-like basis, and detailed accommodation works plans will be prepared in consultation with landowners in line with any formal agreements and in accordance with any embedded mitigations identified in the EIAR or conditions/modifications from An Bord Pleanála in relation to the Proposed Scheme application. The reinstatement of the boundary treatment will ensure a physical boundary is provided between the Proposed Scheme and the property, on a 'like for like' basis. The existing access gate will be set-back at the same location.

The existing access/ egress gate at the property of Carezza will be set-back along with the boundary wall at the same location. The access/ egress and the gate will be designed like for like to allow for safe access and egress. There are no turning restrictions from the property, post-construction.

The Stage 1 Road Safety Audit for the Proposed Scheme is provided as Appendix M2 of the Preliminary Design Report included as part of the Supplementary Information. The report does not identify any problems or concerns associated with the access and egress to the property post construction.

The Proposed Scheme Boundary Treatment design at the location of Carezza is shown in the 07-Fencing and Boundary Treatment Drawings in Chapter 4 (Proposed Scheme Description) Volume 3, Part 1 of 3 of EIAR on Sheet 42 and shown in Figure 2.360, which shows a continuous boundary wall set-back with the gate.

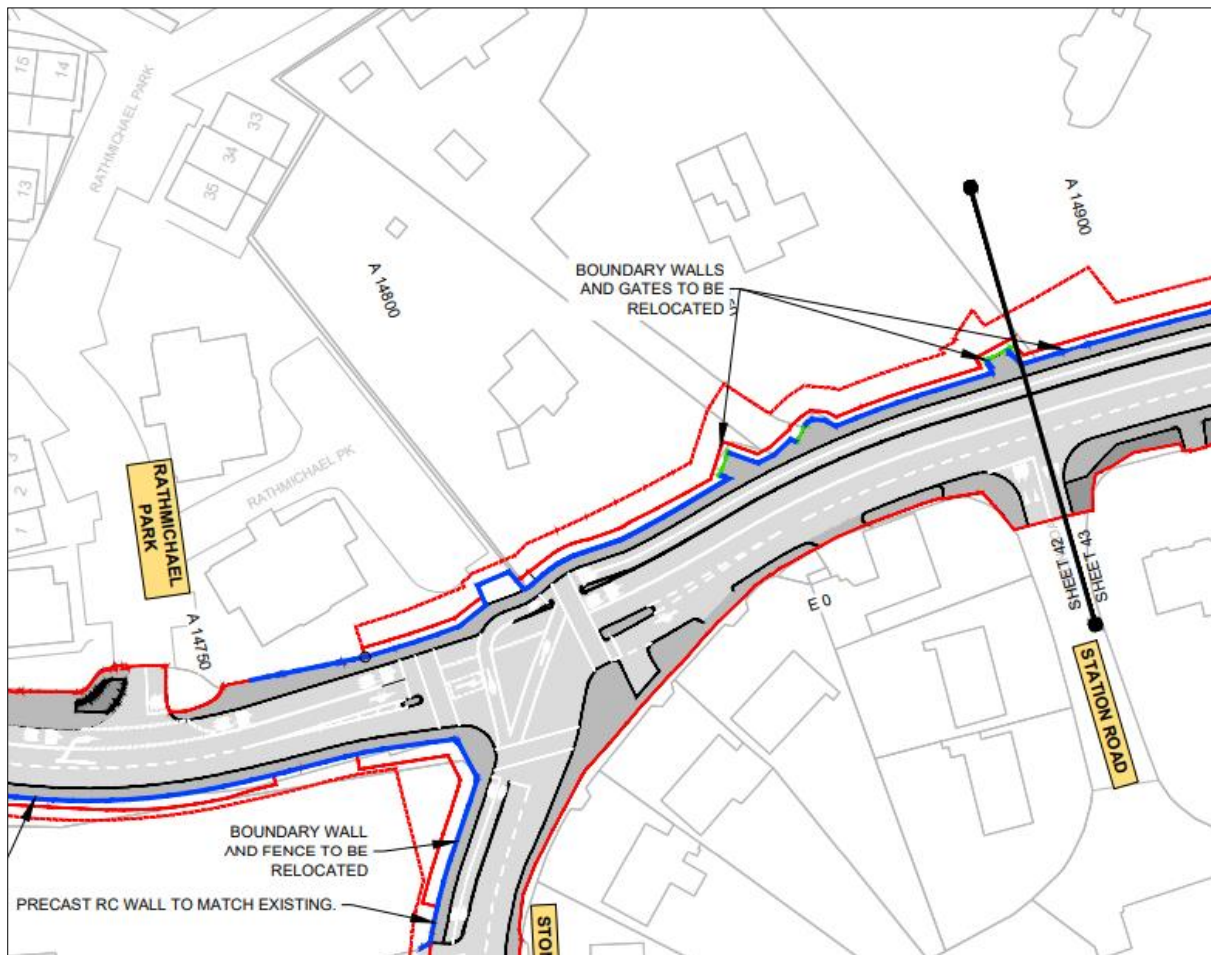


Figure 2.360: Extract from Boundary Treatment Drawing at Carezza on Dublin Road(Sheet 42)

The proposed works would require the loss of mature trees along the outline of the property garden, immediately behind the existing boundary wall. New trees are proposed in a similar location, behind the proposed new boundary wall at the property frontage and the reinstatement of any impacts to the garden.

The Proposed Scheme Landscape design at the location of Carezza is shown in the 05-Landscape Drawings in Chapter 4 (Proposed Scheme Description) Volume 3, Part 1 of 3 of EIAR on Sheet 42 and shown in Figure 2.361.

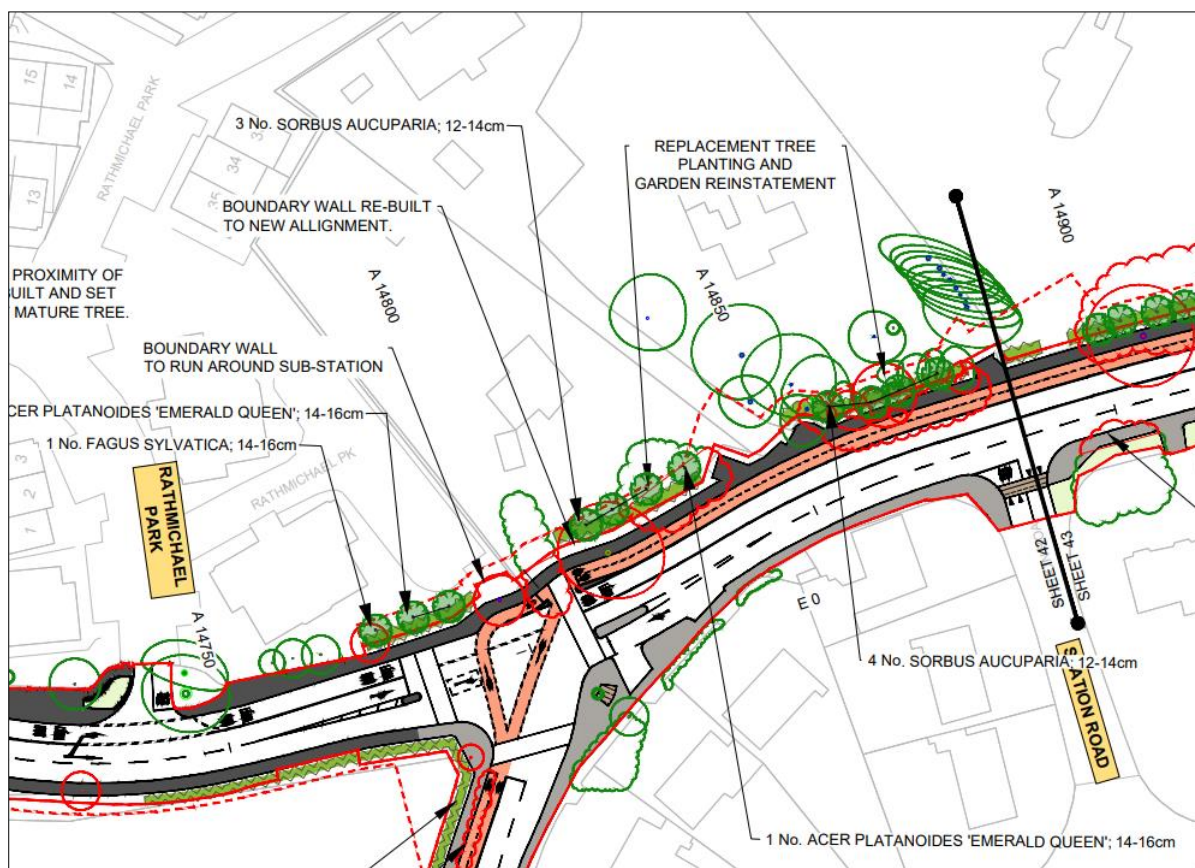


Figure 2.361: Extract from Landscape Drawings at Carezza on Dublin Road (Sheet 42)

An Arboricultural Impact Assessment was undertaken and is included as Appendix A17.1 in Volume 4 Part 4 of 4 of the EIAR. The assessment includes an inventory of all trees on the Proposed Scheme, with all trees at this location assessed for age, quality and usable life expectancy. It should be noted that trees with a stem diameter less than 75mm (when measured at 1.5m above ground) and ornamental garden plants are not surveyed. The surveyed trees are located behind the existing stone boundary wall, the most notable of which are a category A grade Douglas Fir, a category B grade Sitka spruce, a category B grade Norway maple. As a result of the proposed scheme 1no. category B grade tree, 4no. category C grade trees and a densely planted group of circa 32no. category C grade Leylandii trees will need to be removed. A number of other trees mature trees set slightly further back will be retained. The proposed replacement tree planting and reinstatement of the garden is described in Figure 2.361, with four new sorbus aucuparia trees proposed to be planted inside of the new set back boundary wall of the property at Carezza on Dublin Road.

These new trees will be planted within the space around the retained trees and will be given sufficient space for light and to become fully established. In addition to the individual trees, general garden reinstatement will include ornamental shrubs, hedges and grass the detail of which will be agreed in further consultation with the landowner.

The CPO of lands at this location at Carezza will result in further consultation with the landowner to ensure all boundaries and other aspects of the property affected by the land acquisition are reinstated on a like for like basis. Section 17.5.1 of Chapter 17 Landscape (Townscape) & Visual of Volume 2 of the EIAR states:

'Where properties are subject to permanent and/or temporary acquisition appropriate measures will be put in place by the appointed contractor to provide for protection of features, trees and vegetation to be retained, and for continued access during construction and for adequate security and screening of construction works. All temporary acquisition areas will be fully decommissioned and reinstated at the end of the Construction Phase or at the earliest time after the reinstatement works are completed to the satisfaction of the NTA'.

As regards the view expressed regarding adverse and negative impact on the value of properties and future development to let or sale, Chapter 10 (Population) in Volume 2 of the EIAR includes Appendix A10.2 (Economic Impact of the Core Bus Corridors) in Volume 4, Part 3 of 4. Section 3 on Page 14 the

Appendix discusses the impact of the Proposed Scheme on property prices. The conclusion reached is that in overall terms the public realm improvements planned by the NTA may lead to an increase in value of both residential and retail property prices, especially in the community centres along the corridors, with evidence showing that investing in public realm creates improved spaces that are more desirable for people and business to locate in, thereby increasing the value of properties in the area.

If the CPO is confirmed by An Bord Pleanála, a Notice to Treat will be served on the landowner whose land is being acquired. Following service of the Notice to Treat, the landowner will be required to submit a claim for compensation and as part of this process, the NTA will pay the reasonable costs (as part of the claim) for the landowner to engage its agent/valuer in preparing, negotiating, and advising on compensation.

2) Impact to Shankill Village Community and Environment, Noise and Air Pollution

Refer to Section 2.3.3.11 on Impact to Environment (Trees, Biodiversity, Climate, Air Quality, Noise, and Landscape) and Section 2.3.3.13 on Impact to Shankill Village & Community in this report.

3) Impact to Safety and Speeding Issues

Refer to response in Section 2.3.3.5 on Impact to Traffic Flows, Speed Limit, and Traffic Calming in this report.

Refer to response in Section 2.3.3.8 on Impact to Safety (for Pedestrians & Cyclists) in this report and also note below.

The existing speed limit on Dublin Road in Shankill section (Loughlinstown Roundabout to Wilford Roundabout) is 50km/h. The Proposed Scheme is introducing a 30km/h speed limit to be put in place for the Shankill village to enhance safety in this shared section of road.

A speed limit of 30km/h would be in place on Dublin Road between north of Stonebridge Road and the Signal Controlled Bus Priority south of Shankill Village at the junction with Olcovar. The reduced speed limit will maintain the viability of the primary cycling route through Shankill village and the Dublin Road/ Shanganagh Road/ Corbawn Lane junction.

It is further noted that the Stage 1 Road Safety Audits undertaken for the Proposed Scheme, included as Appendix M of the Preliminary Design Report provided as part of the Supplementary Information, did not identify any speeding and related safety issues at this location.

With regards to the pedestrian crossings on Dublin Road in vicinity of the property of Carezza, three improved pedestrian crossings are proposed on Dublin Road from Dublin Road/ Stonebridge Road junction to Dublin Road/ Shanganagh Road/ Corbawn Lane junction within a distance of 300m and meet the pedestrian desire lines at this location of Dublin Road. These are located at:

- Dublin Road/ Stonebridge Road junction (at the Petrol Station)
- St Anne's Church (near Carezza)
- Dublin Road/ Shanganagh Road/ Corbawn Lane junction

It is further noted that the Stage 1 Road Safety Audits undertaken for the Proposed Scheme, included as Appendix M of the Preliminary Design Report provided as part of the Supplementary Information, did not identify any safety issues related to pedestrian crossings at this location.

The assessment of the qualitative impacts on the walking infrastructure for Section 3 at Dublin Road / Lower Road junction of the Proposed Scheme are summarised in Table 2.74, along with the accompanying sensitivity for each junction and the resultant significance of effect.

Table 2.74: Section 3 - Significance of Effects for Pedestrian Impact During Operational Phase
(Extract from Table 6.33)

Junctions	Chainage	Do Minimum LoS	Do Something LoS	Magnitude of Impact	Sensitivity	Significance of impact
R119 Dublin Road / Seaview Park 3-arm Priority Junction	A14375	E	B	Medium	Negligible	Not Significant
R837 Dublin Road mid-link crossing South of the R837 Dublin Road / Seaview Park Junction	A14450	No existing facility	A	High	Negligible	Positive Slight
R119 Dublin Road / Kentfield 3-arm Priority Junction	A14490	E	B	Medium	Medium	Positive Significant
R119 Dublin Road / Rathmichael Woods 3-arm Priority Junction	A14640 - A14650	C	B	Low	Medium	Positive Moderate
R837 Dublin Road / Stonebridge Road 3-arm Signalised Junction	A14770 - A14810	B	A	Low	High	Positive Moderate
R119 Dublin Road / Station Road 3-arm Priority Junction	A14870 - A14880	E	B	Medium	Negligible	Not Significant
Shanganagh Road / Beechfield Manor 3-arm Signalised Junction	A15000	D	B	Medium	High	Very Significant
Shankill Roundabout	A15070 - A15120	C	B	Low	Medium	Positive Moderate
R119 Dublin Road / Lower Road / Cluain Na Gréine Court 4-arm Staggered Priority Junction	A15300 - A15330	D	A	Medium	Low	Positive Moderate
R119 Dublin Road / Aubrey Park 3-arm Priority Junction	A15300 - A15330	C	B	Low	Low	Positive Slight
R119 Dublin Road / Shankill Village 3-arm Priority Junctions at Accesses	A15350 - A15450	C	B	Low	Low	Positive Slight
R119 Dublin Road mid-link crossing South of the R119 Dublin Road / Aubrey Park Junction	A15460	B	A	Low	Low	Positive Slight

As noted in Table 2.74 above the pedestrian improvement on Dublin Road in vicinity to the property of Carezza (from Dublin Road/ Stonebridge Road junction to Dublin Road/ Shanganagh Road/ Corbawn Lane junction) demonstrates improved LoS with overall Positive Moderate impact.

Overall, it is anticipated that there will be a Positive, Moderate and Long-term effect to the quality of the pedestrian infrastructure along Section 3 (Loughlinstown to Wilford Roundabout) of the Proposed Scheme, during the operational phase, which aligns with the overarching aim to provide enhanced walking infrastructure on the corridor.

2.41 CPO-073 - Sharon McKenna Murphy

2.41.1 Description of the Proposed Scheme at this location

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 existing cross-section at this location provides for traffic lane and footpath in each direction.

The land take required is shown in the following:

- Extracts from the General Arrangement Drawings which are provided as an Appendix in the 02-General Arrangement Drawings Sheet 50 in Chapter 4 (Proposed Scheme Description) in Volume 3, Part 1 of 3 of the EIAR and shown in Figure 2.362.
- The proposed permanent and temporary land acquisition lines overlain on aerial photography are shown in Figure 2.363.
- The existing property frontage and street view is shown in Figure 2.364.

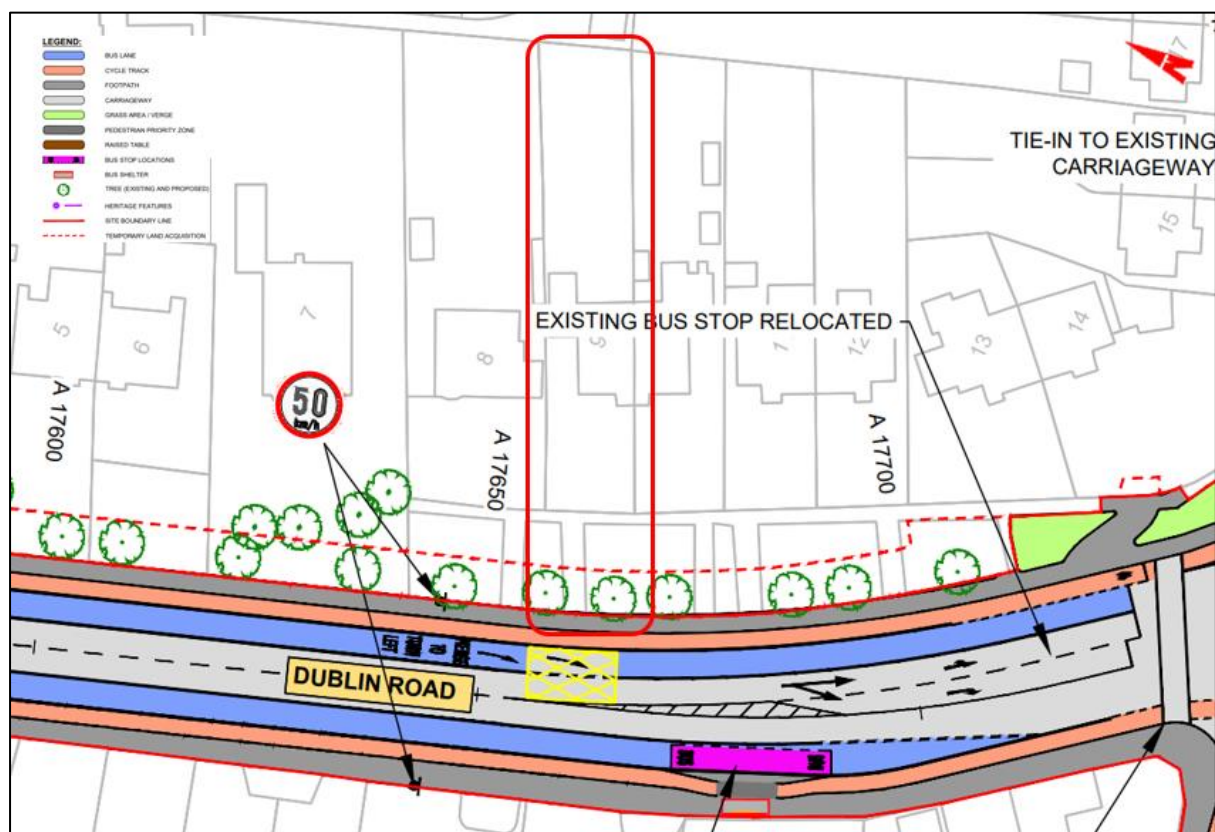


Figure 2.362: Extract from General Arrangement Drawing at Dublin Road (Sheet 50)



Figure 2.363: Existing aerial view at Dublin Road



Figure 2.364: Existing street view at Dublin Road (Image Source: Google)

2.41.2 Summary of Objections Raised

The objection to the CPO raises four potential issues:

1) Unclear CPO Notice

The objection notes that the Notice of the Making of CPO was confusing that it suggests that the NTA intend to submit the Notice of the Making of the CPO in the coming days. It is therefore not clear whether or not a formal application has in fact been made.

The objection notes that the Notice of the Making of CPO was confusing that it suggests that the NTA intend to submit the Notice of the Making of the CPO in the coming days. It is therefore not clear whether or not a formal application has in fact been made.

The objection referred The Board to *Clinton v. An Bord Pleanála* (2007) IESC 19 and *Reid v Industrial Development Agency* [2015] IESC 82 where the Supreme Court set out the parameters within which any such compulsory acquisition must occur and the test to be employed.

The objection also references the delays experienced in the Metro North and Galway City Outer Bypass.

2) Objections in Relation to Approval of CPO

The objection raised concerns that it is premature to approve the CPO for the following reasons:

- The Proposed Scheme does not have Planning permission and CPO should not be approved in advance of the Planning Application;
- Draft drawings at appropriate scale showing impact to property;
- There are no detail design drawings for the Proposed Scheme;
- Need for the Proposed Scheme not established;
- Funding has not been approved for the detailed design, land acquisition or construction of the Proposed Scheme;
- Possibility of acquiring the property required by agreement not considered;
- EIAR not adequately assessed for alternatives routes and reasons for their rejection in accordance with the Habitats Directives of the European Union and the Convention of Human Rights;

3) Contravention of Article 1 of the First Protocol to the Convention on Human Rights

The Board has a duty and an obligation to ensure that its decisions meet the requirements of both European and domestic legislation and that the landowners affected by a compulsory expropriation do not suffer an excessive burden under Article 1 of the First Protocol to the Convention on Human Rights, due to the delays in the CPO process.

4) Error in CPO Schedule

The objectors asserts that they are the owner of the both the permanent and temporary land take of the land under CPO and not DLRCC as listed in the CPO Schedule.

2.41.3 Response to Objection Raised

1) Unclear CPO Notice

The Proposed Scheme Compulsory Purchase Order CPO is an application under Section 76 of the Third Schedule of the Housing Act 1966 as extended by Section 10 of the Local Government (No 2) Act 1960 and amended by the Planning and Development Act 2000 (as amended).

As set out in paragraph 2 of the statutory notice, which was served upon the objector, the CPO is “*for the purposes of the construction of the Bray to City Centre Core Bus Corridor Scheme together with all ancillary and consequential works associated therewith for the purposes of facilitating public transport*”. Further, the face of the CPO itself also indicates that it is “*for the purposes of facilitating public transport*”.

Further, as set out in paragraph 10 of that notice, the EIAR which was prepared in respect of the Bray to City Centre Core Bus Corridor Scheme was available for inspection physically and on the NTA's dedicated website for this Proposed Scheme, and that EIAR contains all of the “*precise details of the*

proposed construction works” and all of the “*proposed ancillary and consequential works for the Bray to City Centre Core Bus Corridor Scheme*” as requested in this objection.

The NTA has also made an application to the Board under section 51 of the Roads Act 1993 (as amended) for approval of the proposed road development, the Bray to City Centre Core Bus Corridor Scheme, which is currently pending before the Board (ABP-Ref No. HA27.317742).

The lands at plot numbers permanent 1049(1).1e and the temporary Plot 1049(2).2e are proposed to be compulsorily acquired for the specific purposes of widening of the existing road corridor to facilitate a bus lane, general traffic lane, cycle track and footpath in each direction. As a result of the Proposed works the green area in front of the property along the edge of Dublin Road will be impacted.

The Proposed Scheme as depicted in General Arrangement Drawing Sheet 50 Chapter 4 (Proposed Scheme Description) Volume 3 Figures of the EIAR, and as detailed in Section 4.5.4 in Chapter 4 of Volume 2 of the EIAR, as shown in Figure 2.362 above in the Proposed Scheme Description.

The permanent and temporary land take is depicted in the Deposit Map sheets 03 as shown in Figure 2.365.



Figure 2.365: Extract from Deposit Map at Dublin Road (Sheet 003)

With regards to the mention of the following in the CPO Objection, refer to response in Section 2.18.3.2 (CPO-023) for Issue No.1 (Unclear CPO Notice) and also note below.

- The Board to Clinton v. An Bord Pleanála (2007) IESC 19 with the Supreme Court mentioned in the objection;
- Reid v Industrial Development Agency [2015] IESC 82; and
- Metro North and Galway City Outer Bypass, please note below.

The lands to be acquired from 9, Dublin Road, Bray are required for the purpose to achieve the Proposed Scheme objectives as referred above.

Further, the lands to be acquired from 9, Dublin Road, Bray are the minimum required for this purpose, as referred in the response above. Also, alternatives were considered and assessed during the design development phase, refer to response below, refer to response in Section 2.41.3 (CPO-073) for Issue No.2 (Objections in Relation to Approval of CPO) on EIS assessment on “alternatives not considered and assessed”. NTA are satisfied that reasonable alternatives have been considered to inform the Proposed Scheme.

The suggestion in this objection that excluding 9, Dublin Road, Bray lands from the Compulsory Purchase Order for the Proposed Scheme would not affect the NTA's ability to implement the Proposed Scheme is therefore fundamentally incorrect.

If the CPO is confirmed by An Bord Pleanála, a Notice to Treat will be served on the landowner whose land is being acquired. Following service of the Notice to Treat, the landowner will be required to submit

a claim for compensation and as part of this process, the NTA will pay the reasonable costs (as part of the claim) for the landowner to engage its agent/valuer in preparing, negotiating, and advising on compensation.

2) Objections in Relation to Approval of CPO

Refer to individual responses below:

CPO should not be approved in advance of the Section 51 Planning Application

Refer to response in Section 2.18.3.2 (CPO-23) for Issue No.2 (Objections in relation to approval of CPO) in this report.

Draft drawings at appropriate scale showing impact to property

Refer to response to Section 2.13.3.2 (CPO-17) for Issue No.1 (Request for Details on CPO) and also note below.

Lack of detailed design drawings for the Proposed Scheme

Refer to response in Section 2.18.3.2 (CPO-23) for Issue No.2 (Objections in relation to approval of CPO) in this report.

Need for the Proposed Scheme

Refer to Section 2.3.3.1 on Need of the Proposed Scheme in this report.

Funding not approved for the Proposed Scheme

Refer to response in Section 2.18.3.2 (CPO-23) for Issue No.2 (Objections in relation to approval of CPO) in this report.

Acquiring property by Agreement

Refer to response in Section 2.18.3.2 (CPO-23) for Issue No.2 (Objections in relation to approval of CPO) in this report.

EIS assessment on alternatives not considered and assessed

Refer to response in Section 2.3.3.1.1 on Need for the Proposed Scheme in Shankill (Policy Context) in this report.

Refer to response in Section 2.3.3.1.2 on Consideration of Alternatives and Options Assessment in this report at Dublin Road section between Crinken Lane and Loughlinstown Roundabout.

Refer to response in Section 2.3.3.2 on Benefits of the Proposed Scheme in this report, and also note below:

Article 5(1)(d) of Directive 2011/92/EU, as amended by Directive 2014/52/EU (hereafter known as the EIA Directive) requires that an Environmental Impact Assessment Report (EIAR) contains '*a description of the reasonable alternatives studied by the developer, which are relevant to the project and its specific characteristics, and the main reasons for the option chosen, taking into account the effects of the project on the environment*'.

EIAR Chapter 3 (Consideration of Alternatives) in Vol 2 of EIAR provides details of the alternatives considered.

Section 3.4.1.4.1 of Chapter 3 (Consideration of Reasonable Alternatives) in Vol 2 of EIAR, describes the various alternatives considered in the section of Dublin Road between Wilford Roundabout to Corke Abbey Avenue Junction.

'3.4.1.4.1 Woodbrook Side Lodge

Alternatives to the design of the Proposed Scheme in the vicinity of the Woodbrook Side Lodge (a residential dwelling and a Protected Structure) at the northern end of Section 4 were also considered. Given the impact to a Protected Structure at this location, further assessment was carried out to examine whether there were any viable alternative options which would avoid the impact to the

Protected Structure. Further details on the Woodbrook Side Lodge and its status as a Protected Structure are provided in Chapter 16 (Architectural Heritage).

The EPR proposal at the location of Woodbrook Side Lodge was for the existing carriageway to be widened to include for the full BusConnects cross-section (i.e. a footpath, cycle track, bus lane and general traffic lane in each direction). In order to accommodate the road widening at this location, it would be necessary to demolish Woodbrook Side Lodge. It is proposed to build a replacement of the residential property at a new location east of its current location at the southern end of the Woodbrook estate. This option allows sustainable transport modes to achieve priority and safety. The EPR option requires the full widening to occur on the eastern side of the existing carriageway.

The following alternative options were assessed:

- **EPR Option** – as described above;
- **Do Minimum Option:** retain existing cross-section at this location, and use signal-controlled bus priority. Signal-controlled bus priority (whereby traffic signals are used to enable buses to get priority ahead of other traffic on single lane road sections) was considered between Wilford Junction and Old Connaught Avenue in order to reduce the impact on land take and avoid the demolition of Woodbrook Side Lodge, as well as land take impacts to other properties along Dublin Road. For signal-controlled bus priority to operate successfully, queues cannot be allowed to develop on the shared bus / traffic lane portion, as this will result in delays on the bus service. The Wilford junction is strategically important, with high traffic volumes associated with it to gain access to and exit from the M11. Sufficient traffic signal green time for general traffic is required to avoid queues backing up on the M11. In addition, sufficient traffic signal green time for buses along the Proposed Scheme is required to provide bus priority and improve bus journey times. Junction modelling of this option showed queuing at all arms of the junction, resulting in delays to bus services and excessive queues on the M11 off-slip;
- **Alternative Option 1 – Full BusConnects Cross-Section, Widening to the West:** As per the EPR option, but with the widening to occur exclusively on the western side of the carriageway, instead of the eastern side. This option would avoid impact on the Protected Structure, however it would result in other environmental impacts including significant impacts as a result of land take on the Circle K petrol station which would likely impact the viability of the business, and on front gardens for more residential properties on the western side of the Dublin Road than would be impacted on the eastern side of the road, including the need to realign the boundary of Rathmore (identified in Chapter 16 (Architectural Heritage) as a heritage feature);
- **Alternative Option 2 – Full BusConnects Cross-Section, Balanced Widening on Both Sides:** As per the EPR option, but with the widening to be shared across both sides of the carriageway. This option would still impact on the Woodbrook Side Lodge given its current proximity to the road, as well as on the Circle K petrol station, and on properties on both sides of the Dublin Road as a result of the land take required on both sides.
- **Alternative Option 3 – Reduced Cross-Section (Shared Bus / Cycle Lane):** A reduced cross section, whereby there would be a footpath, bus lane and general traffic lane in each direction, with the cyclists required to share the bus lane. This reduced cross-section would reduce the total extent of the land-take required, however would still require widening in order to accommodate the two new bus lanes. Under this alternative option, three sub-options were assessed:
 - **Sub-Option 3a (Widening to the east)** – Impact on the properties on the eastern side of the Dublin Road, including Woodbrook Side Lodge;
 - **Sub-Option 3b (Widening to the west)** – Avoids impact on the Woodbrook Side Lodge, however as with Alternative Option 1, would still result in land-take at the Circle K petrol station and the residential front gardens along the western side of the Dublin Road; and
 - **Sub-Option 3c (Balanced widening on both sides)** – As with Alternative Option 2, but with a reduced cross-section. Again, this option would impact on more properties than either SubOption 3a or 3b, while also still impacting on the Woodbrook Side Lodge and the Circle K petrol station.

In terms of impact on the Woodbrook Side Lodge, the only alternative options that would avoid impact are the Do Minimum Option, Alternative Option 1 and Alternative Option 3b. All other alternative options would still impact on the Woodbrook Side Lodge given its existing location in close proximity to the road.

The Do Minimum Option would result in additional queuing on all arms of the nearby Wilford junction and result in delays to bus services and lack of segregated cycling infrastructure. This route is identified as a Primary Cycle Route within the 2022 Greater Dublin Area Cycle Network Plan, therefore the lack of segregated cycling infrastructure does not meet the BusConnects objectives.

Alternative Option 1 would result in more environmental impacts including more land take impacts on commercial and residential property above that of the EPR Option, including potentially impacting on the viability of the Circle K petrol station business and impacting the curtilage of Rathmore (identified in Chapter 16 (Architectural Heritage) as a heritage feature). Alternative Option 3b would similarly impact on the same properties as Alternative Option 2, albeit with slightly reduced land take required.

Alternative Option 3 provides for journey time reliability for the buses, however these sub-options do not provide segregated cycling infrastructure in this section of the Proposed Scheme, which is identified as a Primary Cycle Route as outlined above. The cyclists would have to share the bus lane on a proposed Primary Cycle Route and therefore it will not meet the BusConnects objectives and would impact the safety of the cyclists in particular on the immediate approaches to a significant junction accessing the M11. The EPR Option performs better than Alternative Option 3 in terms of integration with the transport network and safety.

Following the consideration of the above alternative options, the EPR option is considered to more benefits win comparison to other options. The EPR Option is therefore the PRO for this section for the following reasons:

- It provides journey time reliability for buses and cyclists;*
- It performs well with respect to integration and road safety;*
- While it impacts on the Woodbrook Side Lodge (Protected Structure), it is considered to have less environmental impacts, particularly with regard to land take from other private properties and businesses.'*

Section 6.5.3 of the Preferred Route Options Report part of Supplementary Information notes the MCA for the above mentioned options at Woodbrook Side Lodge as noted in Table 2.75 and Table 2.76.

Table 2.75: Extract from Preferred Route Options Report (Table 6.15 MCA)

The MCA tables are included in **Appendix K**. A summary of the MCA for this is provided in **Table 6.15**.

MCA Criteria	Assessment Sub-Criteria	EPR Option	Do Minimum	Option 1	Option 2	Option 3a	Option 3b	Option 3c
Economy	1a Capital Cost							
	1b Transport Reliability and Quality							
Integration	2a Land Use Integration							
	2b Residential Population and Employment Catchments							
	2c Transport Network Integration							
	2d Cycle Network Integration							
	2e Traffic Network Integration							
Accessibility and Social Inclusion	3a Key Trip Attractors							
	3b Deprived Geographic Areas							
Safety	4a Road Safety							

Environment	5a Archaeology and Cultural Heritage							
	5b Architectural Heritage							
	5c Flora & Fauna							
	5d Soils and Geology							
	5e Hydrology							
	5f Landscape and Visual							
	5g Air Quality							
	5h Noise and Vibration							
	5i Land Use Character							

Table 6.15: MCA at Section 6.5.3

Table 2.76: Extract from Preferred Route Options Report (Table 6.15 MCA Summary)

MCA Criteria	EPR Option	Do Minimum	Option 1	Option 2	Option 3a	Option 3b	Option 3c
Economy							
Integration							
Accessibility and Social Inclusion							
Safety							
Environment							

Table 6.16: Section 3.5.3 MCA Summary

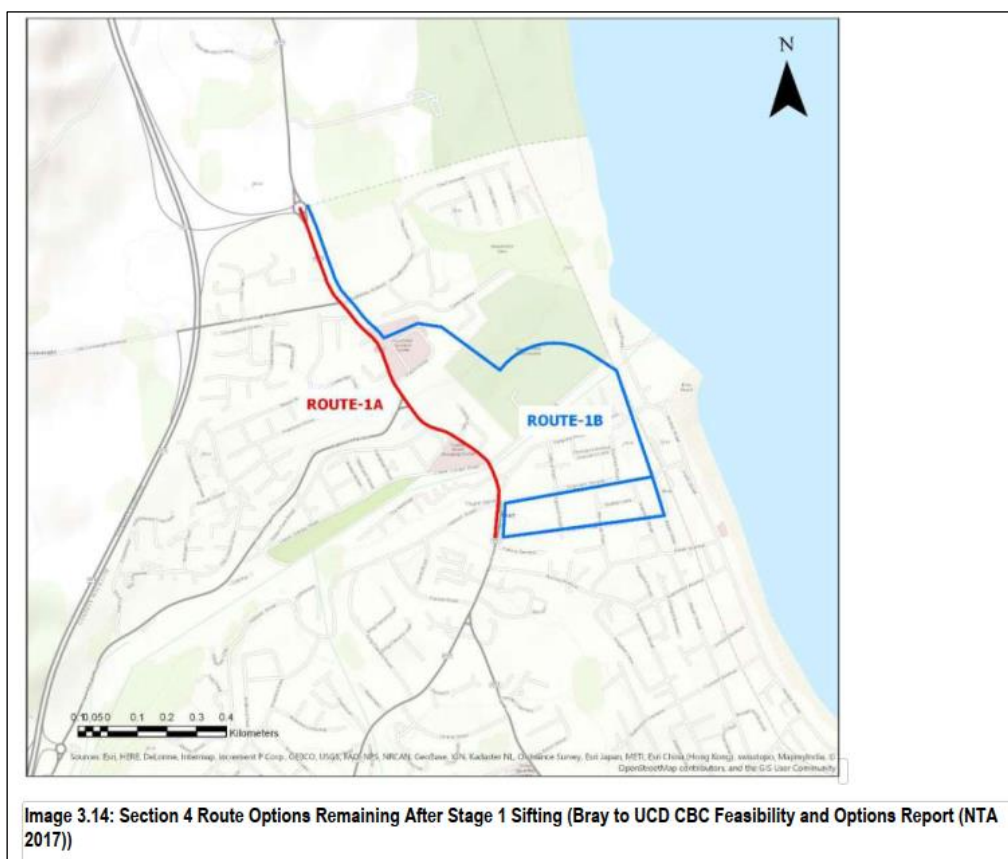
Following the consideration of the above alternative options, the EPR option is considered to more benefits win comparison to other options and is the Preferred Route Option to inform the Proposed Scheme, which will have impact on the green area in front of the property of Sharon McKenna Murphy.

Section 3.3.2.4 of the EIAR Volume 2 Chapter 3 (Consideration of Reasonable Alternatives) summarises the route options considered at the Feasibility stage and the assessment to inform the Emerging Preferred Route option (EPR) in Section 4 of the Proposed Scheme.

‘Following the Stage 1 sifting process, two viable route options for Section 4 were taken forward for assessment and further refinement as shown in Image 3.14. These two route options were as follows:

- *Route 1A would run via Castle Street and Dublin Road to Wilford Roundabout; and*
- *Route 1B would run via Quinsborough Road (northbound direction) / Florence Road (southbound direction), parallel to the DART line across the River Dargle via a new bridge, through the old Bray Golf Club lands onto Dublin Road to Wilford Roundabout.*

Both routes overlap at their start and end points. Both options also overlap on the Dublin Road from approximately Chapel Lane to Wilford Roundabout.



Overall 1A was deemed to be the most advantageous route. This is due to its significantly lower cost;

the likelihood of less impact on the environment; and it was the preferred option under the Safety criterion. Therefore 1A was brought forward into the Emerging Preferred Route.'

Both options considered at the Feasibility stage (Route 1A and Route 1B) would have the same impact on the property at 9, Dublin Road.

Appendix M - Bray to UCD Core Bus Corridor - Feasibility and Options Report of the Preferred Route Options Report, as part of the Supplementary Information, summarises the assessment of route options in Bray.

The Emerging Preferred Route Option is shown in Appendix N of the Preferred Route Options Report, as part of the Supplementary Information.

NTA are satisfied that consideration of reasonable alternatives have been considered to inform the Proposed Scheme as per EIA Directive, in the vicinity of the property 9 Dublin Road, Bray

3) Contravention of Article 1 of the First Protocol to the Convention on Human Rights

Refer to response in Section 2.18.3.2 (CPO-23) for Issue No. 3 (Contravention of Article 1 of the First Protocol to the Convention on Human Rights) in this report.

4) Error in Schedule

While we note what is stated in this objection, no evidence and or documentary evidence of any nature has been provided to support this assertion that Ms. Murphy is the owner. However, Ms Sharon Murphy has been included in the CPO Schedules as an occupier and has been clearly notified of the CPO.

In the event that the CPO is confirmed by An Bord Pleanála and the NTA exercise its powers of acquisition pursuant to such a confirmed CPO, Notices to Treat will be served on every owner, lessee and occupier of the land including Ms. Sharon Murphy and it will then be for such persons to make a claim for compensation and establish that they have a compensable interest in the land in question. As part of this process, the NTA will pay the reasonable costs (as part of the claim) of persons to engage their own agent / valuer in preparing, negotiating and advising on compensation.

2.42 Sir Marc Cochrane (Woodbrook Estate) – CPO – 074 and CPO – 075

2.42.1 Description of the Proposed Scheme at this location

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. The existing pedestrian crossing at Woodbrook College is to be moved southwards to provide a crossing point close to the relocated southbound bus stop.

From the Dublin Road / 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 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 to allow for road widening in that area. In order to reduce the heritage 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 Chapter 4 (Proposed Scheme Description) in Volume 3, Part 2 of 3 of the EIAR for detail on the proposals to rebuild the Woodbrook Side Lodge residential property.

The land take required is shown in the following:

- Extracts from the General Arrangement Drawings which are provided as an Appendix in the 02-General Arrangement Drawings Sheets 49 and 50 in Chapter 4 (Proposed Scheme Description) in Volume 3, Part 1 of 3 of the EIAR and shown in Figure 2.366, Figure 2.367, and Figure 2.368.
- The proposed permanent and temporary land acquisition lines overlain on aerial photography are shown in Figure 2.369 and Figure 2.370.
- The existing property frontage and street view is shown in Figure 2.371, Figure 2.372, and Figure 2.373.

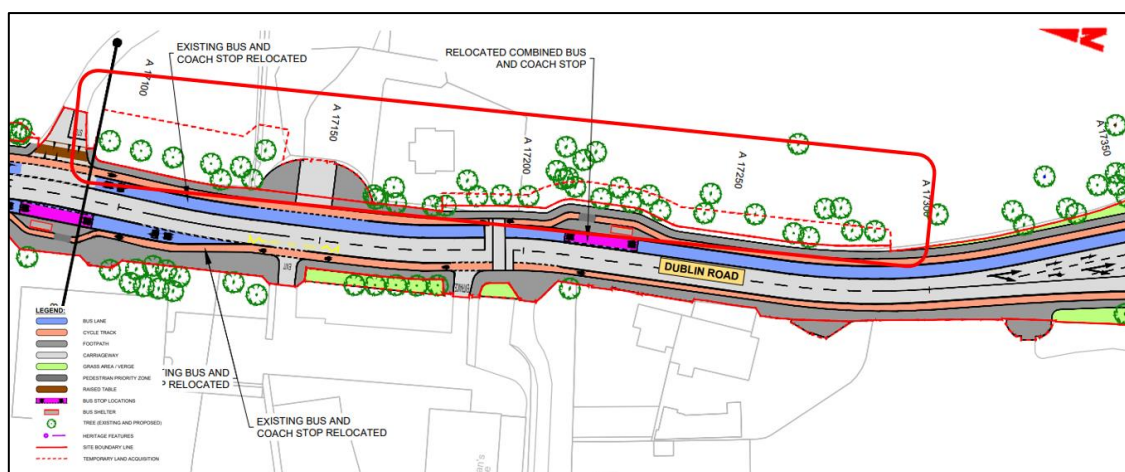


Figure 2.366: Extract from General Arrangement Drawing at Woodbrook Estate (Sheet 49)

617



Figure 2.369: Existing aerial view at Woodbrook Estate



Figure 2.370: Existing aerial view at Woodbrook Estate



Figure 2.371: Existing street view at Woodbrook Estate (Source: Google)



Figure 2.372: Existing street view at Woodbrook Estate (Source: Google)



Figure 2.373: Existing street view at Woodbrook Side Lodge (Source: Google)

2.42.2 Summary of Objections

Table 2.77 below lists the two objections within which issues were raised in respect of the same proposed CPO plots for Woodbrook Estate Sir Henry Marc at Dublin Road, Shankill.

Table 2.77: Objections Made in Respect of proposed CPO plots at 3 and 4 Rathmichael Lawns

No	Name	No	Name	No	Name
074	Sir Henry Marc – Woodbrook Estate	075	Sir Henry Marc – Woodbrook Estate		

Objections listed in Table 2.77 above, which relate to the same area, are responded to individually in the section below.

2.42.3 CPO-074 – Sir Marc Cochrane

2.42.3.1 Summary of Objections Raised

This CPO Objection relates to the Sir Marc Cochrane. The Proposed Scheme at this location is described in Section 2.42.1 on Description of the Proposed Scheme at this location above.

The objection to the CPO raises five potential issues:

- 1) Land Use and Non-compliance with DLRCC Development Plan and Shanganagh-Woodbrook LAP

The objection summarised concerns of non-compliance with policies and objectives of the Shanganagh-Woodbrook Local Area Plan (2017-2023) and the policies and objectives of the Dun Laoghaire-Rathdown County Development Plan 2022-2028, including relating to the land zoning of the area, commenting it is zoned as green belt, meaning it should be used to protect and enhance the open nature of lands between urban areas, rather than remove trees like suggested.

2) Significant Impacts on Woodbrook Estate Heritage Features and Mature Trees Including Demolition of Protected Structure (Woodbrook Side Lodge)

The objection notes that Woodbrook Estate and associated Walled Gardens are protected structures due to being listed in the DLRCC Record of Protected Structures (RPS) and the National Inventory of Architectural Heritage (NIAH) and therefore certain planning guidelines must be followed.

The objection raised concerns regarding the significant impacts on the protected structures as a result of the removal of the historic boundary wall and the demolition of Woodbrook Side Lodge which is a protected structure. The objection also states that the information provided is not sufficiently detailed with respect to the impact that the removal of the wall and trees will have on the wider setting of Woodbrook House and the curtilage of the protected structures.

The Dublin Road from the M11 access roundabout to Shankill Village has an historical character with granite boundary walls and gate lodges all flanked by mature tree stands on both sides of the roadway. The development proposals would require the removal of historical estate stone walls and significant numbers of mature trees close to the roadway significantly altering the sylvan character of the roadway.

The objection goes on to state that the changes proposed will have a direct impact on the visual amenity of the area as planting can take some years to mature and have the desired visual screening affect, as it's not clear from the photomontages reflect the growth of trees after a number of years.

South of the gated entrance the proposed southbound bus stop and carriageway necessitates widening in close proximity to Woodbrook which results in the loss of mature trees, with set-back of the wall also required. This will impact on the setting of the protected structure through a change in the visual amenity of the demesne and loss of vegetative screening.

The objection notes that a new lodge will be rebuilt. The boundary wall, and pedestrian and vehicle gated access points to the Side Lodge are proposed to be rebuilt utilising existing materials where possible. The objection notes concerns that the new boundary wall to the Woodbrook Estate will not be constructed as a like for like replacement. The objection requests that the boundary treatments to the front of the property are agreed with the owner of Woodbrook House prior to construction, should the scheme be approved.

The objection requests a condition is made, if there is no alteration to the Proposed Scheme, that the reconstruction of the Side Lodge be complete within one year of its demolition.

The objection requests that the boundary treatments to the front of the property are agreed with the owner of Woodbrook House prior to construction, should the scheme be approved.

3) Impact During Construction

The objection notes concerns on impact during construction.

4) Alternative Proposals

The objection notes that they do not consider that the application has sufficiently demonstrated that exceptional circumstances apply which justify the demolition of Woodbrook Side Lodge, as there are alternatives that may be possible.

The objection suggests that a far less substantial impact could occur on the Woodbrook Estate with a shared cycle and bus lane on both sides of the road or signal controlled bus priority, similar to other areas of the route. The suggestion would provide a more direct route for cyclists and reduce the impact to Woodbrook, combined with a 30kph speed limit along Dublin Road this could reduce the lands needed from Woodbank and protect the protected structure set for demolition within the Proposed Scheme as well as any further visual or historical impacts. The objection mentioned that the NTA were provided with the alternative suggestions.

5) Consultation

The objection notes that they have engaged extensively with the NTA through public consultations and direct discussion and suggested amendments to previous iterations have not been taken into account as part of the current designs.

2.42.3.2 Response to Objection Raised

1) Land Use and Non-Compliance with DLRCC Development Plan and Shanganagh-Woodbrook LAP

Appendix A2.1 (Planning Report) in Volume 4 Part 1 of 4 of the EIAR sets out the planning context for the development of the Proposed Scheme, in which it identifies the existing policy framework for the Proposed Scheme in the context of relevant international, European, national, regional and local planning strategy, plan and policy documents. Section 3.7.3 of the Planning Report addresses the Proposed Scheme in the context of the DLRCC Development Plan 2022-2028. As outlined in Section 3.7.3 *'The vision of the DLRCDP (DLRCC 2022) is to 'embrace inclusiveness, champion quality of life through healthy placemaking, grow and attract a diverse innovative economy and deliver this in a manner that enhances the environment for future generations' The DLRCDP places sustainable transport and mobility as a core principle in the future development of the county'.*

Table 3.13 in the Planning Report lists the key transport policies from the DLRCC Development Plan which are relevant to the Proposed Scheme and includes a scheme response for each. The section on the DLRCC Development Plan concludes with the statement that, *'The Proposed Scheme will deliver the infrastructure necessary to enhance public transport, walking and cycling networks along the route corridor. It will facilitate a modal shift towards public transport and active travel modes which is a key objective of the DLRCDP (DLRCC 2022)'.*

Section 3.7.3.4 of the Planning Report specifically discusses the relevant LAPs within the DLRCC area, including the Woodbrook-Shanganagh LAP 2017-2023. Table 3.14 in the Planning Report lists the key objectives within that LAP which are relevant to the Proposed Scheme and includes a scheme response for each. The section on the relevant LAPs concludes stating that *'The Proposed Scheme will deliver the infrastructure necessary to enhance public transport, walking and cycling networks along the route corridor adjoining the LAP area. It will facilitate a modal shift towards public transport and active travel modes which are key objectives of the Stillorgan LAP (2018) and Woodbrook Shanganagh LAP (2017)'.*

With specific respect to the zoning of the lands, Section 4.3 and 4.4 of the Planning Report describes the zoning and map-based objectives as per the DLRCC Development Plan relevant to the Woodbrook Estate lands. The response with respect to the zoning and mapped objectives for both sections is:

'The Proposed Scheme is consistent with the policies and objectives of the DLRCDP (DLRCC 2022) as set out above and in Appendix 1 (Local Policy). The Proposed Scheme is largely within the existing public road / pavement area and where required, in general, only small portions of those zoning objectives listed above may be necessary to facilitate the Proposed Scheme. However, the main use associated with the zoning objective will remain.'

The Proposed Scheme will facilitate the delivery of the key transport policies within the DLRCC Development Plan as listed in Table 3.13 in the Planning Report, while having minimal impact on the zoning objectives and policies within the DLRCC Development Plan or the Woodbrook-Shanganagh LAP.

With respect to the objection's concerns regarding the impacts on heritage features and protected structures, and the resulting non-compliance with the DLRCC Development Plan, the following section (Section 2) addresses those issues specifically. A full description of the alternatives assessment undertaken at this location is provided in a subsequent section of this response (Section 4).

2) Significant Impacts on Woodbrook Estate Heritage Features and Mature Trees Including Demolition of Protected Structure (Woodbrook Side Lodge)

The Proposed Scheme Compulsory Purchase Order CPO is an application under Section 76 of the Third Schedule of the Housing Act 1966 as extended by Section 10 of the Local Government (No 2) Act 1960 and amended by the Planning and Development Act 2000 (as amended).

As set out in paragraph 2 of the statutory notice, which was served upon the objector, the CPO is *'for the purposes of the construction of the Bray to City Centre Core Bus Corridor Scheme together with all ancillary and consequential works associated therewith for the purposes of facilitating public transport'.*

Further, as set out in paragraph 10 of that notice, the EIAR which was prepared in respect of the Proposed Scheme was available for inspection physically and on the NTA's dedicated website for this

Proposed Scheme, and that EIAR contains all of the ‘precise details of the proposed construction works’ and all of the ‘proposed ancillary and consequential works for the Bray to City Centre Core Bus Corridor Scheme’.

The NTA has also made an application to the Board under Section 51 of the Roads Act 1993 (as amended) for approval of the proposed road development, the Bray to City Centre Core Bus Corridor Scheme, which is currently pending before the Board (ABP-Ref No. HA06D.317742).

The Proposed Scheme has been designed to deliver upon the Proposed Scheme objectives set out in Chapter 1 (Introduction) of the EIAR, which include enhancement of the potential for cycling by providing safe infrastructure for cycling. In some areas, land acquisition is required to deliver what has been determined to be the most appropriate design configuration that meets these objectives. All areas included in the CPO have been carefully considered and only included where deemed absolutely necessary to meet the Proposed Scheme objectives and to construct the Proposed Scheme with permanent and temporary acquisitions respectively.

The permanent and temporary land take required from the Woodbrook Estate landholding which premises the Side Lodge is shown in the Deposit Maps and details listed in the CPO Schedule, as shown in Figure 2.374 and Figure 2.375. The permanent land take is shown in Plot 1064(4).2d, Plot 1064(3).2d, Plot 1061(4).2d, Plot 1061(5).2d 1061(6).2d, Plot 1060(1).1d and Plot 1061(3)1d and the temporary land take is shown in Plot 1064(2).1d, Plot 1064(1).1d, 1061(1).1d, 1061(2d).1d, Plot 1060(2).2d and Plot 1061(7)2d.

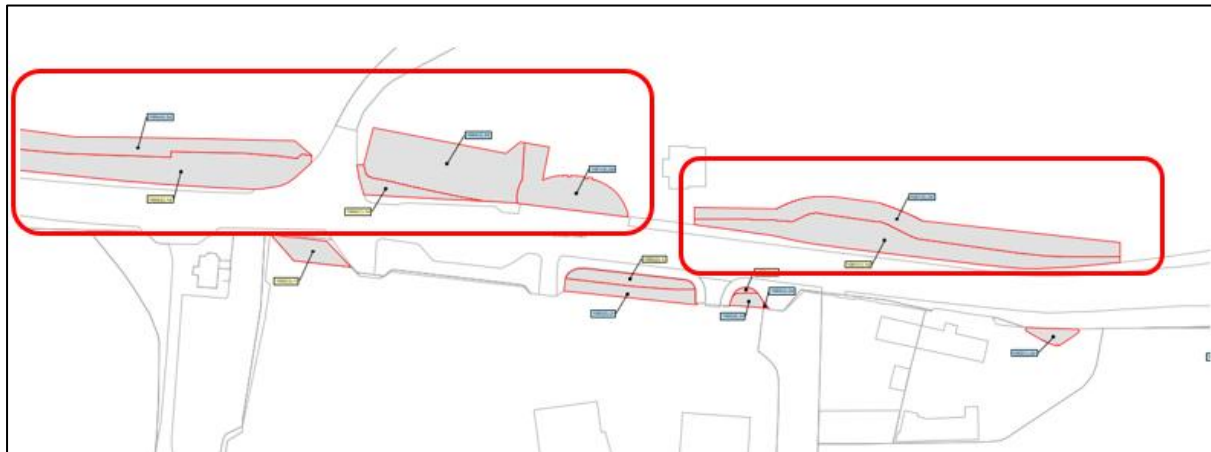


Figure 2.374: Extract from CPO Deposit Map (Sheet 005)

As part of the BusConnects Bray to City Centre CBC works, permanent land take (shown in the CPO maps) is required to provide for the desirable minimum width of the bus lane, footpath and cycle track on the Dublin Road, hence meeting the objectives of BusConnects as shown in Figure 2.376 at the Woodbrook Estate property in Shankill and Figure 2.377 at the Woodbrook Side Lodge property in Bray from Typical Cross section drawing Volume 3 Part 1 of 3 of the EIAR.

The permanent land take will impact the property boundary wall and trees fronting the property boundary wall. The proposed works would require demolition of the existing Side Lodge, which will be rebuilt as part of the proposed mitigation works.



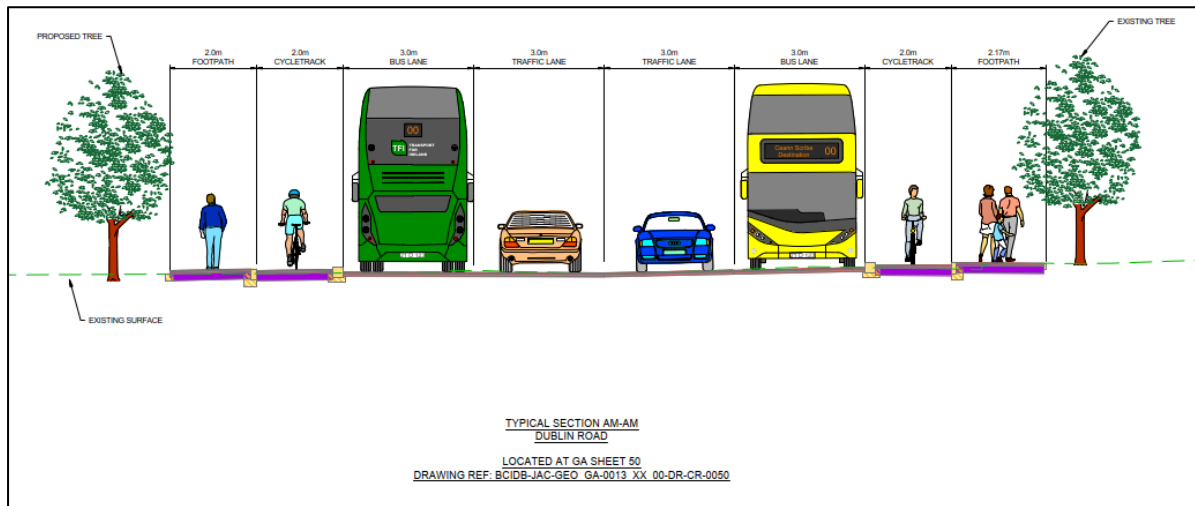


Figure 2.377: Extract from Typical Cross-section at Dublin Road, Woodbrook Side Lodge (Sheet 22)

The Proposed Scheme Landscape design on Dublin Road from the Woodbrook Downs to Woodbrook Side Lodge is shown in the Landscape Drawings in Volume 3, Part 1 of 3 on Sheet 48, 49 and 50 and shown in Figure 2.378, Figure 2.379, and Figure 2.380.

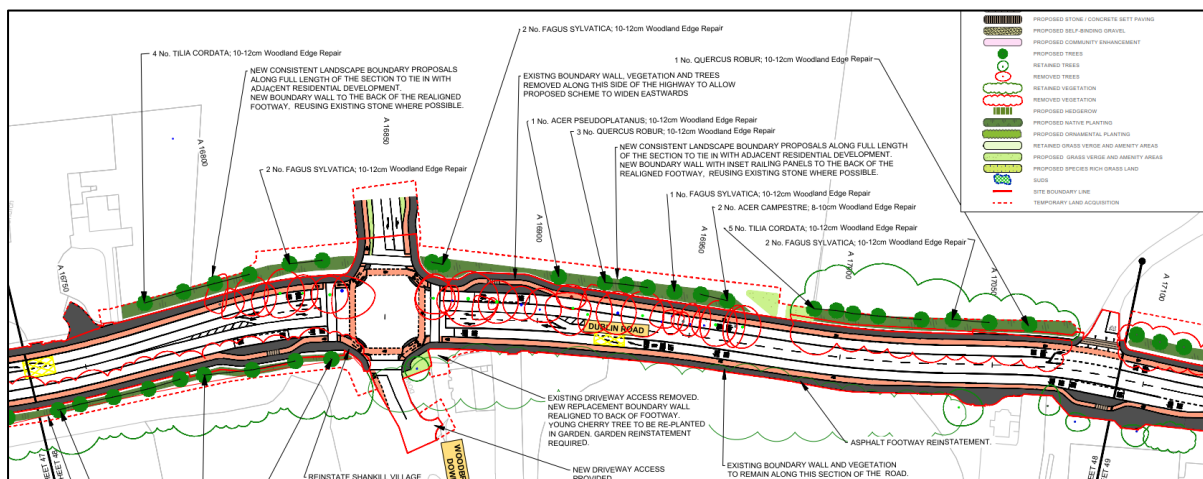


Figure 2.378: Extract from Landscape Drawings at Woodbrook Estate (Sheet 48)

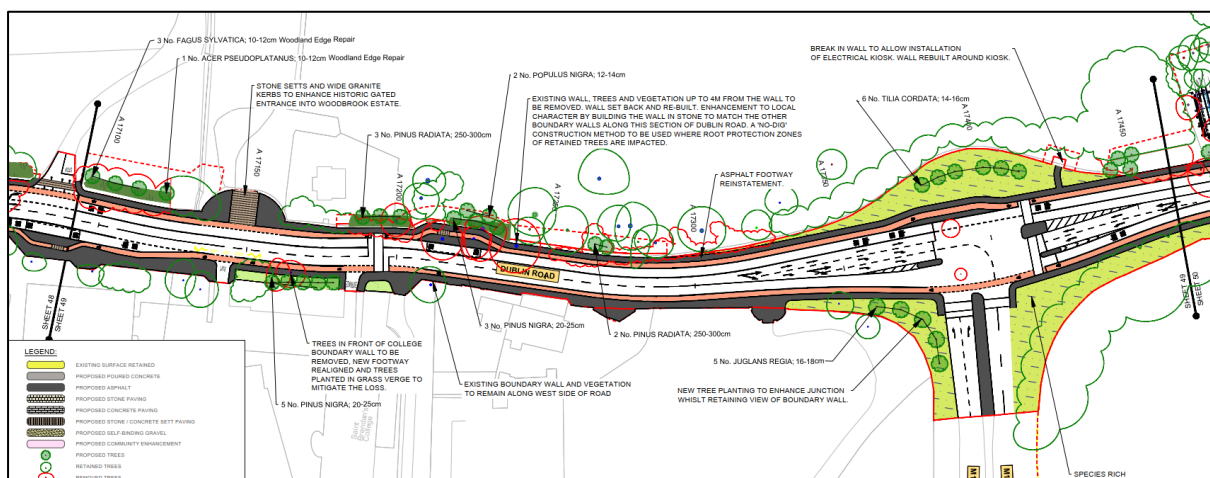


Figure 2.379: Extract from Landscape Drawings at Woodbrook Estate (Sheet 49)

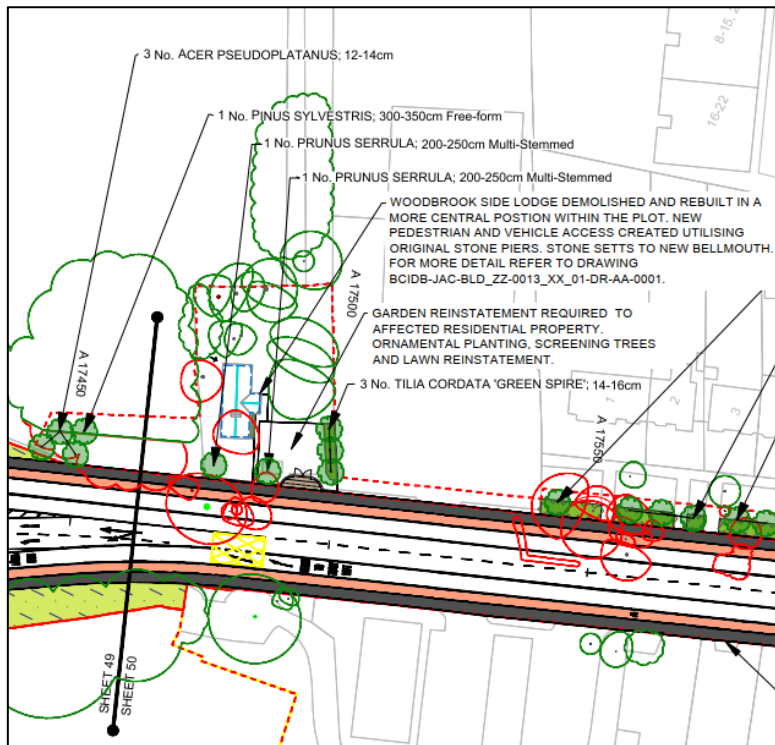


Figure 2.380: Extract from Landscape Drawings at Woodbrook Side Lodge (Sheet 50)

The proposed Woodbrook Side Lodge General Arrangement Drawing (Plans and Elevations) is shown in the Woodbrook Side Lodge General Arrangement Drawings in Volume 3, Part 2 of 3 of the EIAR with the existing and proposed location as shown in Figure 2.381.

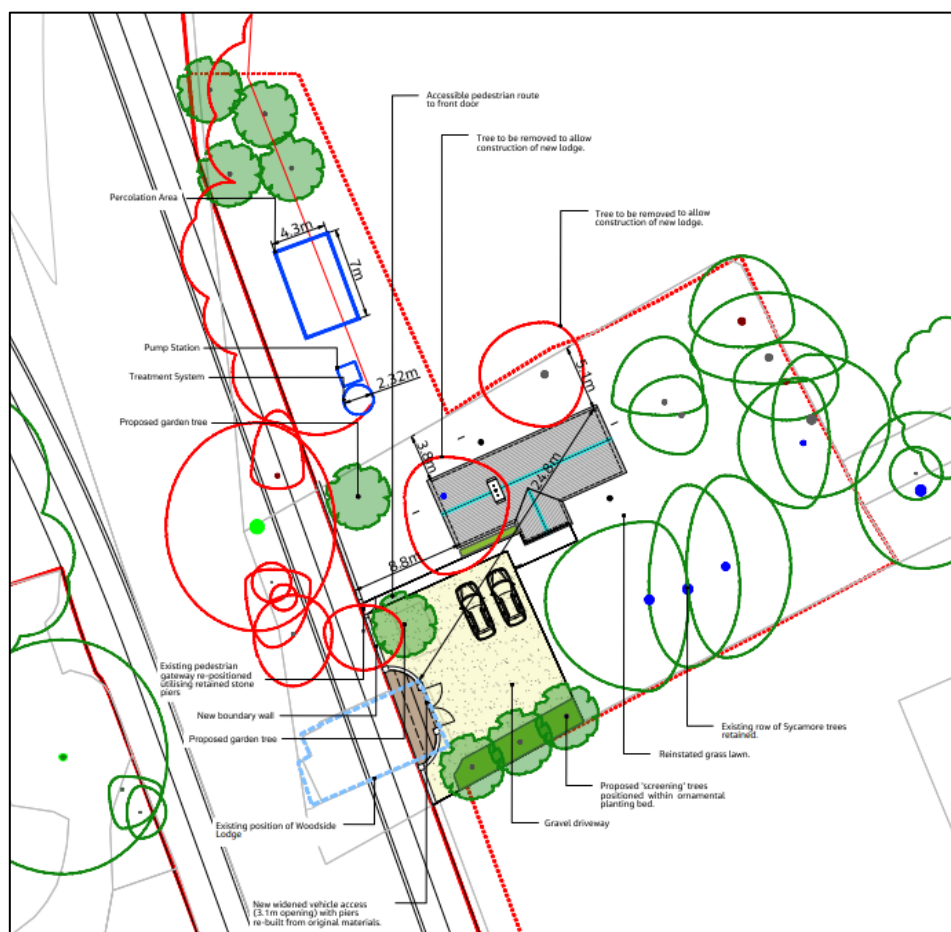


Figure 2.381: Extract from Proposed Woodbrook Side Lodge General Arrangement Drawing

The Proposed Scheme Boundary Treatment design at Woodbrook Estate and at the Side Lodge is shown in the 07- Fencing and Boundary Treatment Drawing Chapter 4 (Proposed Scheme Description) in Volume 3, Part 1 of 3 on Sheets 48 to 50 and shown in Figure 2.382, Figure 2.383, and Figure 2.384.

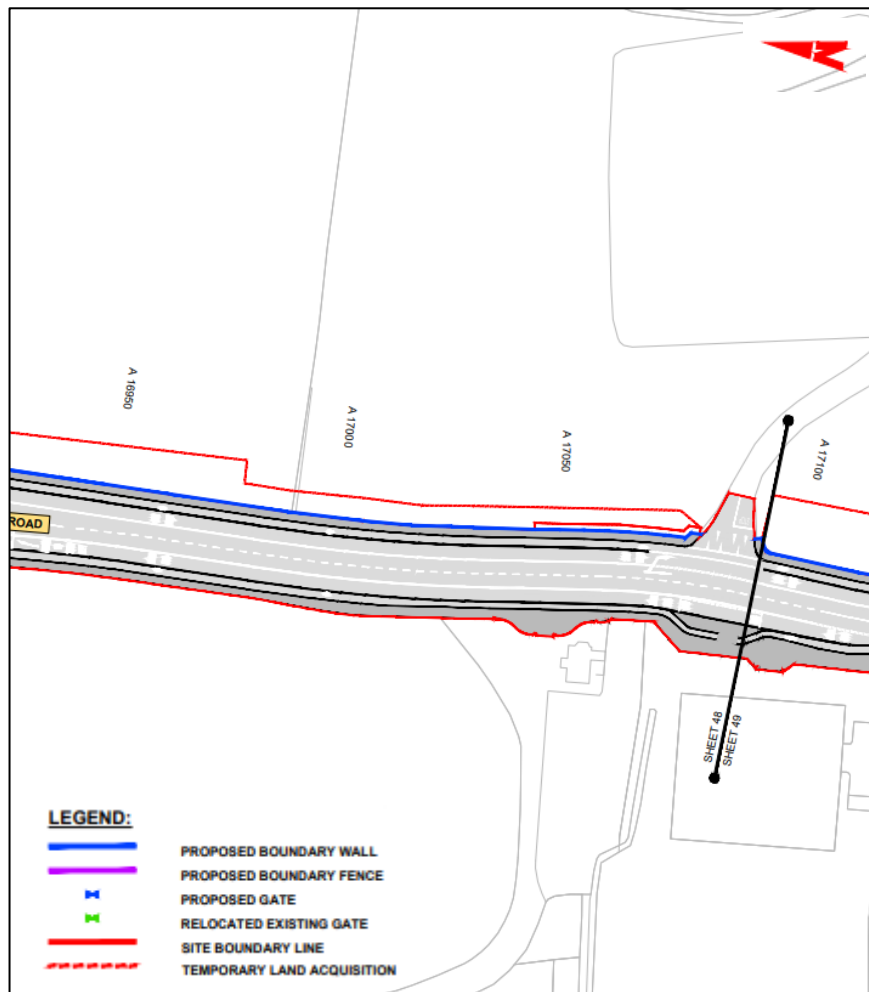


Figure 2.382: Extract from Boundary Treatment Drawing at Woodbrook Estate (Sheet 48)

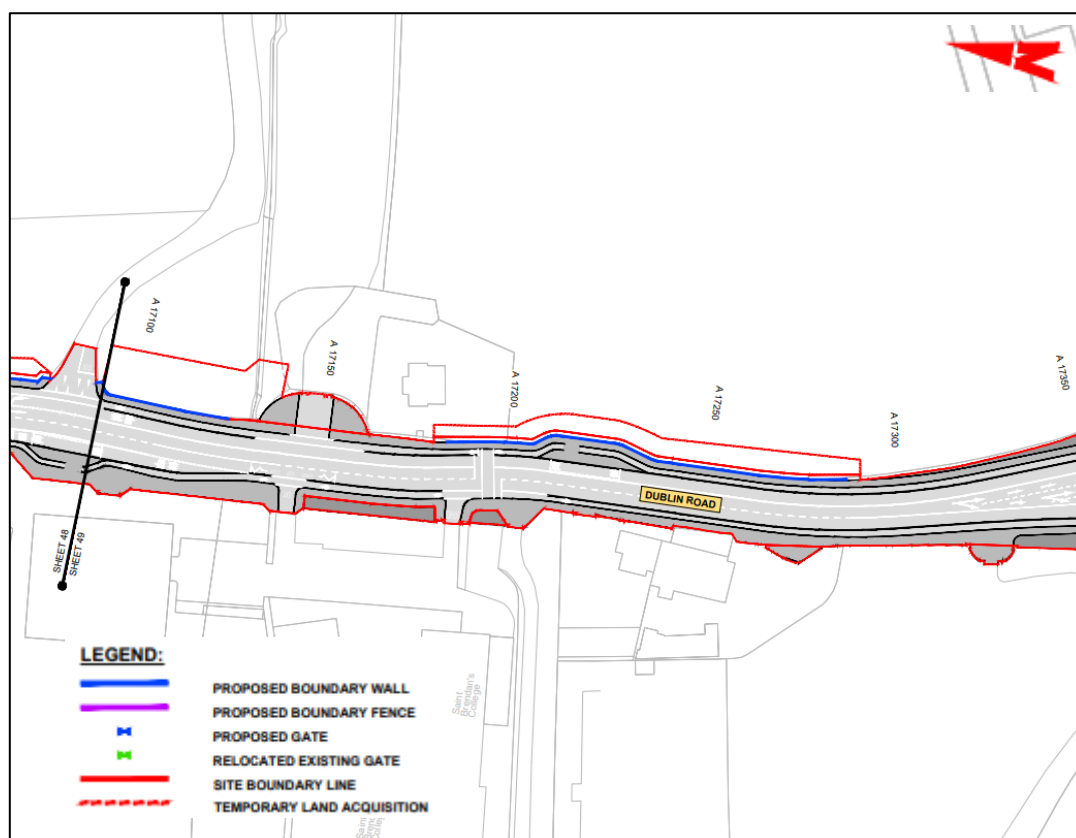


Figure 2.383: Extract from Boundary Treatment Drawing at Woodbrook Estate (Sheet 49)

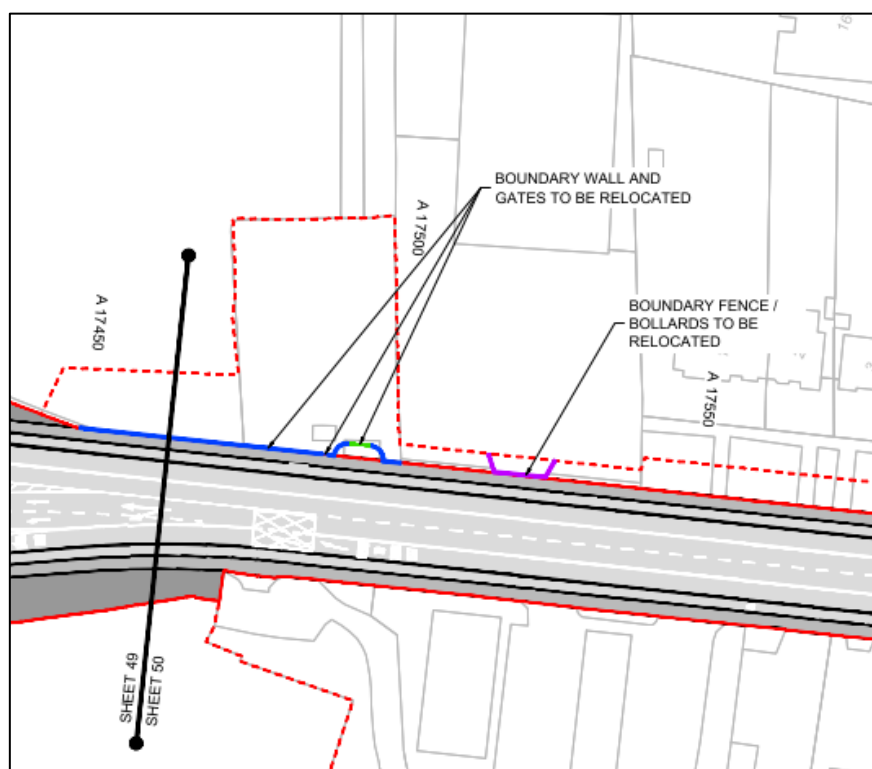


Figure 2.384: Extract from Boundary Treatment Drawing at Woodbrook Side Lodge (Sheet 50)

Section 4.5.3.8.2 of Chapter 4 (Proposed Scheme Description) Volume 2 of EIAR, notes the following on the landscape and boundary treatment:

'The historic gated entrance into the Woodbrook Estate remains unaffected by any carriageway widening. The surface treatment of the wide footway in front of the gates is enhanced with stone setts and wide granite kerbs. South of the gated entrance the proposed southbound bus stop and

carriageway widening in close proximity to Woodbrook College results in the loss of some mature trees, with set-back of the wall also required. The alignment through this section has been considered carefully to minimise tree loss and retain a row of mature trees set further back. Replacement native planting is proposed to re-establish the vegetation belt along this side. The proposed wall reinstatement north of the M11 diverge junction will be detailed to match the stone material seen elsewhere along this section.

Immediately south of Wilford roundabout the Woodbrook Estate is impacted with the demolition of Woodbrook Side Lodge. A new lodge is to be rebuilt in a more central position within the plot and designed to meet current building regulations in a style similar to the existing. The boundary wall, and pedestrian and vehicle gated access points will also be rebuilt utilising existing materials where possible.'

Section 4.5.4.1 of Chapter 4 (Proposed Scheme Description) Volume 2 of EIAR, notes the following on the proposed works at the Woodbrook Side Lodge:

'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 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 this EIAR for detail on the proposals to rebuild the Woodbrook Side Lodge residential property. This 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.'

Section 13.5 of the Preliminary Design Report part of Supplementary Information notes the following on the boundary treatment and accommodation works.

'The proposed cross-section widening south of Wilford Junction will require the demolition of the Woodbrook Side Lodge, which is part of the Woodbrook Estate. Proposed reinstatement works include the rebuild of the Side Lodge in a similar style to that of the existing property while adopting current building regulations. The new building position is such that tree impacts are minimised and accommodates a bell mouth entrance to the driveway and an entrance driveway that allows vehicles to turn within the plot. A new boundary wall is proposed to relocate pedestrian and vehicle openings and re-use the existing stone piers. Re-use of some materials such as roof slates, bricks, chimney pots and bargeboards is proposed where appropriate. The Side Lodge proposals are included in Appendix R.'

The landscaping drawing as shown in Figure 2.384 Sheet 50 notes the following:

'WOODBROOK SIDE LODGE DEMOLISHED AND REBUILT IN A MORE CENTRAL POSTION WITHIN THE PLOT. NEW PEDESTRIAN AND VEHICLE ACCESS CREATED UTILISING ORIGINAL STONE PIERS. STONE SETTS TO NEW BELLMOUTH. FOR MORE DETAIL REFER TO DRAWING BCIDB-JAC-BLD_ZZ-0013_XX_01-DR-AA-0001.

GARDEN REINSTATEMENT REQUIRED TO AFFECTED RESIDENTIAL PROPERTY. ORNAMENTAL PLANTING, SCREENING TREES AND LAWN REINSTATEMENT.'

The Woodbrook Side Lodge Plan and Elevation as show in Figure 2.380 notes the proposed works and use of existing material:

- *'Existing pedestrian gateway repositioned utilising retained stone piers;*
- *New widened vehicular access (3.1m opening) with piers rebuilt from original material;*
- *New boundary wall;*
- *Gravel driveway;*
- *Proposed screening trees positioned within ornamental planting bed;*
- *Existing natural slates to be re used from existing lodge and any new slates to be similar to the existing slates. The new overall roof construction to meet TGD L requirements.*

- Existing bricks where possible to be salvaged and reused in a similar details to existing lodge. Any additional bricks to be new, in a similar style to existing.
- Chimney Pots to be salvaged from existing and reused where possible.'

Chapter 16 (Architectural Heritage) in Volume 2 of the EIAR assesses the impacts on architectural heritage as a result of the construction and operation of the Proposed Scheme. Figure 16.1 in Volume 3 of the EIAR maps the architectural heritage features located within and adjacent to the boundary of the Proposed Scheme which have been assessed within Chapter 16. Figure 2.385 shows an extract from Figure 16.1 (Sheet 25) which shows the features within the Woodbrook Estate. All architectural heritage features are described in detail in Appendix A16.2 (Inventory of Architectural Heritage Sites) in Volume 4 Part 3 of 4 of the EIAR, including those shown in the extract from Figure 16.1 (Sheet 25) below, and all of the protected structures and features on the National Inventory of Architectural Heritage associated with Woodbrook Estate (Corke Lodge (DLR RPS 1869, NIAH 60260155, NIAH 60260156); Woodbrook House (DLR RPS 1870, NIAH 60260157, NIAH 60260158); Woodbrook Front Lodge (DLR RPS 1871, NIAH 60260160); the estate's gates, railings and walls (DLR RPS 1871, NIAH 60260161); and Woodbrook Side Lodge (DLR RPS 1874, NIAH 60260162)), the Woodbrook Estate as a designed landscape (NIAH 5676); and other structures of interest associated with the estate (the boundary walls (CBC0013BTH024) and the pedestrian and vehicular gates at the Side Lodge (CBC0013BTH021)).

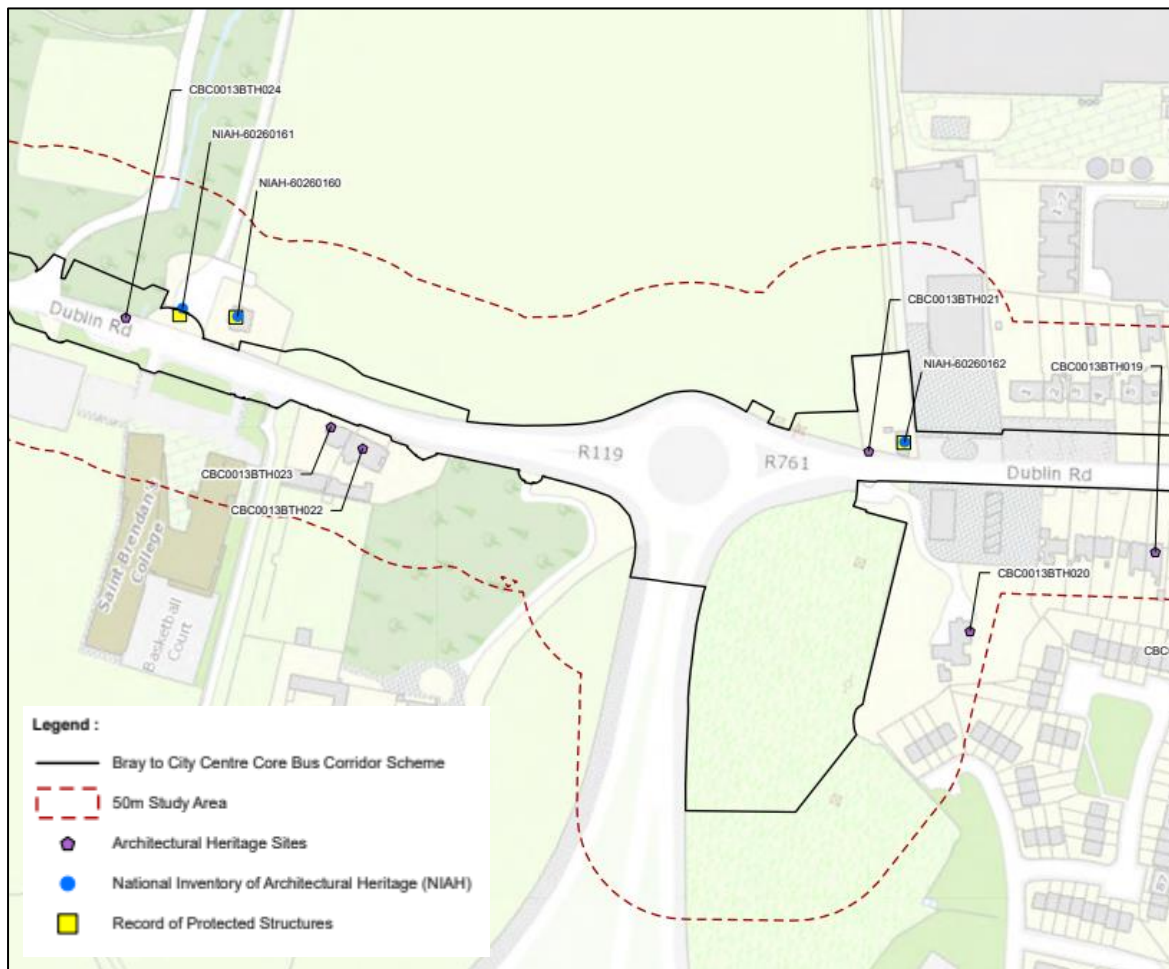


Figure 2.385: Extract from Architectural Heritage Drawings (Figure 16.1) at Woodbrook Estate (Sheet 25)

Woodbrook Side Lodge

The assessment of the impact on protected structures (Section 16.4.3.1) describes the potential impact on the Woodbrook Side Lodge as quoted below. Please refer to Section 4 (Alternative Proposals) of this response for detail on the full alternatives assessment undertaken for this area in an attempt to minimise / remove the impact on the protected structure.

'The Proposed Scheme includes the construction of a replacement lodge to the east of the present location. The replacement lodge will be enlarged in order to comply with Building Regulations (existing

building footprint is approximately 56m², proposed building footprint is approximately 79m²). This option has a precedent, as under the Dublin Road Improvement Scheme mentioned previously, the demolition and construction of a replacement Side Lodge was granted permission in 2009 (An Bord Pleanála Reference HA0020/KA0013). The boundary wall and gates would also be relocated to the east of their current location as part of the Proposed Scheme. Where the existing granite piers, jambs and lintels to the gates are found to be in good condition and suitable for reuse, they will be salvaged for anastylosis (the restoration of a structure by reassembling original materials, and incorporating new materials where required) and will be incorporated in a boundary wall which is to be rebuilt to match the existing. Construction of a replacement lodge represents a loss of historic fabric. Its relocation also alters the relationship with other structures in the demesne as the lodge is associated with Woodbrook House. The magnitude of impact is High. The potential Construction Phase impact will be Direct, Negative, Significant and Permanent.

In order to ensure a worst-case scenario is assessed, the impact of not constructing a replacement lodge building has also been assessed. In this scenario, the boundary wall and pedestrian gates would be rebuilt to the east of their present location. Though the gates would be retained as a local reference, this option would result in the total loss of the Side Lodge. It would also negatively impact on the demesne landscape and its relationship with the Front Lodge (DLR RPS 1871) as the lodge is one of a pair associated with the Demesne of Woodbrook House (NIAH 5676). The proposal removes the paired relationship of the lodges. The magnitude of impact is therefore High. The potential Construction Phase impact will be Direct, Negative, Significant and Permanent.'

Section 16.5.1.1 of Chapter 16 describes the mitigation measures which are proposed to reduce the impacts on protected structures during the Construction Phase of the Proposed Scheme. With respect to the Woodbrook Side Lodge, the mitigation measures are described as follows:

'The existing lodge, gates and boundary wall have been inspected internally and externally to assess current condition. Photographs have also been taken (refer to Appendix A16.4 in Volume 4 of this EIAR). In addition to the photographic record already undertaken, mitigation during the Construction Phase will include labelling the affected masonry, brickwork, and joinery prior to their careful dismantling and removal to safe storage by the appointed contractor. Architectural heritage features such as bricks, timber barge boards and the stone plaques on the gables are a key part of the character of the Side Lodge and its relationship to the Front Lodge (DLR RPS 1871). The Front Lodge has similar detailing to its stack and gable. Where the bricks, bargeboards and stone plaques are found to be in good condition and suitable for reuse, they will be salvaged for anastylosis and will be incorporated in the new structure as detailed in the engineers drawings (in Volume 3 of this EIAR) and photographic record (Appendix A16.4 in Volume 4 of this EIAR). The bargeboards, brick courses, brick dressings and the plaques are to be reinstated on the gables to match the existing gables as indicated in the photographs in Appendix A16.4 in Volume 4 of this EIAR. The chimney will also be rebuilt. If found to be poor condition and unsuitable for reuse, facsimiles of the bargeboards will be made. New red clay bricks, where required, will be matched like for like to the existing in terms of size and colour. Inspection of the lodge revealed that the roof slates, ridge tiles and structure were replaced in a previous refurbishment, as were the rain water goods, render and the doors and windows. The walls will be dash rendered except where there are brick courses, dressings, or enrichments to the gables. The proposed fenestration and doors will be as specified on the engineers drawings. Elements such as the granite jambs and lintel to the pedestrian gate and the gate piers to the vehicular entrance will be incorporated in a boundary wall which would be rebuilt on the new alignment to match the existing boundary wall. An architectural heritage specialist will oversee the labelling, taking-down and reinstatement of affected historic fabric. Works to historic fabric will be carried out in accordance with the methodology provided in Appendix A16.3 Methodology for Works Affecting Sensitive and Historic Fabric in Volume 4 of this EIAR.

Construction of the new lodge building, albeit using material from the original lodge, still represents a significant loss of original fabric as well as the relationship with other structures in the Demesne as the lodge is associated with Woodbrook House. Reconstruction in a historicist style is regarded negatively by heritage specialists as inauthentic (Bold and Pickard 2013). Article 15 of the 1964 Venice Charter states 'All reconstruction work should be ruled out "a priori". Only anastylosis, that is to say, the reassembling of existing but dismembered parts can be permitted'. Section 7.7.4 of the Architectural Heritage Protection Guidelines (DAHG 2011) states that reconstruction of details should be permitted on a selective rather than a systematic basis. Section 16.3.1 of the Architectural Heritage Protection Guidelines (DAHG 2011) states that where there has been a total loss, or near total loss of a historic building, the special interest which led to its inclusion in the RPS may be considered irredeemably lost

and the building of a replacement will generally serve little purpose. However, if the building formed part of a larger architectural design or was an important urban or rural landmark, then the reconstruction in replica of at least the exterior of the building may be considered necessary in order to protect the setting of other historic structures. As the lodge is part of a demesne landscape associated with Demesne of Woodbrook House (NIAH 5676) and is one of a pair of gate lodges along with the Front Lodge (DLR RPS 1871), this would apply. Anastylis will retain as much of the special interest of the lodge as possible though the patina of age will be lost. A new lodge building and the reconstruction of the associated boundary features will maintain their relationship (albeit altered) with Woodbrook House and its demesne. With mitigation, the impact magnitude is reduced from High to Medium. The predicted post-mitigation Construction Phase impact is Direct, Negative, Moderate and Permanent.

As outlined above, it is proposed to construct a new lodge to replace the Woodbrook Side Lodge (DLR RPS 1874), however in order to ensure a worst-case scenario is assessed, a scenario in which only the boundary wall and gates are rebuilt has also been assessed. The predicted pre-mitigation Construction Phase impact of demolishing the Side Lodge and reinstating only the boundary and gates is Direct, Negative, Significant and Permanent. There is very limited scope for mitigation in this worst-case scenario but includes the recording of the Side Lodge and reinstatement of the boundary wall, vehicular and pedestrian entrance gates. The Side Lodge, boundary wall, dressed granite pedestrian gateway and entrance gates (CBC0013BTH021) have been photographed (refer to Appendix A16.4 in Volume 4 of this EIAR). The granite masonry of the gate piers, jambs and lintels are to be labelled by an appropriate architectural heritage specialist engaged by the appointed contractor, and carefully taken down in accordance with the methodology provided in Appendix A16.3 Methodology for Works Affecting Sensitive and Historic Fabric in Volume 4 of this EIAR. The boundary treatment will be reinstated on the new alignment and the entrance gates reassembled as per photographs, survey drawings and the architectural heritage specialist's direction. The pedestrian gate has the inscription 'Side Entrance Woodbrook' to its lintel, therefore the reinstatement of this gate will serve as a local reference to the Side Lodge. The record of the Side Lodge, including the photographs in Appendix A16.4 in Volume 4 together with any surveys carried out as part of the proposed mitigation at the Side Lodge, will be lodged in the Irish Architectural Archive. Even with mitigation the proposal still results in the loss of the Side Lodge and also negatively impacts on the demesne landscape and its relationship with the Front Lodge (DLR RPS 1871) as the lodge is one of a pair associated with the Demesne of Woodbrook House (NIAH 5676). Given the very limited scope for mitigation in this worst-case scenario, the magnitude remains High. The predicted post-mitigation impact with respect to this worst-case scenario is Direct, Negative, Significant and Permanent.'

As described in Section 16.6.1.1 of Chapter 16, despite the mitigation measures outlined above, there will be a potentially significant residual impact associated with the demolition of the Side Lodge as described below:

'It is proposed to construct a new Woodbrook Side Lodge (DLR RPS 1874) building and relocate the associated boundary wall, dressed granite pedestrian gateway and entrance gates (CBC0013BTH021) to the east of their current location. The lodge is associated with the secondary entrance to Woodbrook House (DLR RPS 1870, NIAH 60260157) and forms part of the demesne landscape (NIAH 5676). A new lodge building and the reconstruction of the associated boundary features, will maintain their relationship (albeit altered), with Woodbrook House and its demesne landscape. The predicted residual impact is Direct, Negative, Moderate and Permanent.

Under a worst-case scenario, Woodbrook Side Lodge (DLR RPS 1874) will be demolished without replacement resulting in the total loss of the lodge. There is very limited scope for mitigation, involving only the relocation of the associated boundary wall to the demesne landscape of Woodbrook House (NIAH 5676), dressed granite pedestrian gateway and entrance gates (CBC0013BTH021). The predicted residual impact in that worst-case scenario is Direct, Negative, Significant and Permanent.'

Heritage Boundary Walls

The rest of the impacts on the Woodbrook Estate are assessed under the designed landscapes section of Chapter 16 (Section 16.4.3.5) which describes the potential impact on the features of Woodbrook Estate as follows:

'The proposed land take on the east side of the Dublin Road will directly impact on a 19th century demesne wall (CBC0013BTH025) which is of Medium Sensitivity, necessitating its removal and reinstatement. The wall is associated with Corke Lodge (DLR RPS 1869). New openings in this wall have been granted under a separate application for the Woodbrook SHD (Ref ABP30584419). The

trees to the boundary will be replaced. The magnitude of impact is Medium. The potential Construction Phase impact will be Direct, Negative, Moderate and Temporary.

The proposed land take on the east side of the Dublin Road will directly impact on the 19th century coursed granite rubble demesne wall with bevelled granite coping (CBC0013BTH024) necessitating its removal and reinstatement. The wall forms part of the 19th century demesne wall of Woodbrook House Demesne (NIAH 5676) and is of medium sensitivity. Trees along the boundary will be retained for the most part though some will be removed. The magnitude of impact on the demesne wall and demesne is Medium. The potential Construction Phase impact will be Direct, Negative, Moderate and Temporary

The proposed land take on the east side of the Dublin Road to the south of the Front Lodge (DLR RPS 1871) to Woodbrook House Demesne (NIAH 5676) will necessitate the removal of the boundary wall to Woodbrook House. The affected section of boundary wall is a replacement rather than the original demesne wall. Both are of low sensitivity, given that they are reconstructed boundaries rather than part of the historic demesne boundary wall. The southern portion was rebuilt when the Wilford Roundabout was constructed. The portion with the staggered coping and pebbledash render is also a replacement wall. Trees along the boundary will be retained for the most part though some will be removed. The magnitude of impact on the demesne is Low. The potential Construction Phase impact will be Direct, Negative, Slight and Temporary.'

Mitigation measures to reduce the impact on the designed landscape aspects of the Woodbrook Estate are described in Section 16.5.1.5 as outlined in the following paragraphs.

With respect to the demesne wall (CBC013BTH025) of Corke Lodge (DLR RPS 1869) and the demesne wall (CBC0013BTH024) to the north of the entrance gates (DLR RPS 1871) to Woodbrook House (DLR RPS 1870, NIAH 5676) the mitigation includes, *'recording the existing fabric in position prior to the works, labelling the affected masonry and fabric. Recording is to be undertaken by an appropriate architectural heritage specialist engaged by the appointed contractor. The architectural heritage specialist will oversee any labelling, taking-down and reinstatement of the affected masonry. Works to historic fabric will be carried out in accordance with the methodology provided in Appendix A16.3 Methodology for Works Affecting Sensitive and Historic Fabric in Volume 4 of this EIAR.'*

Following the implementation of those mitigation measures, the impact magnitude on both sections of wall reduces from Medium to Low, and the predicted post-mitigation impact on both walls reduces to Direct, Negative, Slight and Long-Term.

For the proposed land take to the south of the Front Lodge (DLR RPS 1871) to Woodbrook House (DLR RPS 1870, NIAH 5676) which will impact on the boundary wall, which is a replacement wall for the most part, the mitigation measures include, *'recording the existing fabric in position prior to the works, labelling the affected masonry and fabric. Recording is to be undertaken by an appropriate architectural heritage specialist engaged by the appointed contractor. The architectural heritage specialist will oversee any labelling, taking-down and reinstatement of the affected masonry. Works to historic fabric will be carried out in accordance with the methodology provided in Appendix A16.3 Methodology for Works Affecting Sensitive and Historic Fabric in Volume 4 of this EIAR. With mitigation, the impact magnitude is reduced from Medium to Low. The predicted post mitigation impact is Direct, Negative, Not Significant and Long-Term.'*

As with the other walls, the magnitude of impact is reduced from Medium to Low following implantation of the mitigation measures, and therefore the impact reduces to Direct, Negative, Not Significant and Long-Term.

Trees, Landscape and Visual Impact

As shown in the above figures, there will be impacts on trees along the front of Woodbrook Estate and at Woodbrook Side Lodge. An Arboricultural Impact Assessment was undertaken and is included as Appendix A17.1 in Volume 4 Part 4 of the EIAR. As per the Tree Schedule in that report, the proposed removals in the Woodbrook Estate are as follows:

- The following individual trees:
 - Lime tree (Tree Number T0074) which has been assessed as a Category B1 tree (moderate arboricultural value and conservation);
 - Pair of sycamore trees (Tree Number G0070) described as *'Pair of ivy clad stems forming spreading merged canopy'* and has been assessed as a Category B1 group (moderate arboricultural value and conservation);

- Black pine tree (Tree Number T0069) which has been assessed as a Category B1 tree (moderate arboricultural value and conservation);
- Black pine tree (Tree Number T0068) which has been assessed as a Category A1 tree (high arboricultural value and conservation);
- Wych elm tree (Tree Number T0067) which has been assessed as a Category B1 tree (moderate arboricultural value and conservation);
- Wild cherry tree (Tree Number T1531) within the grounds of the Side Lodge which has been assessed as a Category U tree (not suitable for retention);
- Sycamore tree (Tree Number T1513) within the grounds of the Side Lodge which has been assessed as a Category A1 tree (high arboricultural value and conservation);
- Wild cherry tree (Tree Number T1512) within the grounds of the Side Lodge which has been assessed as a Category A1 tree (high arboricultural value and conservation);
- Wild cherry tree (Tree Number T1510) within the grounds of the Side Lodge which has been assessed as a Category C1 tree (low arboricultural value and conservation);
- Wild cherry tree (Tree Number T1515) within the grounds of the Side Lodge which has been assessed as a Category B1 tree (moderate arboricultural value and conservation); and
- Sycamore tree (Tree Number T1527) within the grounds of the Side Lodge which has been assessed as a Category C1 tree (low arboricultural value and conservation).
- The following tree groups:
 - Partial removal of a mixed species group (Tree Number G0088) which is described as *'Mixed species group that extends along boundary comprising mature high value and prominent trees that include beech, lime, horse chestnut'*, and has been assessed as a Category A2 group (high landscape value and conservation);
 - Partial removal of a mixed species group (Tree Number G0075) which is described as *'Mixed species group comprising sycamore and leylandii that extends along boundary stone wall in private property'*, and has been assessed as a Category C2 group (low landscape value and conservation);
 - Partial removal of a mixed species group (Tree Number G0073) which is described as *'Mixed species group comprising ivy clad sycamore and beech with merged canopies that extend east around rear of gardens'*, and has been assessed as a Category C2 group (low landscape value and conservation); and
 - Partial removal of a mixed species group (Tree Number G1579) which is described as *'Dense mixed species group comprising sycamore, pine, beech, oak, wild cherry, horse chestnut and Norway maple, behind stone wall on open grass'*, and has been assessed as a Category C2 group (low landscape value and conservation).

As shown in the Landscape General Arrangement Drawings in Volume 3 of the EIAR (Figure 2.378, Figure 2.379, and Figure 2.380 above), it is proposed to plant a number of trees along the boundary of Woodbrook Estate to mitigate for the proposed tree losses and repair the edge of the woodland, including the species *tilia cordata*, *fagus sylvatica*, *quercus robur*, *acer pseudoplatanus*, *pinus radiata*, *populus nigra*, *pinus nigra*, *pinus sylvestris* and *prunus serrula*. Sheet 49 of the Landscape General Arrangement drawings includes the following description of the Woodbrook Estate boundary proposals:

'Existing wall, trees and vegetation up to 4m from the wall to be removed. Wall set back and re-built. Enhancement to local character by building the wall in stone to match the other boundary walls along this section of Dublin Road. A 'no-dig' construction method to be used where root protection zones of retained trees are impacted.'

Section 5 of the Arboricultural Impact Assessment Report (Appendix A17.1 in Volume 4 Part 4 of 4 of the EIAR) describes mitigation and improvement measures including the following:

'new planting should include a varied age and mix of tree species that are chosen with consideration to local site and environmental conditions, native environment, future use of the site, provision of ecosystem services and contribution that can be made to local communities. The aim should be to plant the 'right tree in the right place' to create a tree population that is both functional and resilient.'

Where it is proposed to create new green space, or where opportunities exist for new planting, consideration should also be given to the provision of succession planting to ensure continuous canopy cover in the local landscape, especially where there is an ageing tree population with little or no sign of recent tree planting.'

Chapter 17 (Landscape (Townscape) & Visual) in Volume 2 of the EIAR assesses the impact on trees and vegetation along the Proposed Scheme during both the Construction and Operational Phases of the Proposed Scheme. Section 17.5 of Chapter 17 outlines the mitigation required in order to reduce the impacts as far as reasonably practicable. With respect to trees and vegetation, the mitigation is restated below:

'Trees and vegetation to be retained within and adjoining the works area will be protected in accordance with the British Standard Institution (BSI) British Standard (BS) 5837:2012 Trees in relation to in relation to design, demolition and construction - Recommendations (BSI 2012). Works required within the root protection area (RPA) of trees to be retained will follow a project specific arboricultural methodology for such works, which will be prepared by a professional qualified arborist.'

'Wherever practicable, trees and vegetation will be retained within the Proposed Scheme. Trees and vegetation identified for removal will be removed in accordance with BS 3998:2010 Tree Work – Recommendations (BSI 2010) and best arboricultural practices as detailed and monitored by a professional qualified arborist.'

'The Arboricultural Assessment prepared for the Proposed Scheme will be fully updated by the appointed contractor at the end of the Construction Phase and made available, with any recommendations for ongoing monitoring of retained trees during the Operational Phase.'

As summarised in Table 17.9 of Chapter 17, the Construction Phase impact on trees and vegetation is predicted to be Negative, Very Significant, Short-Term. As summarised in Table 17.10 in Chapter 17, following the establishment of the proposed landscape measures (15 years post-construction), the impact on trees and vegetation will have reduced to Negative, Moderate / Significant, Long-Term.

Chapter 17 also specifically assesses the impact on Tree Preservation Objectives in Section 17.4.3.2.6 (Construction Phase) and Section 17.4.4.2.6 (Operational Phase). The Chapter lists all locations which are subject to Tree Preservation Objectives, with the list including Corke Lodge and Woodbrook Estate. During the Construction Phase the assessment concludes that *'The potential townscape / streetscape and visual impact of the Construction Phase on tree preservation objectives is assessed to be Negative, Very Significant and Short-Term'*, while during the Operational Phase it states that:

'Operation of the Proposed Scheme will not impact further on tree protection designations, however, the effects resulting from loss of trees removed during the Construction Phase will remain. Replacement trees are proposed where feasible and the negative effects will be reduced over the long-term as the proposed replacement trees mature. The sensitivity is very high and the magnitude of change will be high.'

'The potential townscape / streetscape and visual impact of the Operation Phase on tree designations is assessed to be Negative, Very Significant and Short-Term, becoming Negative, Significant and Long-Term.'

With respect to the townscape and streetscape character impacts in Section 3 of the Proposed Scheme (Loughlinstown Roundabout to Bray North (Wilford Roundabout)) the Construction Phase impact is described in Section 17.4.3.1.3 as follows:

'The baseline townscape is of very high sensitivity and construction of the Proposed Scheme will involve very substantial works along the road corridor. The Construction Phase involves demolition, excavation and construction works to kerbs, road carriageways, footpaths, junctions, surfacing and parking, utilities, and drainage features. The works will also involve long sections of temporary and permanent acquisition from Loughlinstown Roundabout to north of Shankill Village and from south of Shankill Village to Wilford Roundabout. This acquisition and associated works will give rise to substantial disruption, removal of existing boundaries, including established and historic stone walls, tree planting, and planting belts at a range of properties including residential, community / institutional, agricultural, public park and cemetery. The works will involve land acquisition from several residential properties, including established parkland properties such as Askefield House, Beauchamp House and Woodbrook House, which have attractive boundaries / stone walls and planted boundaries with the road corridor. Impact on the residential properties will remove sections of existing boundary walls and entrances, sections of driveway and established trees and hedgerows.'

'The construction works will alter the existing streetscape character along this section of the Proposed Scheme. The magnitude of change in the baseline environment will be very high.'

The potential townscape / streetscape effect of the Construction Phase on this section is assessed to be Negative, Very Significant / Profound and Temporary / Short-Term.'

The Operational Phase townscape and streetscape character impact specific to that section of the Proposed Scheme is described in Section 17.4.4.1.3 as follows:

'The baseline townscape is of very high sensitivity and operation of the Proposed Scheme will involve very substantial changes along this section, with widening of the road corridor, permanent acquisition from 23 residential properties as well from Rathmichael parish National School, St. Anne's Church, and Shanganagh Park and Cemetery, with resultant setback of boundaries and continuing effects from loss of mature trees / plantings removed during the Construction Phase. However, there will be provision of substantial replacement planting to consolidate the boundaries and woodland edges throughout this section. Screening planting will be restored to the boundaries of all impacted residential properties. Over the long-term there will be a reduction of the negative effects associated with removal of trees and other vegetation. The Operational Phase will not alter the existing townscape character, but will substantially alter the local streetscape amenity across much of this section of the Proposed Scheme. The magnitude of change in the baseline environment will be very high.

The potential townscape / streetscape effect of the Operational Phase on this section is assessed to be Negative, Very Significant and Short-Term, becoming Negative, Moderate and Long-Term.'

Section 6 of the objection describes the photomontages relevant to Woodbrook Estate and states that it is 'not clear if mature planting is proposed or if photomontages reflect growth of these trees after a number of years'. As outlined above from the Arboricultural Impact Assessment Report, new tree planting will consist of a mix of ages and species. Chapter 17 (Landscape (Townscape) & Visual) describes the photomontages in Section 17.5.2.1 stating that 'The proposed Views are shown with proposed planting at approximately 10 to 15 years post-completion of the Construction Phase'.

As described above, there will be visual and landscape impacts as a result of the widening of the Dublin Road in front of Woodbrook Estate, mitigation measures are proposed to mitigate the impact as far as reasonably practicable. A robust alternatives assessment was also carried out (as described in Section 4 below) in order to identify the optimum design and alignment through this section of the Proposed Scheme, with the least potential for impacts while still meeting the objectives of the Proposed Scheme.

Requested CPO Conditions

The objection requests, should the Board approve the Proposed Scheme that conditions be attached as follows:

- *'it is requested that the reconstruction of the Side Lodge be required by Condition and that these works be completed within 1 year of its demolition.'*
- *'it is requested that the boundary treatments and planting to the front of the property are agreed with the owner of Woodbrook Estate prior to construction.'*

If the CPO is confirmed by An Bord Pleanála, a Notice to Treat will be served on the landowner whose land is being acquired. Following service of the Notice to Treat, the landowner will be required to submit a claim for compensation and as part of this process, the NTA will pay the reasonable costs (as part of the claim) for the landowner to engage its agent/valuer in preparing, negotiating, and advising on compensation.

Regarding the request to consult the landowner with respect to boundary wall please refer to response above and also note below.

Reinstatement of property frontage including boundary walls, gates, railings, driveway, footpath and landscaping will be on a like for like basis and detailed accommodation works plans will be prepared in consultation with landowners in line with any formal agreements and in accordance with any embedded mitigations identified in the EIAR or conditions/modifications from An Bord Pleanála in relation to the Proposed Scheme application.

The NTA acknowledge the positive and constructive liaison that has occurred with the owners and consultants of the Woodbrook Estate throughout the design and planning process to date. These are matters that can be successfully addressed between the Woodbrook Estate owners and the NTA, in the absence of any approval condition.

3) Impact During Construction

Chapter 5 (Construction) in Volume 2 of the EIAR describes the works required to construct the Proposed Scheme. The majority of the Woodbrook Estate is located within Section 3c of the Proposed Scheme (Quinn's Road to Bray North (Wilford Roundabout)), with the Woodbrook Side Lodge located in Section 4a (Bray North (Wilford Roundabout) to Old Connaught Avenue). Section 5.3.3.3 of Chapter 5 describes the construction activity in Section 3c as follows:

'Extensive modifications will be made to boundary walls, fencing, and accesses along Dublin Road. The footpath will be realigned at Castle Farm to retain prominent trees. The existing wall adjacent to the road will be removed and reinstated as a low wall to the back of the realigned footpath. A no dig construction method will be carried out at this location within the root protection area. A two-way cycle track will be constructed along Shanganagh Park and Shanganagh Cemetery. Various utility diversions and/or protections will be required; including electricity overhead lines and underground cables, water distribution, gas mains and telecommunications infrastructure. Vegetation and trees will be removed, and trees will be replanted along Dublin Road. The expected construction duration will be approximately 18 months.'

Section 5.3.4.1 of Chapter 5 describes the construction activity in Section 4a as follows:

'Section 4a encompasses a length of approximately 300m along Dublin Road, between Wilford Roundabout and Old Connaught Avenue. The construction activities at Section 4a will comprise conversion of the Wilford Roundabout to a signalised junction, reconstruction and resurfacing of the roads, footpaths, and cycle tracks, and new kerbs. Construction activities will also consist of additional signage, new road markings, new and amended traffic signal infrastructure, new street furniture and landscaping works. Accommodation works will be carried out at Woodbrook Estate Side Lodge, including demolition and reconstruction of the building. Further information on the Woodbrook Estate Side Lodge demolition methodology is provided in Section 5.5.2.10. The Construction Compound (BR1) will be located at the Wilford Junction. Boundary walls, fencing, and bollards will be relocated along Dublin Road, and accesses will be modified. An MV Sub Station will be constructed at the Wilford Junction. Various utility diversions and/or protections will be required, including electricity overhead lines and underground cables, water distribution, gas mains and telecommunications infrastructure. Vegetation and trees will be removed, and trees will be replanted along Dublin Road. The expected construction duration will be approximately 12 months.'

As outlined above, the expected construction duration will be approximately 18 months for Section 3c and 12 months for Section 4a, as presented in Table 2.78. As shown in the table below, there is significant overlap between the proposed construction periods for both sections, therefore the total period across both sections would be approximately 21 months in total. However, it should be noted that work in individual areas and to individual lands within those sections will generally be shorter than the total duration for the whole section.

Table 2.78: Extract from EIAR Chapter 5 Construction Programme (Construction, Page 7)

Section Ref.	Approximate Construction Duration	Approximate Length (m)	Year 1				Year 2				Year 3			
			Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Section 1a	15 months	1,300												
Section 1b	15 months	1,300												
Section 2a	15 months	5,800												
Section 2b	12 months	5,700												
Section 3a	12 months	1,270												
Section 3b	9 months	500												
Section 3c	18 months	1,800												
Section 4a	12 months	300												
Section 4b	9 months	400												
Section 4c	9 months	350												

Section 5.5.2.10.1 notes the works involved in the demolition of the Woodbrook Side Lodge as follows:

'The existing single story residential property south-east of the Wilford Roundabout, at the south end of the Woodbrook Estate, will be demolished and reconstructed. The existing lodge will be demolished prior to construction of the new lodge, which will be constructed approximately 24m north-east of the

existing lodge. Relocation of the existing lodge is required to facilitate the proposed carriageway cross-section. The proposed lodge will re-use certain materials from the demolished lodge, where practicable. The occupants will need to be relocated during the demolition / construction of the residential property.

Prior to demolition of the property, the appointed contractor will undertake an asbestos survey. Should asbestos containing materials be found, it will be disposed of in accordance with the appropriate legislation. As there is an attic in the property, there will also be a requirement for a bat survey prior to demolition.

All existing services (including electricity, water, gas, and telecommunications) will be identified, located, and turned off, prior to demolition works, in liaison with local service providers. Temporary disruption to services may arise during the course of the work, however existing services will be re-instated. Considerable site clearance and topsoiling will be required to facilitate construction of the proposed lodge. Site clearance works will include removal of nine trees. Any materials remaining in or around the house (e.g. furniture, kitchen appliances etc.) will be segregated and removed off site to an appropriately licensed facility.

Demolition of the property will commence from the roof structure working downwards. The appointed contractor will require the use of excavators and/or other suitable equipment for the demolition works. The remaining concrete and masonry structures will then be demolished and temporarily stockpiled in an appropriate location within the Proposed Scheme boundary. All material will be removed off site to an appropriately licensed facility. Any materials that are planned to be reused, where practicable (e.g., roof slates, limestone stone elements), will be stored appropriately by the appointed contractor.

The existing on-site waste treatment system will be decommissioned and the percolation area backfilled with suitable material. The existing boundary wall and the two vehicular access gates will be demolished and a new (set-back) boundary wall will be constructed. The stone piers from the existing gateway will be retained for reuse for the new gateway.

Safe access to the adjacent commercial properties will be maintained throughout the demolition activities, unless otherwise agreed with the individual landowners.'

The temporary land take is required for the duration of the construction period to allow working space for the construction works and boundary works and/or accommodation works. Temporary land take will be returned back after construction, reinstated in the same condition as existing.

Chapter 5 (Construction) in Volume 2 of the EIAR gives a description of the Construction Phase of the Proposed Scheme, including with respect to temporary land acquisition. Specifically, Section 5.5.2.1 states the following:

'Any land temporarily acquired from a landowner will only be utilised for the purposes of undertaking boundary works or accommodation works related to the land in question.

Any lands acquired temporarily to facilitate construction work will be returned to landowners on completion of the works. Existing boundary walls or fencing being relocated will be constructed to match the existing conditions, unless otherwise agreed. The removal of trees, vegetation, lawns, paving etc. will be minimised in so far as practicable.'

It goes on to state in Section 5.5.3.2 that:

'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.'

Section 5.10.1 Chapter 5 (Construction) Volume 2 of EIAR states the following on the Construction Environment Management Plan:

'As stated in Section 5.1, a CEMP has been prepared for the Proposed Scheme and is included as Appendix A5.1 in Volume 4 of this EIAR. The CEMP will be updated by the NTA prior to finalising the Construction Contract documents for tender, so as to include any additional measures required pursuant to conditions attached to An Bord Pleanála's decision. It will be a condition of the Employer's Requirements that the successful appointed contractor, immediately following appointment, must detail in the CEMP the manner in which it is intended to effectively implement all of the applicable mitigation measures identified in this EIAR. The CEMP has regard to the guidance contained in the Guidelines for the Creation, Implementation and Maintenance of an Environmental Operating Plan (NRA 2007), and

the handbook published by CIRIA in the UK, Environmental Good Practice on Site Guide, 4th Edition (CIRIA 2015).

Details of mitigation measures proposed to address potential impacts arising from construction activities are described in Chapter 6 to Chapter 21, as appropriate, and are summarised in Chapter 22 (Summary of Mitigation & Monitoring Measures) of this EIAR.

A number of sub-plans have also been prepared as part of the CEMP and these are summarised in the following sections. For the avoidance of doubt, all of the measures set out in the CEMP and the sub-plans appended to this EIAR will be implemented in full by the appointed contractor to the satisfaction of the NTA.'

Section 5.10.5 Chapter 5 (Construction) in Volume 2 of the EIAR describes the construction health and safety requirements as follows:

'The requirements of Number 10 of 2005 – Safety, Health and Welfare at Work Act 2005, and S.I. No. 291/2013 – Safety, Health and Welfare at Work (Construction) Regulations, 2013 (hereafter referred to as the Regulations), and other relevant Irish and European Union safety legislation will be complied with at all times. As required by the Regulations, a Safety and Health Plan will be formulated which will address health and safety issues from the design stages through to the completion of the Construction Phase. This plan will be reviewed as the Proposed Scheme progresses. The contents of the Safety and Health Plan will follow the requirements of the Regulations. In accordance with the Regulations, a 'Project Supervisor Design Process' has been appointed and 'Project Supervisor Construction Stage' will be appointed, as appropriate.'

Section 5.10.2 Chapter 5 (Construction) in Volume 2 of the EIAR describes the Construction Phase mitigation measures as follows:

'Mitigation and monitoring measures have been identified as environmental commitments and overarching requirements which shall avoid, reduce or offset potential impacts which could arise throughout the Construction Phase of the Proposed Scheme. These mitigation and monitoring measures which are relevant to the Construction Phase of the Proposed Scheme are detailed in Chapter 6 to Chapter 21, and are summarised in Chapter 22 (Summary of Mitigation & Monitoring Measures) and in Appendix A5.1 CEMP in Volume 4 of this EIAR.'

Chapter 22 (Summary of Mitigation & Monitoring Measures) in Volume 2 of the EIAR includes the following monitoring and mitigation during the Construction and Operational Phase at the Woodbrook Estate and the Woodbrook Side Lodge as shown in Table 2.79 and Table 2.80.

Table 2.79: Extract from EIAR Chapter 22 Table 22.12 (Architectural Heritage Mitigation Measures)

Mitigation Number	EIAR Section Reference	Location	Description of Mitigation or Monitoring Measure / Environmental Commitment
AH3	16.5.1.1	Protected Structures: Woodbrook Side Lodge (DLR RPS 1874, NIAH 60260162) and associated boundary wall, dressed granite pedestrian gateway and entrance gates (CBC0013BTH021)	<p>An architectural heritage specialist engaged by the appointed contractor will oversee the labelling, taking-down and reinstatement of affected historic fabric. Works to historic fabric will be carried out in accordance with the methodology provided in Appendix A16.3 Methodology for Works Affecting Sensitive and Historic Fabric in Volume 4 of this EIAR.</p> <p>The record of the Side Lodge, including the photographs in Appendix A16.4 in Volume 4 together with any surveys carried out as part of the proposed mitigation at the Side Lodge, will be lodged in the Irish Architectural Archive.</p> <p>Woodbrook Side Lodge (DLR RPS 1874, NIAH 60260162)</p> <p>Mitigation will include labelling the affected masonry, brickwork, and joinery prior to their careful dismantling and removal to safe storage by the appointed contractor. Architectural heritage features such as bricks, timber barge boards and the stone plaques on the gables are a key part of the character of the Side Lodge and its relationship to the Front Lodge (DLR RPS 1871).</p> <p>Where the bricks, bargeboards and stone plaques are found to be in good condition and suitable for reuse, they will be salvaged for anastylosis and will be incorporated in the new structure as detailed in the engineers drawings (in Volume 3 of this EIAR) and photographic record (Appendix A16.4 in Volume 4 of this EIAR). The bargeboards, brick courses, brick dressings and the plaques are to be reinstated on the gables to match the existing gables as indicated in the photographs in Appendix A16.4 in Volume 4 of this EIAR. The chimney will also be rebuilt. If found to be poor condition and unsuitable for reuse, facsimiles of the bargeboards will be made. New red clay bricks, where required, will be matched like for like to the existing in terms of size and colour. Inspection of the lodge revealed that the roof slates, ridge tiles and structure were replaced in a previous refurbishment, as were the rain water goods, render and the doors and windows. The walls will be dash rendered except where there are brick courses, dressings, or enrichments to the gables. The proposed fenestration and doors will be as specified on the engineers drawings.</p> <p>Associated boundary wall, dressed granite pedestrian gateway and entrance gates (CBC0013BTH021)</p> <p>Elements such as the granite jambs and lintel to the pedestrian gate and the gate piers to the vehicular entrance will be incorporated in a boundary wall which would be rebuilt on the new alignment to match the existing boundary wall.</p> <p>The granite masonry of the gate piers, jambs and lintels are to be labelled by an appropriate architectural heritage specialist engaged by the appointed contractor, and carefully taken down in accordance with the methodology provided in Appendix A16.3 Methodology for Works Affecting Sensitive and Historic Fabric in Volume 4 of this EIAR.</p> <p>The boundary treatment will be reinstated on the new alignment and the entrance gates reassembled as per photographs, survey drawings and the architectural heritage specialist's direction. The pedestrian gate has the inscription 'Side Entrance Woodbrook' to its lintel, therefore the reinstatement of this gate will serve as a local reference to the Side Lodge.</p>
AH16	16.5.1.5	Designed Landscapes: Demesne wall (CBC0013BTH025) associated with Corke Lodge (DLR RPS 1869)	<p>Mitigation will include recording the existing fabric in position prior to the works, labelling the affected masonry and fabric. Recording is to be undertaken by an appropriate architectural heritage specialist engaged by the appointed contractor. The architectural heritage specialist will oversee any labelling, taking-down and reinstatement of the affected masonry. Works to historic fabric will be carried out in accordance with the methodology provided in Appendix A16.3 Methodology for Works Affecting Sensitive and Historic Fabric in Volume 4 of this EIAR.</p>
AH17	16.5.1.5	Designed Landscapes: Granite rubble demesne wall with bevelled granite coping (CBC0013BTH024) to the north of the entrance gates (DLR RPS 1871) to Woodbrook House (DLR RPS 1870, NIAH 5676)	<p>Mitigation will include recording the existing fabric in position prior to the works, labelling the affected masonry and fabric. Recording is to be undertaken by an appropriate architectural heritage specialist engaged by the appointed contractor. The architectural heritage specialist will oversee any labelling, taking-down and reinstatement of the affected masonry. Works to historic fabric will be carried out in accordance with the methodology provided in Appendix A16.3 Methodology for Works Affecting Sensitive and Historic Fabric in Volume 4 of this EIAR.</p>
AH18	16.5.1.5	Designed Landscapes: Wall south of the Front Lodge (DLR RPS 1871) to Woodbrook House (DLR RPS 1870, NIAH 5676)	<p>Mitigation will include recording the existing fabric in position prior to the works, labelling the affected masonry and fabric. Recording is to be undertaken by an appropriate architectural heritage specialist engaged by the appointed contractor. The architectural heritage specialist will oversee any labelling, taking-down and reinstatement of the affected masonry. Works to historic fabric will be carried out in accordance with the methodology provided in Appendix A16.3 Methodology for Works Affecting Sensitive and Historic Fabric in Volume 4 of this EIAR.</p>
AH20	16.5.1.5	Designed Landscapes throughout (as required): 12 designated landscapes (Morehampton Grove (CBC0013BTH147), Ardmore House (DCC RPS 19), Woodview House (DLR RPS 9), Belfield House (DCC RPS 41), St Helen's (NIAH 2460), the entrance gates and gate lodge formerly associated with Claremont House (DLR RPS 2010,2077), Shanganagh Park Gates and Railings (NIAH 60260149), the boundary wall and gate piers of the Orchard (DLR RPS 1987), the boundary wall and gate piers of Askefield House (DLR RPS 1860, 2001), the boundary wall of the Aske (DLR RPS 1866), the entrance gates and boundary wall to Woodbrook House (DLR RPS 1870, 2090) and the entrance gates to Wilford House (DLR RPS 1873))	<p>Mitigation will include recording, protection and monitoring of the sensitive fabric prior to and for the duration of the Construction Phase. Recording is to be undertaken by an appropriate architectural heritage specialist engaged by the appointed contractor. The architectural heritage specialist will oversee any labelling, taking-down and reinstatement of the affected masonry. Works to historic fabric will be carried out in accordance with the methodology provided in Appendix A16.3 Methodology for Works Affecting Sensitive and Historic Fabric in Volume 4 of this EIAR.</p>

Table 2.80: Extract from EIAR Chapter 22 Table 22.8 (Biodiversity Mitigation Measures)

Mitigation Number	EIAR Section Reference	Location	Description of Mitigation or Monitoring Measure / Environmental Commitment
BD11	12.5.1.4.1.3	Woodbrook Side Lodge	<p><u>Protection of Bats During Demolition of Woodbrook Side Lodge</u></p> <p>In addition to the measures outlined above, the following are in respect of the removal (and relocation and rebuilding) of Woodbrook Side Lodge which has been identified as being potentially suitable to support roosting bats:</p> <p>Bats could occupy suitable roosting features at any time prior to the commencement of works. Therefore, there is an inherent risk that bats could be affected by the proposed demolition works. The following mitigation procedures will be followed:</p> <ul style="list-style-type: none"> Woodbrook Side Lodge must be re-surveyed prior to its demolition to ensure there are no roosting bats present. A suitably qualified and experienced ecologist must carry out internal and external inspections of the building as well as a minimum of one bat emergence survey and one bat re-entry survey during the active bat season (generally taken as mid-April to mid-September inclusive). Where a bat roost is encountered, all relevant works will cease and an application for a derogation licence shall be submitted by the suitably qualified / licensed bat specialist to the NPWS to seek permission for the removal of the roost.
BD31	12.5.2.4.1.4	Woodbrook Side Lodge	<p><u>Bats</u></p> <p><u>Monitoring of Confirmed Roost for Demolition of Woodbrook Side Lodge (Where a Roost is Confirmed)</u></p> <p>Where a compensatory roost is required to enable the demolition and later rebuilding of the lodge, this would require the application of a derogation licence, and approval of NPWS. The following precautionary approach is proposed to compensate for loss of as roost if confirmed. Given that the rebuilt house is privately owned, the use of bat bricks or similar is not proposed as access for post-installation monitoring (one, three and five years) cannot be guaranteed, and the light spill from adjacent road and commercial premises is considered unfavourable. Thus, similar to the installation of bat boxes for the loss of trees containing PRFs, it is proposed that species-specific bat boxes, of suitable capacity to reflect the nature of the roost to be removed will be installed in retained trees as close as is practical to the location of rebuilt Woodbrook Side Lodge, in trees to the immediate north-east.</p> <p>The boxes will be checked for presence of bats or signs of bat occupancy once per year in years one, three and five post-construction by an appropriately licensed and qualified ecologist. The results of these surveys will be shared with BCI, the local authority Biodiversity Officer and the NPWS. While the success of the proposed bat mitigation strategy will not be measured by occupancy of roosts by bats, it is considered to be best practice and appropriate to implement a monitoring plan to gather information and assess whether the bat population has responded favourably to mitigation measures. Post-works licence returns would likely be required for the discharge of obligations attached to the derogation licence (which could be in addition to the strategy in respect of the roost removal, to which will need to be submitted to the Department of Housing, Local Government and Heritage, following the completion of licensable works.</p>

4) Alternative Proposals

Article 5(1)(d) of Directive 2011/92/EU, as amended by Directive 2014/52/EU (hereafter known as the EIA Directive) requires that an Environmental Impact Assessment Report (EIAR) contains ‘a *description of the reasonable alternatives studied by the developer, which are relevant to the project and its specific characteristics, and the main reasons for the option chosen, taking into account the effects of the project on the environment*’.

EIAR Chapter 3 (Consideration of Alternatives) in Volume 2 of EIAR provides details of the alternatives considered.

This section describes the various route alternatives considered to inform the Preferred Route Option between in the vicinity of the landholding of Woodbrook Estate at Dublin Road (Crinken Lane to Bray North at Wilford Roundabout).

Refer to response in Section 2.3.3.1 on Need of the Proposed Scheme (Shankill) in this report.

Refer to response in Section 2.3.3.1.2 on Consideration of Alternatives and Options Assessment in this report at Dublin Road section between Crinken Lane and Loughlinstown Roundabout.

Refer to response in Section 2.3.3.2 on Benefits of the Proposed Scheme in this report and also note the below.

Proposed Scheme at Dublin Road (Crinken Lane to Wilford Roundabout)

The existing provision over this length comprises a two-lane carriageway with advisory cycle lanes from Wilford Roundabout as far as Shanganagh Cemetery. From here, the cross-section switches to two traffic lanes, a northbound bus lane and a southbound advisory cycle lane until alongside Shanganagh Park. It then transitions back to two lanes with advisory cycle lanes from Shanganagh Park to Crinken Lane.

The Emerging Preferred Route in this section proposed footpaths, segregated cycle tracks, a dedicated bus lane and a general traffic lane in both directions, thus upgrading the existing cycling infrastructure. The Preferred Route Option is in line with the EPR option with further design development.

The Proposed Scheme provides for a full suite of footpath, segregated cycle track, general traffic lane and bus lane in both directions. Cycle tracks and/or footpaths have been brought behind the roadside treeline where suitable, to maintain the roadside tree canopy along the road. To optimise the protection of the roadside trees in front of Shanganagh Cemetery, a section of the northbound cycle track has been relocated to the eastern side of the route to create a two-way cycle track from St. James Church, behind the roadside trees at Shanganagh Cemetery, and across Shanganagh Park. The northbound cycle track crosses back to the west side of the road before Allies River Road. Signal Controlled Bus

Priority was applied for northbound buses from Wilford Roundabout to enable a reduction in impact on properties and significant mature trees immediately north of the junction by locally shortening the bus lane extents here until the Woodbrook college.

Section 3.4.1.3.1 of the EIAR Volume 2 Chapter 3 (Consideration of Alternatives) summarises the alternatives considered and the design development. This is further explained in detail in section 6.4.2 of the Preferred Route Option, as part of the Supplementary Information.

'The design for this section was developed further as part of the Preferred Route Options development following completion of additional topographical and tree surveys, which allowed for a more detailed analysis of the impacts the proposed EPR would have. The assessment also took into account the responses from the Non-Statutory Public Consultations which outlined that heritage wall and roadside tree loss along this section would impact on the visual identity and feel for this length of road.'

Signal Controlled Bus Priority was applied for northbound buses from Wilford Roundabout to enable a reduction in impact on properties and significant mature trees immediately north of the junction by locally shortening the bus lane extents here until the Woodbrook college. In this section widening has been provided in the east side to minimise impact to the properties. Signal priority measures which commenced in the adjacent section through Shankill village were extended for southbound buses as far as the Shanganagh Castle grounds to reduce impact on properties.

Cycle tracks and/or footpaths have been brought behind the roadside treeline where suitable, to maintain the roadside tree canopy along the road. At these locations, the intention is to remove the ground-level shrubbery and crown the trees to ensure there is visibility from the road to the newly relocated footpaths and cycle tracks. To optimise the protection of the roadside trees in front of Shanganagh Cemetery, a section of the northbound cycle track has been relocated to the eastern side of the route to create a two-way cycle track from St. James Church, behind the roadside trees at Shanganagh Cemetery, and across Shanganagh Park. The northbound cycle track crosses back to the west side of the road before Allies River Road.

The design has been co-ordinated with proposed entrances for recently approved housing developments at Shanganagh Castle and Woodbrook. These developments have been considered when assessing the most appropriate local alignment, in addition to newly available survey information. In particular, tree survey information has been carefully considered when refining the alignment, to prioritise retention of significant mature trees.

Liaison has taken place with DLRCC to ensure that the design takes into consideration the emerging Shanganagh Park and Cemetery Masterplan interactions with the Proposed Scheme.

The above design development has enabled a reduction in impact on adjacent heritage walls, properties and trees that was evident as a result of the updated topographical survey and tree survey in the area, while maintaining the proposed bus priority infrastructure.'

During the Feasibility and Route Selection stage, alternate route option was considered as part of Route 2B between Crinken Lane and Wilford Roundabout, which will bring cyclists off-line from the main route running east of the Dublin Road. Option 1 part of the Route 2B options was the preferred option over Option 2, as it keeps directly on the main route as aligns with the GDA Cycle Network Plan and meets overall BusConnects objectives.

Section 3.3.2.3 of the EIAR Volume 2 Chapter 3 (Consideration of Alternatives) also summarises the route options considered at the Feasibility stage and the assessment to inform the Emerging Preferred Route option (EPR).

'Following the Stage 1 sifting process, five viable route options for Section 3 were taken forward for assessment and further refinement as shown in Image 3.13. These five route options were as follows:

- *Route 2A would run parallel to the M11 on a newly constructed busway from Wilford Junction through to Loughlinstown Roundabout and then along the N11 to the Wyattville Interchange;*
- *Route 2B would run via the Dublin Road from Wilford Junction, through Shankill and onto the N11 at Loughlinstown Roundabout to the Wyattville Interchange;*
- *Route 2C would run via the Dublin road and Crinken Lane, and join a newly built bus-way parallel to the M11 at Loughlinstown Roundabout, before following the existing N11 to the Wyattville Interchange;*
- *Route 2D would have buses follow the same route as Route 2B, but general traffic could be*

diverted around Shankill Village using a newly constructed road on the same alignment as that proposed for the bus route in 2C. A Bus Gate would be put in place on the Dublin Road between the Shanganagh Road and Lower Road junctions; and

- Route 2E would combine routes 2A and 2B whereby the route would run parallel to the M11 on a newly constructed busway from Wilford Junction to the intersection with Crinken Lane, then it would run along the Dublin Road from Crinken Lane to Loughlinstown Roundabout and along the N11 to the Wyattville Interchange.

A schematic route alignment of the five route options presented in Figure 2.386, extract Chapter 3 (Consideration of Reasonable Alternatives) in Volume 2 of EIAR.



Figure 2.386: Extract Chapter 3 (Consideration of Reasonable Alternatives) in Volume 2 of EIAR (Image 3.13)

For the Route Option 2B section Wilford Roundabout to Crinken Lane two options were considered.

- Option 1 – providing parallel bus lanes, cycle tracks and footpaths in a 20m cross-section.

Southbound footpath to run through Shanganagh Park (chosen option);

- *Option 2 – providing dedicated bus lanes and footpaths with a section of off-line cycle tracks running to the east of the Dublin Road.'*

Table 2.81 presents the multi-criteria assessment of the Route Options 2A, 2B, 2C, 2D and 2E, extract from Appendix M (Bray to UCD CBC Feasibility and Options Report) of the Preferred Route Options Report, part of Supplementary Information.

- Based on the assessments above it has been determined that while not the most favourable from an environment perspective Route Option 2B offers the preferred route option for the following reasons:
- It has the lowest capital cost of the five schemes
- It has significant benefits in terms of integration, accessibility and social inclusion as it serves the catchment of Shankill, integrates with the DART and provides continuous cycle facilities
- While not the most preferable of the schemes under journey time reliability, it would still deliver a high level of service for bus passengers
- In terms of safety, the five schemes are considered equal

Route Option 2B was identified as the preferred option for this section and is brought forward as the Emerging Preferred Route. Scheme 2A was the next preferred as it offers the best journey time reliability and has significant environmental benefits compared to the other schemes, however it has significant disbenefits in terms of integration.

Table 2.81: Extract from Appendix M of Preferred Route Options Report (Table 6.6 and 6.7 MCA for Section 3)

Table 6.6 Section 2 Route Options Assessment Summary (Sub-Criteria)						
Assessment Criteria	Sub-Criteria	2A	2B	2C	2D	2E
Economy	Capital Cost					
	Journey-time reliability and quality of service					
Integration	Land Use Integration					
	Residential Population and Employment Catchments					
	Transport Network Integration					
	Cyclists and pedestrian integration					
Accessibility and Social Inclusion	High volume trip attractors					
	Deprived Geographic Areas					
Safety	Road Safety					
Environment	Archaeological, Architectural and Cultural Heritage					
	Flora and Fauna					
	Soils and Geology					
	Hydrology					
	Landscape and visual					
	Noise, Vibration and Air					
	Land Use and the Built Environment					

Table 6.7 Route Options Assessment Summary (Main Criteria)

Assessment Criteria	2A	2B	2C	2D	2E
Economy					
Integration					
Accessibility and Social Inclusion					
Safety					
Environment					

ElAR Volume 2 Chapter 3 (Consideration of Alternatives) further summarises ‘Overall 2B overall was deemed to be the most advantageous route, even though it was not the most advantageous under the Environment criterion. This is due to its comparatively lower cost; significant benefits in terms of integration, accessibility and social inclusion as it serves the catchment of Shankill, integrates with the DART and provides continuous cycle facilities; and it would deliver a high level of service for bus passengers. Therefore 2B was brought forward into the Emerging Preferred Route.’

The detail assessment of the sub-options under Route Option 2B is discussed below, as noted in section 6.2.3.2 of the Appendix M - Bray to UCD Core Bus Corridor - Feasibility and Options Report, of the Preferred Route Options Report, as part of the Supplementary Information.

‘Option 1 - This option proposes providing a typical 20m wide cross section including bus lanes and cycle tracks in each direction, bounded by footpaths. This option would require in the order of 7m of additional lands to facilitate road widening, including mature trees, and the setting back of boundary walls, on one or both sides of the road.

Option 2 - This option would provide a 16m cross section on the Dublin Road, comprising 2m footpaths, and 3m bus and running lanes in each direction. This option would require in the order of 4m of additional lands to facilitate road widening on one or both sides of the road, along with a further 3m to 4m strip of additional lands further east to provide the cycle track. Between St. James’ Church and Crinken Lane the provision of off-line cycle tracks is constrained by the church and adjacent Shanganagh Cemetery and therefore cycle tracks along the Dublin Road would be provided. This scheme option would avoid some of the mature trees by passing the cycle track around the back of the tree line where possible, however a large number of trees would still be affected.

A summary of the ranking of route options against the scheme sub-criteria is presented in Table 6.2 of the Appendix M.

Option 1 requires land acquisition and road widening to facilitate the proposed scheme, resulting in the loss of significant mature trees and setting back of existing boundary walls. Option 2 provides a reduced cross section along the Dublin Road in comparison to Option 1, and will therefore require less road widening and is slightly more preferable in terms of Landscape and Visual, but will still result in the loss of significant mature trees and walls bounding the road. The cost of Option 2 is higher as additional works and land acquisition would be required along the cycle route. The cycle route for Option 1 follows a more direct route along the Dublin Road and does not require northbound cyclists to cross the road, as is the case for Option 2, and therefore Option 1 is slightly more preferable in terms of Cyclist and Pedestrian Integration.

There is little to differentiate between the options, however in reference to the overall scheme objectives Option 1 provides for cyclists directly along the route identified in the GDA Cycle Network Plan and is therefore considered preferable and is brought forward for this section of Option Route 2B.'

Both options considered at the Feasibility stage (Route 1 and Route 2) part of option for EPR Route 2B would have the same impact on the property of Woodbrook Estate north of Wilford Roundabout.

Proposed Scheme at the vicinity of Woodbrook Side Lodge (Wilford Roundabout to Corke Abbey Avenue Junction)

Section 3.4.1.4.1 of Chapter 3 (Consideration of Reasonable Alternatives) in Vol 2 of EIAR, describes the various alternatives considered in the vicinity of the Woodbrook Side Lodge.

'3.4.1.4.1 Woodbrook Side Lodge

Alternatives to the design of the Proposed Scheme in the vicinity of the Woodbrook Side Lodge (a residential dwelling and a Protected Structure) at the northern end of Section 4 were also considered. Given the impact to a Protected Structure at this location, further assessment was carried out to examine whether there were any viable alternative options which would avoid the impact to the Protected Structure. Further details on the Woodbrook Side Lodge and its status as a Protected Structure are provided in Chapter 16 (Architectural Heritage).

The EPR proposal at the location of Woodbrook Side Lodge was for the existing carriageway to be widened to include for the full BusConnects cross-section (i.e. a footpath, cycle track, bus lane and general traffic lane in each direction). In order to accommodate the road widening at this location, it would be necessary to demolish Woodbrook Side Lodge. It is proposed to build a replacement of the residential property at a new location east of its current location at the southern end of the Woodbrook estate. This option allows sustainable transport modes to achieve priority and safety. The EPR option requires the full widening to occur on the eastern side of the existing carriageway.

The following alternative options were assessed:

- **EPR Option** – as described above;
- **Do Minimum Option:** retain existing cross-section at this location, and use signal-controlled bus priority. Signal-controlled bus priority (whereby traffic signals are used to enable buses to get priority ahead of other traffic on single lane road sections) was considered between Wilford Junction and Old Connaught Avenue in order to reduce the impact on land take and avoid the demolition of Woodbrook Side Lodge, as well as land take impacts to other properties along Dublin Road. For signal-controlled bus priority to operate successfully, queues cannot be allowed to develop on the shared bus / traffic lane portion, as this will result in delays on the bus service. The Wilford junction is strategically important, with high traffic volumes associated with it to gain access to and exit from the M11. Sufficient traffic signal green time for general traffic is required to avoid queues backing up on the M11. In addition, sufficient traffic signal green time for buses along the Proposed Scheme is required to provide bus priority and improve bus journey times. Junction modelling of this option showed queuing at all arms of the junction, resulting in delays to bus services and excessive queues on the M11 off-slip;
- **Alternative Option 1 – Full BusConnects Cross-Section, Widening to the West:** As per the EPR option, but with the widening to occur exclusively on the western side of the carriageway, instead of the eastern side. This option would avoid impact on the Protected Structure, however it would result in other environmental impacts including significant impacts as a result of land take on the Circle K petrol station which would likely impact the viability of the business, and on front gardens for more residential properties on the western side of the Dublin Road than

would be impacted on the eastern side of the road, including the need to realign the boundary of Rathmore (identified in Chapter 16 (Architectural Heritage) as a heritage feature);

- **Alternative Option 2 – Full BusConnects Cross-Section, Balanced Widening on Both Sides:** As per the EPR option, but with the widening to be shared across both sides of the carriageway. This option would still impact on the Woodbrook Side Lodge given its current proximity to the road, as well as on the Circle K petrol station, and on properties on both sides of the Dublin Road as a result of the land take required on both sides.
- **Alternative Option 3 – Reduced Cross-Section (Shared Bus / Cycle Lane):** A reduced cross section, whereby there would be a footpath, bus lane and general traffic lane in each direction, with the cyclists required to share the bus lane. This reduced cross-section would reduce the total extent of the land-take required, however would still require widening in order to accommodate the two new bus lanes. Under this alternative option, three sub-options were assessed:
 - **Sub-Option 3a (Widening to the east)** – Impact on the properties on the eastern side of the Dublin Road, including Woodbrook Side Lodge;
 - **Sub-Option 3b (Widening to the west)** – Avoids impact on the Woodbrook Side Lodge, however as with Alternative Option 1, would still result in land-take at the Circle K petrol station and the residential front gardens along the western side of the Dublin Road; and
 - **Sub-Option 3c (Balanced widening on both sides)** – As with Alternative Option 2, but with a reduced cross-section. Again, this option would impact on more properties than either SubOption 3a or 3b, while also still impacting on the Woodbrook Side Lodge and the Circle K petrol station.

In terms of impact on the Woodbrook Side Lodge, the only alternative options that would avoid impact are the Do Minimum Option, Alternative Option 1 and Alternative Option 3b. All other alternative options would still impact on the Woodbrook Side Lodge given its existing location in close proximity to the road.

The Do Minimum Option would result in additional queuing on all arms of the nearby Wilford junction and result in delays to bus services and lack of segregated cycling infrastructure. This route is identified as a Primary Cycle Route within the 2022 Greater Dublin Area Cycle Network Plan, therefore the lack of segregated cycling infrastructure does not meet the BusConnects objectives.

Alternative Option 1 would result in more environmental impacts including more land take impacts on commercial and residential property above that of the EPR Option, including potentially impacting on the viability of the Circle K petrol station business and impacting the curtilage of Rathmore (identified in Chapter 16 (Architectural Heritage) as a heritage feature). Alternative Option 3b would similarly impact on the same properties as Alternative Option 2, albeit with slightly reduced land take required.

Alternative Option 3 provides for journey time reliability for the buses, however these sub-options do not provide segregated cycling infrastructure in this section of the Proposed Scheme, which is identified as a Primary Cycle Route as outlined above. The cyclists would have to share the bus lane on a proposed Primary Cycle Route and therefore it will not meet the BusConnects objectives and would impact the safety of the cyclists in particular on the immediate approaches to a significant junction accessing the M11. The EPR Option performs better than Alternative Option 3 in terms of integration with the transport network and safety.

Following the consideration of the above alternative options, the EPR option is considered to more benefits win comparison to other options. The EPR Option is therefore the PRO for this section for the following reasons:

- It provides journey time reliability for buses and cyclists;
- It performs well with respect to integration and road safety;
- While it impacts on the Woodbrook Side Lodge (Protected Structure), it is considered to have less environmental impacts, particularly with regard to land take from other private properties and businesses.'

Section 6.5.3 of the Preferred Route Options Report part of Supplementary Information notes the MCA for the above mentioned options at Woodbrook Side Lodge as noted in Table 2.82 and Table 2.83.

Table 2.82: Extract from Preferred Route Options Report (Table 6.15 MCA)

The MCA tables are included in Appendix K . A summary of the MCA for this is provided in Table 6.15 .								
MCA Criteria	Assessment Sub-Criteria	EPR Option	Do Minimum	Option 1	Option 2	Option 3a	Option 3b	Option 3c
Economy	1a Capital Cost							
	1b Transport Reliability and Quality							
Integration	2a Land Use Integration							
	2b Residential Population and Employment Catchments							
	2c Transport Network Integration							
	2d Cycle Network Integration							
	2e Traffic Network Integration							
Accessibility and Social Inclusion	3a Key Trip Attractors							
	3b Deprived Geographic Areas							
Safety	4a Road Safety							

Environment	5a Archaeology and Cultural Heritage							
	5b Architectural Heritage							
	5c Flora & Fauna							
	5d Soils and Geology							
	5e Hydrology							
	5f Landscape and Visual							
	5g Air Quality							
	5h Noise and Vibration							
	5i Land Use Character							

Table 6.15: MCA at Section 6.5.3

Table 2.83: Extract from Preferred Route Options Report (Table 6.15 MCA Summary)

MCA Criteria	EPR Option	Do Minimum	Option 1	Option 2	Option 3a	Option 3b	Option 3c
Economy							
Integration							
Accessibility and Social Inclusion							
Safety							
Environment							

Table 6.16: Section 3.5.3 MCA Summary

Following the consideration of the above alternative options, the EPR option is considered to more benefits win comparison to other options and is the Preferred Route Option to inform the Proposed Scheme, which will have impact on the Woodbrook Side Lodge.

Section 3.3.2.4 of the EIAR Volume 2 Chapter 3 (Consideration of Reasonable Alternatives) summarises the route options considered at the Feasibility stage and the assessment to inform the Emerging Preferred Route option (EPR) in Section 4 of the Proposed Scheme.

Following the Stage 1 sifting process, two viable route options for Section 4 were taken forward for assessment and further refinement as shown in Image 3.14. These two route options were as follows:

- *Route 1A would run via Castle Street and Dublin Road to Wilford Roundabout; and*
- *Route 1B would run via Quinsborough Road (northbound direction) / Florence Road (southbound direction), parallel to the DART line across the River Dargle via a new bridge, through the old Bray Golf Club lands onto Dublin Road to Wilford Roundabout.*

Both routes overlap at their start and end points. Both options also overlap on the Dublin Road from approximately Chapel Lane to Wilford Roundabout.

Both options considered at the Feasibility stage (Route 1A and Route 1B) would have the same impact on the Woodbrook Side Lodge.

The Emerging Preferred Route Option is shown in Appendix N of the Preferred Route Options Report, as part of the Supplementary Information.

5) Consultation

Given the nature of such infrastructure schemes as BusConnects Core Bus Corridors, there is invariably a substantial amount of technical information which needs to be provided, so as to ensure that the consent application is comprehensive in nature to meet legislative requirements and provide the competent authority with the necessary information to allow them to reach a decision. Volume 1 of the EIAR comprises the Non-Technical Summary of the EIAR for the Proposed Scheme. Chapter 1 in Volume 2 of the EIAR contains information on the content and structure of the EIAR. Section 1.5.6 of Chapter 1 sets out the information which must be contained in the EIAR. The NTA has sought to make the information as concise as possible, while ensuring that the necessary information has been provided. Section 1.5.7 of Chapter 1 sets out the structure of the EIAR. It is considered that the structure of the EIAR does provide the necessary legibility for those interested parties (both lay persons and

technical specialists) to find the information of relevance to them. While the EIAR has been prepared in compliance with the EIA Directive, it has also been written to make it accessible to a wider, non-specialist audience in so far as possible.

In May 2017 the NTA launched the BusConnects Programme and then in June 2018 published the Core Bus Corridors Project Report. The report was a discussion document outlining proposals for the delivery of Core Bus Corridor Routes across Dublin.

Since the commencement of the non-statutory period of the CBC Infrastructure Works, there has been a total of three rounds of non-statutory public consultation.

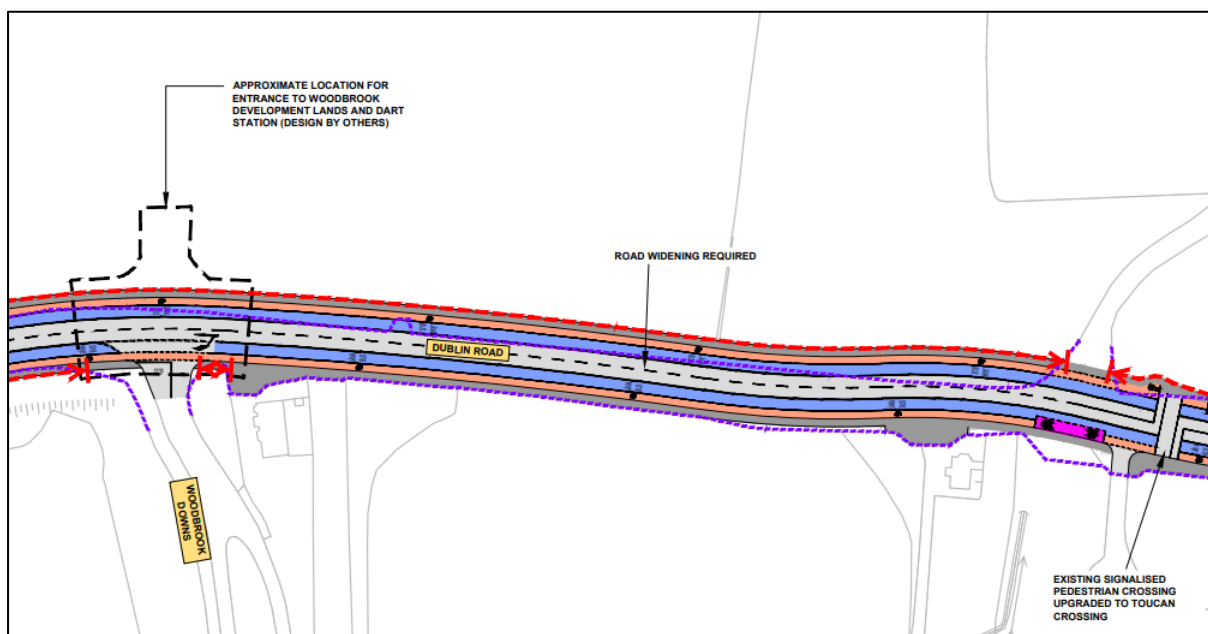
The term “non-statutory” is used to describe the public consultation which occurred from [2018 to 2022] because this consultation process with the public and interested stakeholders was undertaken by the NTA on a voluntary basis and was not required by law. The purpose of this process was to inform the public and stakeholders of the evolution of the proposal from an early stage and to seek feedback on the design proposals.

This is in contrast with the statutory consultation period which ran from 15 August 2023 to 10 October 2023 during which an opportunity was provided to members of the public, including Sir Henry Marc Cochrane, (as well as certain prescribed bodies) to make submissions to An Bord Pleanála in accordance with section 51 of the Roads Act 1993 (as amended).

First Round of Non-Statutory Public Consultation – The first round of non-statutory public consultation on the Emerging Preferred Route Options was from November 2018 until March 2019 divided into three phases. The reason it was divided into three phases was primarily due to the fact that the BusConnects Infrastructure team carried out all aspects of the first round without external design service providers having been appointed at that stage. Moreover, the BusConnects Infrastructure team sought to gain maximum engagement from the public from the commencement of the CBC Infrastructure Works to raise awareness, establish relationships and gain immediate insight and knowledge of the issues at an early stage.

It was also important that at the start of the non-statutory consultation that considerable time and resources were dedicated by the BusConnects Infrastructure team to initiate contact with potential impacted properties. Each of the potentially impacted property owners were offered the opportunity to meet with members of the BusConnects Infrastructure team on a one-to-one basis which meant a significant amount of resources had to be dedicated to this process.

The Emerging Preferred Route Option at the Woodbrook Estate is presented in Appendix N of the Preferred Route Options Report, part of Supplementary Information and shown in Figure 2.387. The Proposed Scheme drawings in the published consultation brochure presented bus lane, cycle track and footpath in both directions along the entire section along the Woodbrook Estate.



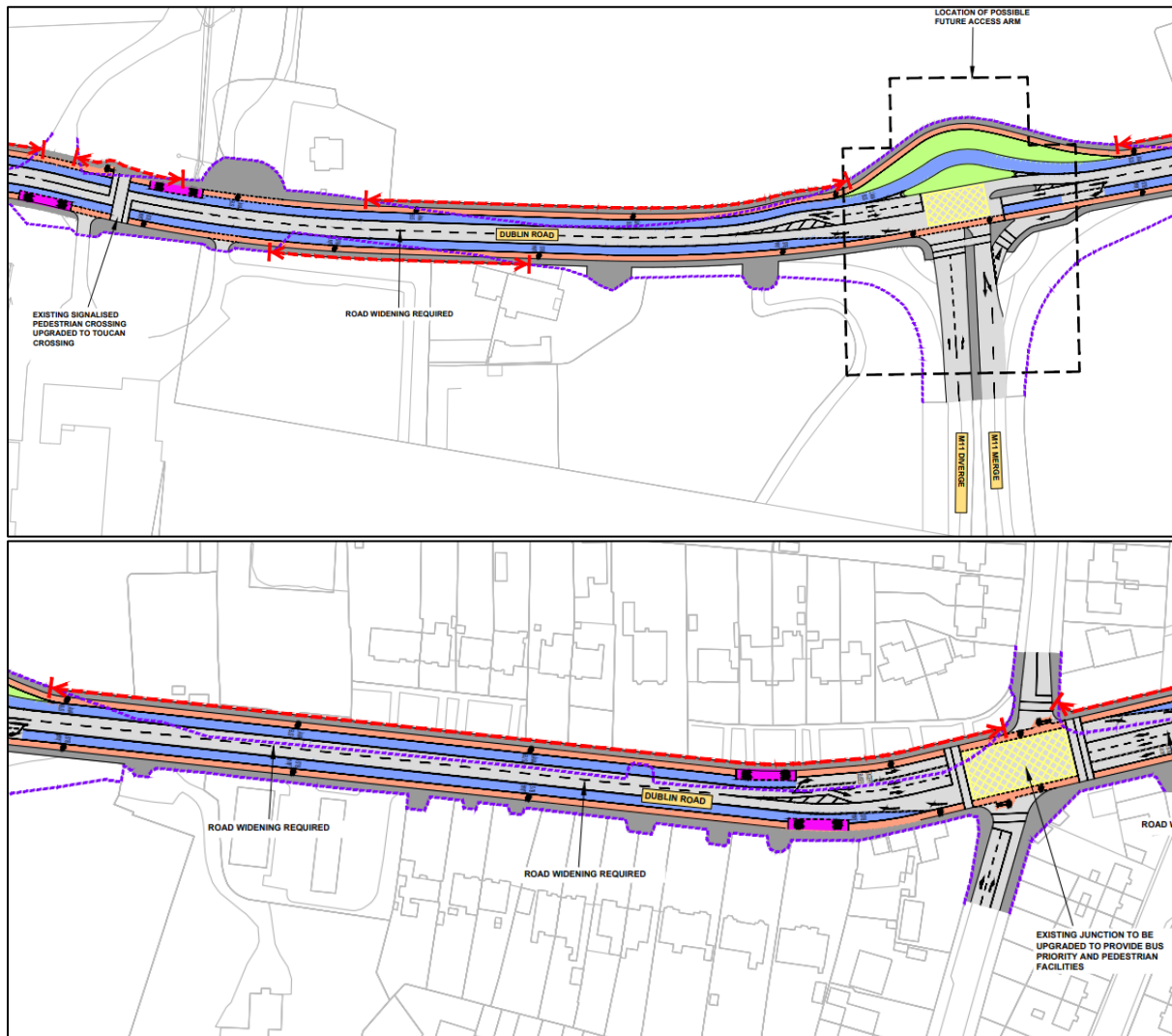


Figure 2.387: Extract from Emerging Preferred Route at Woodbrook (Appendix N)

Second Round of Non-Statutory Public Consultation – The non-statutory public consultation for the Preferred Route Options ran from March 2020 to April 2020 as Ireland entered the first lockdown due to the Covid-19 pandemic. The consultation continued in deference to the number of online submissions received during this period. A number of public facing elements of the consultation were cancelled in line with Government health guidelines, however, all other elements of the consultation including online versions of the brochures, supporting documentation were available. Other communication tools including the Freephone, email and digital aspects remained active for submissions to be received.

The Draft Preferred Route Option at the Woodbrook Estate is presented in Appendix O of the Preferred Route Options Report, part of Supplementary Information and shown in Figure 2.388. The Proposed Scheme drawings in the published consultation brochure presented bus lane, cycle track and footpath in both directions along the entire section along the Woodbrook Estate, with change in layout at Wilford roundabout with regards to bus lane.



Figure 2.388: Extract from Draft Preferred Route at Woodbrook (Appendix O)

Third Round of Non-Statutory Public Consultation – This round of non-statutory public consultation for the Preferred Route Options from November 2020 to December 2020 was added due to the disruption caused to the second-round consultation process. It was important that further engagement was facilitated to communicate design development changes prior to concluding the determination of the Preferred Route Options. Methods had emerged whereby traditional public information events could be replaced by virtual online alternatives to offset the restrictions that continued associated with the Covid-19 Pandemic. Accordingly, all elements of the public consultation and stakeholder engagement were conducted virtually or online in line with the Government health guidelines.

The Preferred Route Option Third Round of Consultation at the Woodbrook Estate is presented in Appendix P of the Preferred Route Options Report, part of Supplementary Information and shown in

Figure 2.389. The Proposed Scheme drawings in the published consultation brochure presented signal control priority north of Wilford roundabout till Woodbrook College, the design was developed to minimise impact to properties frontage and mature trees in the Woodbrook Estate. The Proposed Scheme alignment was also moved further west to minimise impact to the Woodbrook Estate and the mature trees north of the Wilford junction.

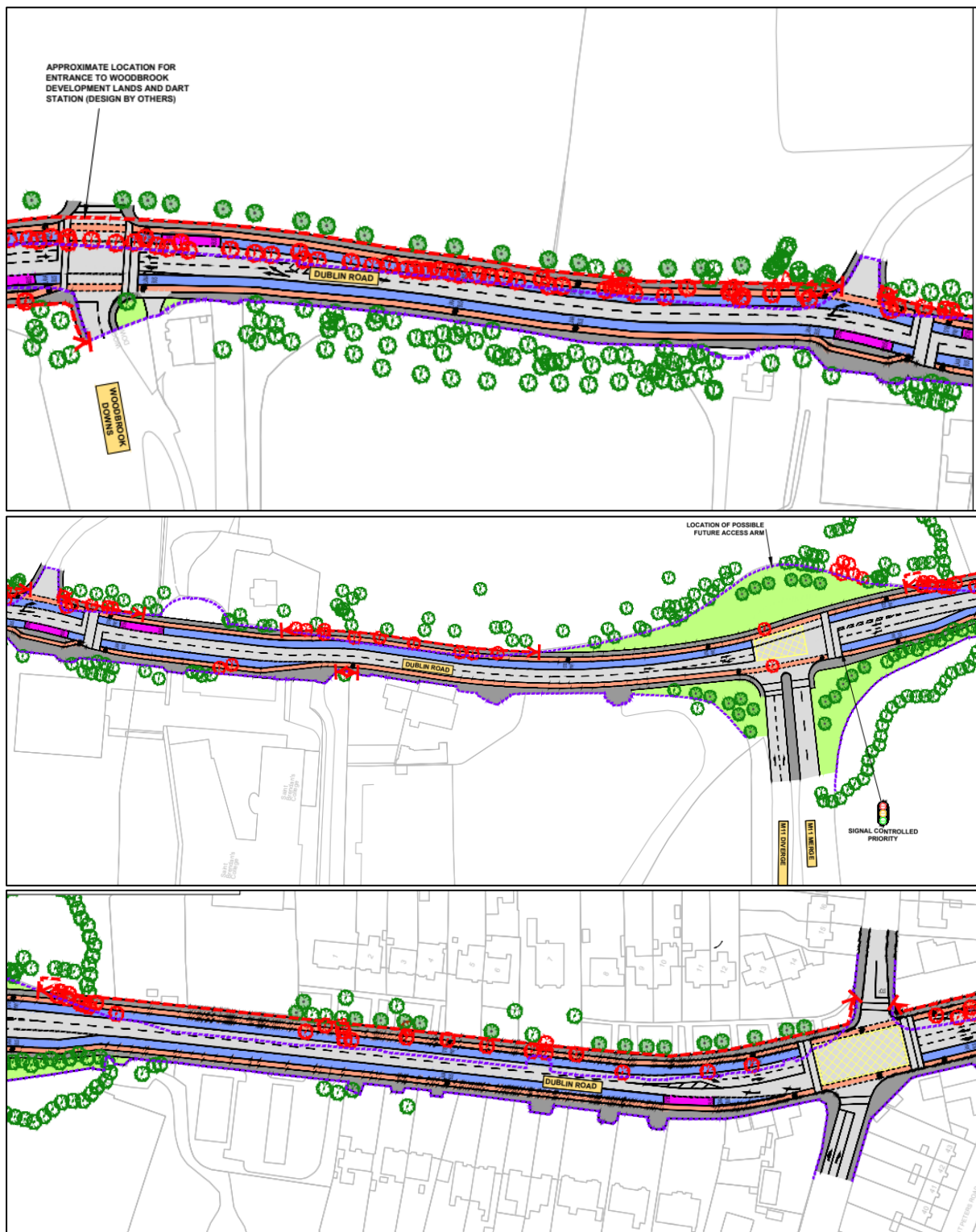


Figure 2.389: Extract from Preferred Route Third Round of Consultation at Woodbrook (Sheet 81, 82 and 83)

The Proposed Scheme provides for a full suite of footpath, segregated cycle track, general traffic lane and bus lane in both directions. Signal Controlled Bus Priority was applied for northbound buses from Wilford Roundabout to enable a reduction in impact on properties and significant mature trees

immediately north of the junction by locally shortening the bus lane extents here until the Woodbrook college.

Section 3.4.1.3.1 of the EIAR Volume 2 Chapter 3 (Consideration of Alternatives) summarises the alternatives considered and the design development. This is further explained in detail in Section 6.4.2 of the Preferred Route Option Report, as part of the Supplementary Information. Refer to response no 5 for details.

The following is provided as part of the Preferred Route Options Report, part of Supplementary Information:

- Appendix M provides Emerging Preferred Route Public Consultation Feb 2019
- Appendix O provides Preferred Route March 2020
- Appendix P provides Preferred Route Third Round of Public Consultation November 2020

Public Consultation Part 1 and Part 2, part of Supplementary Information.

Additional Public Consultation Reports are also provided under the Preferred Route Options Report Appendix B and C, part of Supplementary Information.

The NTA acknowledge the positive and constructive liaison that has occurred with the owners and consultants of the Woodbrook Estate throughout the design and planning process to date.

2.42.4 CPO-075 - Sir Marc Cochrane

2.42.4.1 *Summary of Objections Raised*

This CPO Objection relates to the Sir Marc Cochrane. The Proposed Scheme at this location is described in Section 2.42.1 on Description of the Proposed Scheme at this location above.

The objection to the CPO raises five potential issues:

1) Unclear CPO Notice

The objection notes that the Notice of the Making of CPO was confusing that it suggests that the NTA intend to submit the Notice of the Making of the CPO in the coming days. It is therefore not clear whether or not a formal application has in fact been made.

The objection referred The Board to *Clinton v. An Bord Pleanála* (2007) IESC 19 and *Reid v Industrial Development Agency* [2015] IESC 82 where the Supreme Court set out the parameters within which any such compulsory acquisition must occur and the test to be employed.

The objection also references the delays experienced in the Metro North and Galway City Outer Bypass.

2) Objections in Relation to Approval of CPO

The objection raised concerns that it is premature to approve the CPO for the following reasons:

- The Proposed Scheme does not have Planning permission and CPO should not be approved in advance of the Planning Application;
- There are no detail design drawings for the Proposed Scheme;
- Need for the Proposed Scheme not established;
- Funding has not been approved for the detailed design, land acquisition or construction of the Proposed Scheme;
- Possibility of acquiring the property required by agreement not considered; and
- Alternative options not considered.

3) Contravention of Article 1 of the First Protocol to the Convention on Human Rights

The Bord has a duty and an obligation to ensure that its decisions meet the requirements of both European and domestic legislation and that the landowners affected by a compulsory expropriation do

not suffer an excessive burden under Article 1 of the First Protocol to the Convention on Human Rights, due to the delays in the CPO process.

4) Compensation and Land Value Sharing and Urban Development Zones Bill 2022

The objection notes lack of clarity on the compensation process and the determination of compensation by an Arbitrator if an amount cannot be agreed. The objection mentions the provisions of the Land Value Sharing and Urban Development Zones Bill 2022, the compensation provisions and procedures for assessing and determining compensation together with the procedure of transferring title, would all come within the remit of this latter Bill, and which provisions are entirely different to the provisions set out and referred to in the Notice served.

5) Request for Oral Hearing

The objection acknowledges that it's the Board to exercise its discretion to hold an oral hearing and requests a traditional Oral Hearing for the CPO.

2.42.4.2 Response to Objection Raised

1) Unclear of CPO Notice

Refer to response in Section 2.42.3.2 (CPO-074) on Issue No.2 (Significant Impacts on Woodbrook Estate Heritage Features and Mature Trees Including Demolition of Protected Structure (Woodbrook Side Lodge) for details of the CPO land take at the extent of the property of Woodbrook Estate and also note below:

With regards to the mention of the following in the CPO Objection, refer to response in refer to response in Section 2.18.3.2 (CPO-023) for Issue No.1 (Unclear CPO Notice) and also note below.

- The Board to Clinton v. An Bord Pleanála (2007) IESC 19 with the Supreme Court mentioned in the objection;
- Reid v Industrial Development Agency [2015] IESC 82; and
- Metro North and Galway City Outer Bypass, please note below.

The lands to be acquired from Woodbrook Estate are required for the purpose to achieve the Proposed Scheme objectives as referred above.

Further, the lands to be acquired from Woodbrook Estate are the minimum required for this purpose, as referred in the response above. Also, alternatives were considered and assessed during the design development phase, refer to response below (refer to response in Section 2.42.3.2 (CPO-074) for Issue No.4 (Alternative Proposals). NTA are satisfied that reasonable alternatives have been considered to inform the Proposed Scheme.

The suggestion in this objection that excluding Woodbrook Estate lands from the Compulsory Purchase Order for the Proposed Scheme would not affect the NTA's ability to implement the Proposed Scheme is therefore fundamentally incorrect.

If the CPO is confirmed by An Bord Pleanála, a Notice to Treat will be served on the landowner whose land is being acquired. Following service of the Notice to Treat, the landowner will be required to submit a claim for compensation and as part of this process, the NTA will pay the reasonable costs (as part of the claim) for the landowner to engage its agent/valuer in preparing, negotiating, and advising on compensation.

2) Objections in Relation to Approval of CPO

CPO should not be approved in advance of the Section 51 Planning Application

Refer to response in Section 2.18.3.2 (CPO-23) for Issue No.2 (Objections in relation to approval of CPO) in this report.

Lack of detail design drawings for the Proposed Scheme

Refer to response in Section 2.18.3.2 (CPO-23) for Issue No.2 (Objections in relation to approval of CPO) in this report.

Need for the Proposed Scheme

Refer to Section 2.3.3.1 on Need of the Proposed Scheme in this report.

Funding not approved for the Proposed Scheme

Refer to response in Section 2.18.3.2 (CPO-23) for Issue No.2 (Objections in relation to approval of CPO) in this report.

Acquiring property by Agreement

Refer to response in Section 2.18.3.2 (CPO-23) for Issue No.2 (Objections in relation to approval of CPO) in this report.

Cost Benefit Analysis not considered

Refer to response in Section 2.18.3.2 (CPO-23) for Issue No.2 (Objections in relation to approval of CPO) in this report.

Alternatives not considered

Refer to response Section 2.42.3.2 (CPO-074) for Issue No.4 (Alternative Proposals) of this report.

3) Contravention of Article 1 of the First Protocol to the Convention on Human Rights

Refer to response in Section 2.18.3.2 (CPO-23) for Issue No.3 (Contravention of Article 1 of the First Protocol to the Convention on Human Rights) in this report.

4) Compensation and Land Value Sharing and Urban Development Zones Bill 2022

Refer to response in Section 2.18.3.2 (CPO-23) for Issue No.4 (Compensation and Land Value Sharing and Urban Development Zones Bill 2022) in this report.

5) Request for Oral Hearing

The NTA notes the request for an Oral Hearing. An Bord Pleanála has the discretion to decide whether an Oral Hearing will be held in respect of this application.

2.43 CPO-078 – Terroirs

2.43.1 Description of the Proposed Scheme at this location

In order to achieve the scheme objectives along this section of the corridor, it is proposed to provide a fully cycle track and bus lane provision along Morehampton Road. 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.

The local retail area is proposed to be enhanced with high quality concrete paving and granite kerbs. Existing trees are retained where possible with enhancements to the tree surrounds by opening them up by removing the paved material laid right up to the trunk. Priority crossings are proposed over side streets in concrete blocks / setts.

A 'No Right Turn' restriction has been added from Morehampton Road onto Auburn Avenue to reduce crossing point conflicts.

The land take required is shown in the following:

- Extracts from the General Arrangement Drawings which are provided as an Appendix in the 02-General Arrangement Drawings Sheet 06 in Chapter 4 (Proposed Scheme Description) in Volume 3, Part 1 of 3 of the EIAR and shown in Figure 2.390.
- The proposed permanent and temporary land acquisition lines overlain on aerial photography are shown in Figure 2.391.
- The existing property frontage and street view is shown in Figure 2.392.

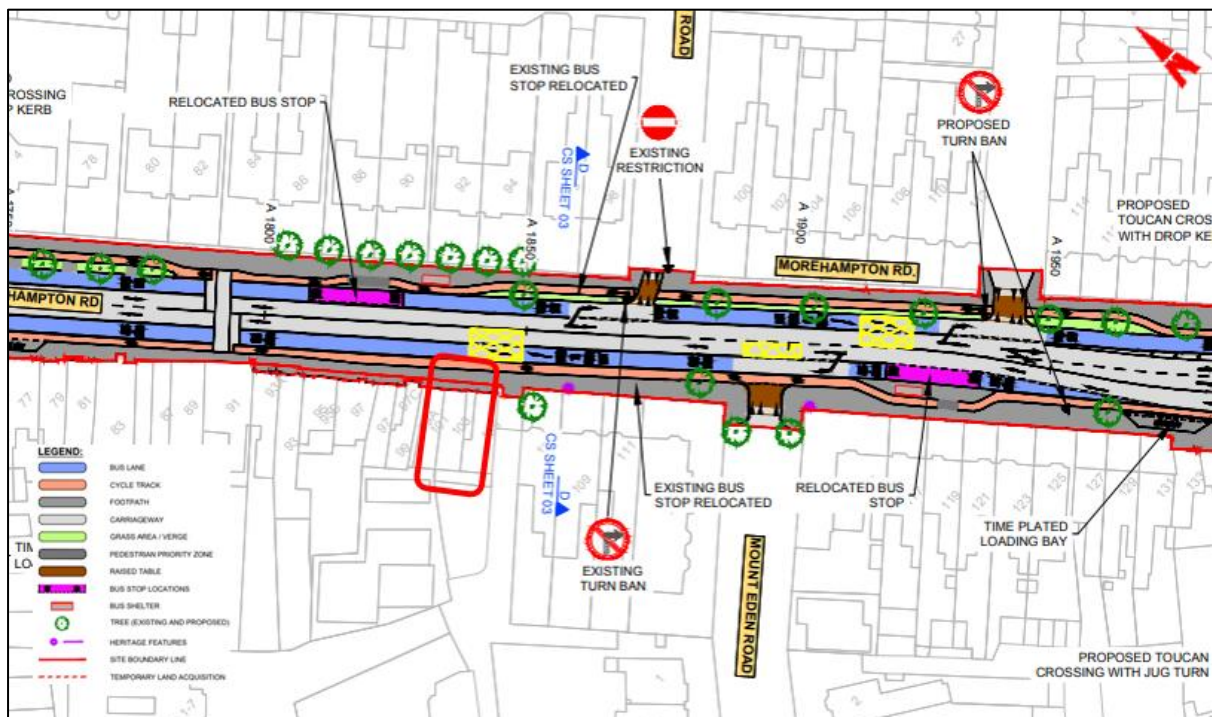


Figure 2.390: Extract from General Arrangement Drawing at Morehampton Road (Sheet 06)



Figure 2.391: Existing aerial view at Morehampton Road



Figure 2.392: Existing street view at Morehampton Road (Image Source: Google)

2.43.2 Summary of Objections Raised

The objection to the CPO raises six potential issues:

1) Access to Shop During Construction

The objection notes that they would need written understanding that the access to Terroirs will not be affected throughout the duration of the works. Many of our clientele are older citizens and people with disabilities who need wheelchair access.

2) Pedestrian Access Along Morehampton Road During Construction

The objection raises the concern that many school children walk in front of the shop every day and we would like to ensure that you will protect pedestrian access along Morehampton premises.

3) Impact on Business - Requirement for Loading Bay & Disabled Parking

The objection raises the concern that they require a loading bay at 103 Morehampton Road to facilitate the unloading of cases of wine and other food products. This would facilitate deliveries to all traders from couriers such as UPS and DHL shops are in Donnybrook every day and especially on Morehampton Road. There is also a vital need for disabled parking along Morehampton Road.

4) Impact on Village

The objection notes that the proposal to remove 20no. designated parking spaces on Morehampton Road would have a long-term impact on the life of Donnybrook, its villages and its traders.

5) Requirement for Traffic Calming

The objection raises the issue that the volume of traffic passing through Donnybrook needs to decrease without strangling the village life. Traffic calming is necessary and implementing measures such as lower speed limits, flashing speed limit signs, ramps and school zone safety would be essential.

6) Requirement for Pedestrian Crossing at Junction with Brendan Road

The objections proposes that a pedestrian crossing on Morehampton Road at the junction with Brendan Road would be crucial with the amount of school children crossing the road at the bus stop and also residents.

2.43.3 Response to Objections Raised

1) Access to Shop During Construction

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 in Chapter 5 (Construction) in 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, as stated in Section 5.10.1 of Chapter 5 (Construction) Volume 2 of EIAR, a CEMP has been prepared for the Proposed Scheme and is included as Appendix A5.1 in Volume 4 of this EIAR. Section 5.2.1.2 of Appendix A5.1 (CEMP) in Volume 4, Part 1 of 4, 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. The CTMP has been prepared to demonstrate the manner in which the interface between the public and construction-related traffic will be managed and how vehicular movement will be controlled.

Table 5.2 in Section 5.3.1.2 in Chapter 5 (Construction) in Volume 2 of the EIAR, shown in Table 2.84 below, provides details of the construction activities for Section 1b: Wellington Place to Donnybrook (Anglesea Road Junction). The expected construction duration for the section will be approximately 15 months. However, construction activities at individual plots will have shorter durations than outlined in overview of construction works presented Section 5.3.1.2.

Table 2.84: Extract from EIAR Chapter 5 (Construction) (Table 5.2)

Section Ref.	Approximate Construction Duration	Approximate Length (m)	Year 1				Year 2				Year 3			
			Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Section 1a	15 months	1,300												
Section 1b	15 months	1,300												
Section 2a	15 months	5,800												
Section 2b	12 months	5,700												
Section 3a	12 months	1,270												
Section 3b	9 months	500												
Section 3c	18 months	1,800												
Section 4a	12 months	300												
Section 4b	9 months	400												
Section 4c	9 months	350												

2) Pedestrian Access along Morehampton Road During Construction

Section 5.8.1 in Chapter 5 (Construction) in Volume 2 of this EIAR notes the following:

'The measures set out in Section 8.2.8 of the Traffic Signs Manual (DTTAS 2019) will be implemented, wherever practicable, to ensure the safety of all road users, in particular pedestrians (including able-bodied pedestrians, wheel-chair users, mobility impaired pedestrians, pushchair users) and cyclists. Therefore, where footpaths or cycle facilities are affected by construction, a safe route will be provided past the works area, and where practicable, provisions for matching existing facilities for pedestrians and cyclists will be made. Where this is not practicable, pedestrians will be directed to use the footpath on the opposite side of the road, crossing at controlled crossing points.'

As stated in Section 5.1:

'A Construction Environmental Management Plan (CEMP) has also been prepared and is included as Appendix A5.1 in Volume 4 of this EIAR. The CEMP will be updated by the NTA prior to the commencement of the Construction Phase, so as to include any additional measures required pursuant to conditions attached to any decision to grant approval.'

Section 5.10.1.1, Construction Traffic Management Plan (CTMP), goes on to state:

'The CTMP has been prepared to demonstrate the manner in which the interface between the public and construction-related traffic will be managed and how vehicular movement will be controlled. It will be a condition of the Employer's Requirements that the successful appointed contractor, immediately following appointment, must detail in the CTMP the manner in which it is intended to effectively implement all the applicable mitigation measures identified in this EIAR and any additional measures required pursuant to conditions imposed by An Bord Pleanála, should they grant approval.'

Section 5.2 of the Construction Environmental Management Plan (CEMP) included in EIAR Volume 4 Appendix A5.1 (CEMP), contains the Construction Traffic Management Plan (CTMP). Section 5.2.1.2 of this document outlines the objectives of the CTMP as follows:

- *'Outline minimum road safety measures to be undertaken, including site access/egress locations, during the works;*
- *Provide measures that respond to all road user needs including public transport, pedestrians, cyclists and vehicular traffic;*
- *Ensure disruption is minimised, with access to houses and businesses maintained, as is reasonably practicable in delivering the Proposed Scheme;*
- *Demonstrate to the NTA, the appointed contractor and suppliers, the need to adhere to the relevant guidance documentation for such works; and*

- *Identify objectives and measures for inclusion in the management, design and construction of the Proposed Scheme to control the traffic impacts of construction insofar as it may affect the environment, local residents and the public in the vicinity of the construction works.'*

3) Impact on Business - Requirement for Loading Bay & Disabled Parking

Impact on Business

Refer to response in Section 2.5.4.2 (CPO-051) for Issue No.1 (Parking / Impact on Business, sub-heading Impact to Business) in this report.

The assessment of Terroirs Ltd in 103 Morehampton Road is entry number 95.

This business was not assessed as being significantly impacted by either the construction or operation of the Proposed Scheme as summarised in the aforementioned sections.

Parking/Loading

Refer to response in Section 2.14.3 (CPO-019) for Issue No.2 (Loss of Delivery & Loading Area) in this report.

4) Impact on Village

Refer to response in Section 2.5.4.2 (CPO-051) for Issue No.3 (Impact on Donnybrook) in this report.

5) Requirement for Traffic Calming

The Proposed Scheme design along Donnybrook Road which are provided as an Appendix in the 02-General Arrangement Drawings Sheet 10 in Chapter 4 (Proposed Scheme Description) in Volume 3, Part 1 of 3 of the EIAR and shown in Figure 2.393.

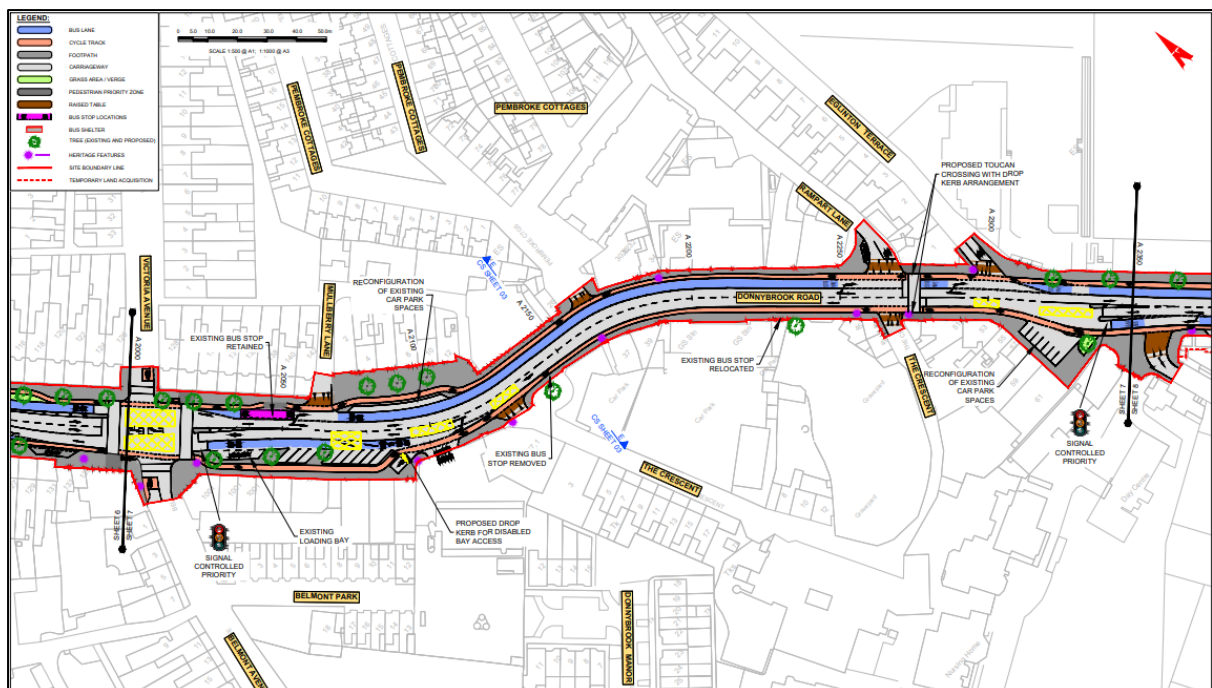


Figure 2.393: Extract from General Arrangement Drawing along Donnybrook Road (Sheet 10)

Traffic Calming Measures

The Proposed Scheme is designed in line with the scheme objectives to ensure bus priority, safe infrastructure for cycling and pedestrians and that the public realm is carefully considered in the design and development of transport infrastructure and seek to enhance key urban focal points where appropriate and feasible.

There are a number of traffic calming measures that have been implemented in the Proposed Scheme that will reduce speeds including improved junction layouts with reduced corner radii, narrow

carriageway lane widths, raised table crossings on side roads, proposed speed limit reductions (e.g. Shankill village).

Figure 2.393 above shows that priority junctions with raised tables are proposed along Donnybrook Road, this will encourage slow vehicular speeds and help maximise control at intersections. Traffic signals provide more active control for all users including active travel, public transport, and traffic which will assist operational efficiency.

Speed Limit

The existing speed limit on this section of Morehampton and Donnybrook Road is 50km/h. The Proposed Scheme does not include any changes to this existing speed limit and no safety concerns relating to traffic speed have been identified during the design development. It is further noted that the Stage 1 Road Safety Audits undertaken for the Proposed Scheme, included as Appendix M of the Preliminary Design Report provided as part of the Supplementary Information, did not highlight any safety issues with the existing speed limit at this location.

The Proposed Scheme design along this section provides for bus lane, traffic lane, segregated cycle track and pedestrian footpath. Signal Control Priority has been employed at certain locations where full segregated bus lane provision has not been possible due to space constraints.

In considering proposals for the introduction of reduced speed limit along sections of the CBCs i.e. 30kph, the primary reference document has been the DTTAS Guidelines for Setting and Managing Speed Limits in Ireland. This document provides guidance to Local Authorities, and other practitioners, in making bye-laws in relation to the setting and management of speed limits in Ireland. Specific guidance is provided in relation to the legislative processes involved in setting speed limits, which will not be discussed in this note, as well as detailed guidance on the various scenarios in which special speed limits should be considered.

The default speed limit within a built-up area is 50kph.

The DTTAS guidance states that:

'The immediate response to road safety issues at particular locations should not be the introduction of a Special Speed Limit that is lower than the default speed limit. Engineering measures should be investigated and/or implemented and only supplemented by a Special Speed Limit if necessary.'

Consideration has been given to the above guideline and the existing speed limit of 50kph is considered to be appropriate in the Donnybrook section.

Cycling infrastructure

The aim and objectives of the Proposed Scheme is to provide enhanced walking, cycling and bus infrastructure on this key access corridor in the Dublin region, which will enable and deliver efficient, safe, and integrated sustainable transport movement along the corridor as stated Section 1.2 in Chapter 1 (Introduction) in Volume 2 in the EIAR:

'Enhance the potential for cycling by providing safe infrastructure for cycling, segregated from general traffic wherever practicable.'

The proposed scale of the BusConnects CBC Infrastructure Works will be transformational for cycling in Dublin, delivering a large number of the primary cycling routes identified in the Greater Dublin Area Cycle Network plan. With proposals of this scale, it is critical that the overall design approach matches the stated ambition and can achieve a longevity that such investment deserves. With this in mind, the NTA set about developing 'Design Principles' for the project. These principles would complement existing documents and standards such as the National Cycle Manual and DMURS. The PDGB was developed to outline the agreed design principles and to enable consistency of design.

The typical protected junction layout, as shown in Figure 2.394 below, offers significant safety improvements compared to the traditional junction layout. The deflection of the cycle track at the junction allows the protection kerb (Note 4) to be positioned on the corner of the junction. In urban locations subject to spatial constraints, the protection kerb provides a tighter turning radius for vehicles and will force the left-turning motorist to reduce speed before making the tighter turn. This design layout also keeps straight-ahead and right-turning cyclists on the raised-adjacent cycle track as far as the junction, avoiding any cyclist-vehicle conflict at weaving and merging lanes, for example, where access

to a dedicated left-turn lane would previously have necessitated a vehicle to cross the cycle lane. Right-turning cyclists will navigate the cycle lane on the junction and turn right (in a controlled manner) after it crosses the side arm.

The Protected Junction layout will encourage cyclists to slow down as they ramp down and advance cyclist stop lines are provided. All this will encourage calming measures for cyclists.

Other benefits to this junction design include:

- Traffic Signal arrangement removes any uncontrolled pedestrian-cyclist conflict;
- Raised and protected cycle track approaching junction; and
- Reduced risk of side-swipe due to the removal of cyclist-vehicle conflict at weaving and merging lanes on all approaches.

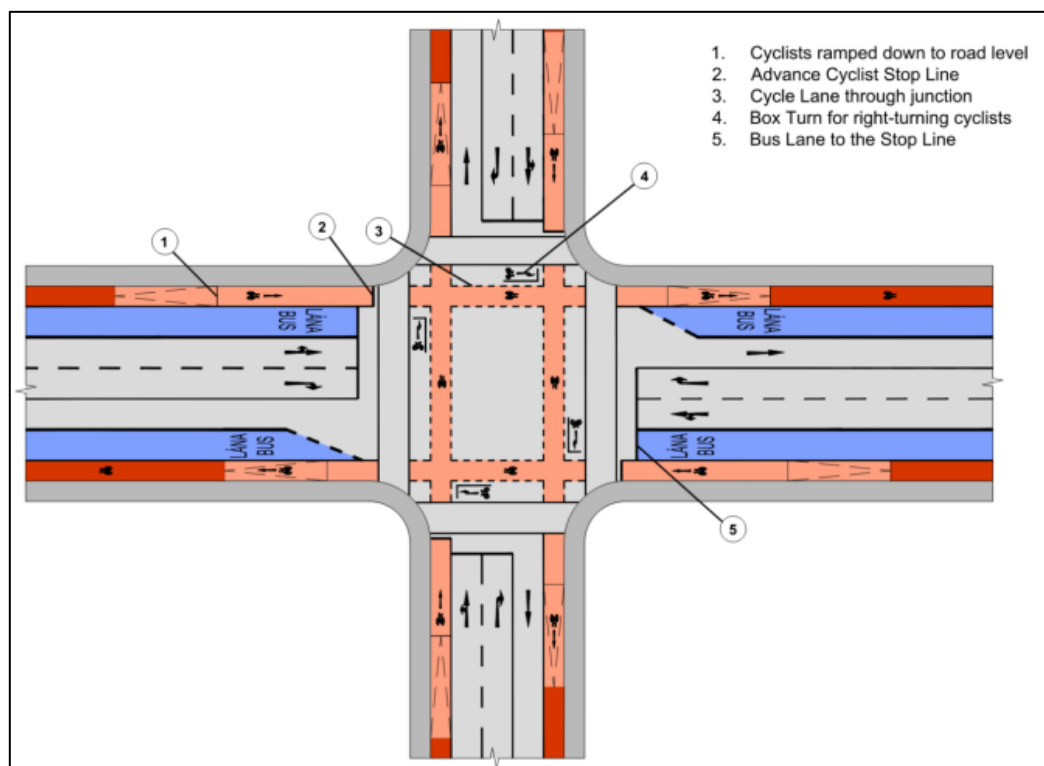


Figure 2.394: Typical Junction Layout from BusConnects Design Guidance Booklet (Image 16 from PDG)

6) Requirement for Pedestrian Crossing at Junction with Brendan Road

With regards to the suggestion of an additional pedestrian crossing being required at the junction of Morehampton Road and Brendan Road. The existing pedestrian crossing at Donnybrook Fair is proposed to be retained as it is located at the end of the row of shops and in close proximity to the southbound bus stop at Chainage 1800. There is also a newly proposed pedestrian crossings located at northern arm of the junction of Morehampton Road and Belmont Avenue / Victoria Ave, in close proximity to the northbound bus stop at Chainage 2000. The two pedestrian crossings are located within a distance of 200m is deemed sufficient to meet the pedestrian desire line at this location. The Proposed Scheme design at the junctions of Morehampton Road and Brendan Road is presented in the General Arrangement Drawings which are provided in Appendix in the 02-General Arrangement Drawings Sheet 6 in Chapter 4 (Proposed Scheme Description) in Volume 3, Part 1 of 3 of the EIAR and shown in Figure 2.395,

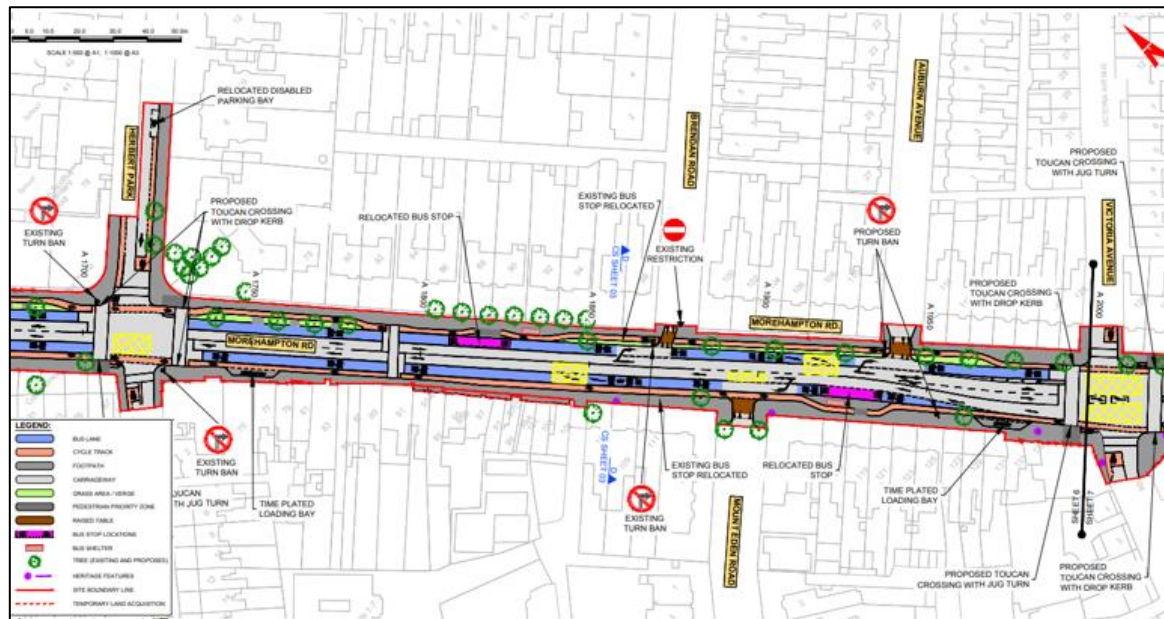


Figure 2.395: Extract from General Arrangement Drawings at Brendan Road (Sheet 06)

2.44 CPO-079 - The Congregation of Christian Brothers

2.44.1 Description of the Proposed Scheme at this location

In order to achieve the scheme objectives along this section of the corridor, it is proposed that from Crinken Lane to the Wilford Roundabout northbound and southbound bus lanes, segregated cycle tracks and general traffic lanes will be provided. 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.

The existing road cross section at the location of Woodbrook College provides footways on both sides of the road, general traffic lanes and advisory cycle lane in both directions. Continuous bus lane is provided in the southbound direction and the northbound bus lane commences north of the Woodbrook College existing exit.

In order to achieve the required cross section of the Proposed Scheme, land acquisition is necessary from private properties along this section of Dublin Road.

The land take required is shown in the following:

- Extracts from the General Arrangement Drawings which are provided as an Appendix in the 02-General Arrangement Drawings Sheet 49 in Chapter 4 (Proposed Scheme Description) in Volume 3, Part 1 of 3 of the EIAR and shown in Figure 2.396.
- The proposed permanent and temporary land acquisition lines overlain on aerial photography are shown in Figure 2.397.
- The existing property frontage and street view is shown in Figure 2.398 and Figure 2.399.

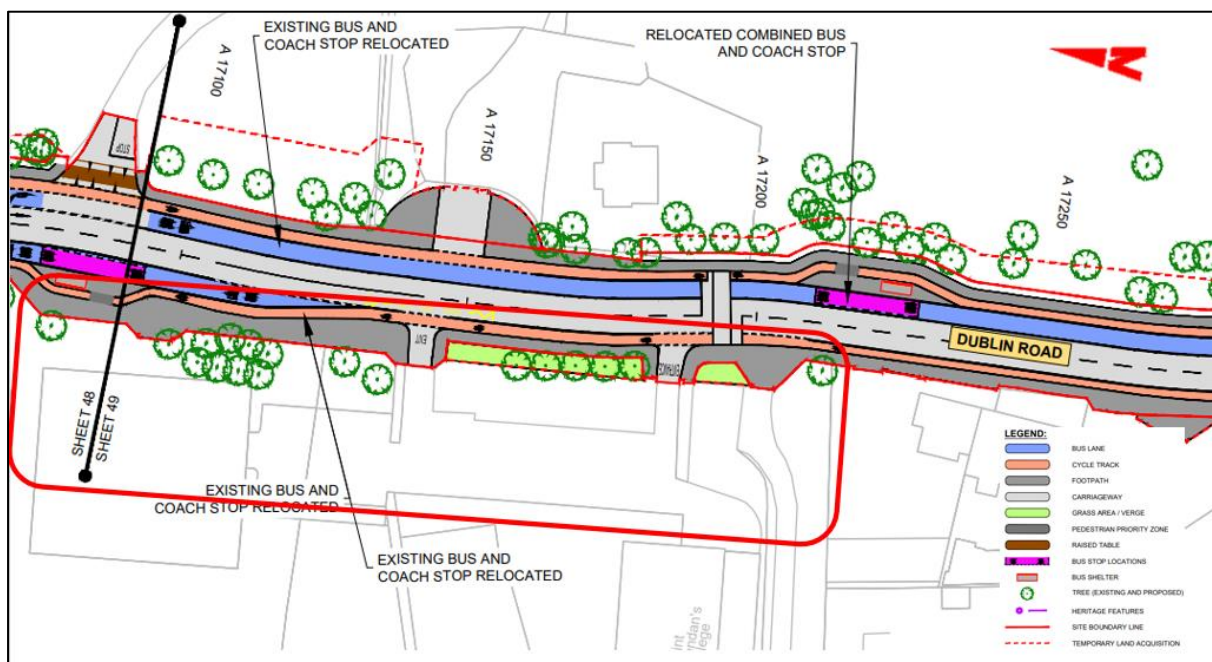


Figure 2.396: Extract from General Arrangement Drawing at Dublin Road (Sheet 49)



Figure 2.397: Existing aerial view at Dublin Road



Figure 2.398: Existing street view at Dublin Road (South of Woodbrook college) (Image Source: Google)

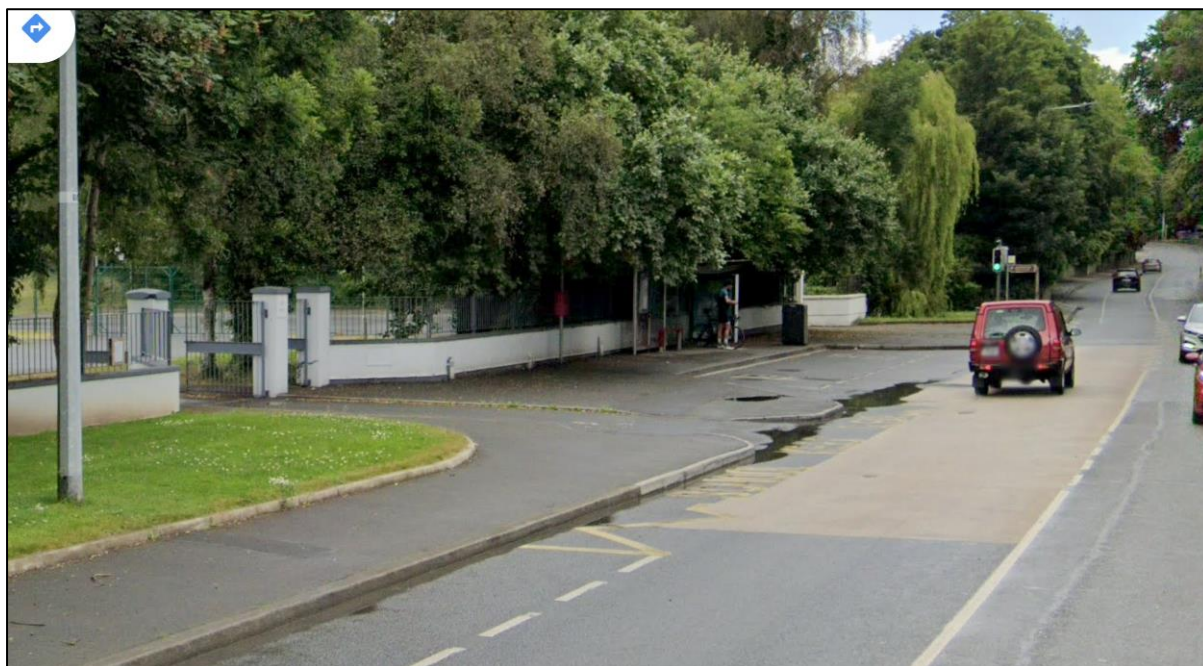


Figure 2.399: Existing street view at Dublin Road (North end Woodbrook college) (Image Source: Google)

2.44.2 Summary of Objections Raised

The objection to the CPO raises one potential issue:

- 1) Relocation of Bus Stop and Access/ Egress to the Proposed Development at Woodbrook College

The objection raised concerns in relation to the proposal to relocate the bus stop on Dublin Road as part of the Proposed Scheme, as it will impact the opportunity for the new proposed access for the new all-weather facility at rear of Woodbrook College. The objection comments that a relocation of the Proposed Scheme bus stop to existing location will facilitate the new access and egress proposal as part of the proposed re-development of Woodbrook College site.

The objection requests An Bord Pleanála to consider the alternative bus stop location proposal. The amendment to the Proposed Scheme will then provide for access to the rear of Woodbrook College to allow for the proposed school development.

The respondent comments that the school's engineer met with BusConnects team, and an alternative bus stop location was suggested. The respondent requests for An Bord Pleanála to consider this alternative.

2.44.3 Response to Objection Raised

- 1) Relocation of Bus Stop and Access/ Egress to the Proposed Development at Woodbrook College

The Proposed Scheme Compulsory Purchase Order CPO is an application under Section 76 of the Third Schedule of the Housing Act 1966 as extended by Section 10 of the Local Government (No 2) Act 1960 and amended by the Planning and Development Act 2000 (as amended).

As set out in paragraph 2 of the statutory notice, which was served upon the objector, the CPO is “*for the purposes of the construction of the Bray to City Centre Core Bus Corridor Scheme together with all ancillary and consequential works associated therewith for the purposes of facilitating public transport*”. Further, the face of the CPO itself also indicates that it is “*for the purposes of facilitating public transport*”.

Further, as set out in paragraph 10 of that notice, the EIAR which was prepared in respect of the Bray to City Centre Core Bus Corridor Scheme was available for inspection physically and on the NTA's dedicated website for this Proposed Scheme, and that EIAR contains all of the “*precise details of the*

proposed construction works” and all of the “proposed ancillary and consequential works for the Bray to City Centre Core Bus Corridor Scheme” as requested in this objection.

The Proposed Scheme has been designed to deliver upon the Proposed Scheme objectives set out in Chapter 1 (Introduction) in Volume 2 of the EIAR, which include enhancement to the potential for cycling by providing safe infrastructure for cycling. In some areas, land acquisition is required to deliver what has been determined to be the most appropriate design configuration that meets these objectives. All areas included in the CPO have been carefully considered and only included where deemed absolutely necessary to meet the Proposed Scheme objectives and to construct the Proposed Scheme with permanent and temporary acquisitions respectively.

As noted in Section 4.6.4.5 of Chapter 4 Proposed Scheme Description of Volume 2 of the EIAR:

‘To improve the efficiency of the bus service along the Proposed Scheme the positions and number of bus stops have been reviewed as part of a bus stop assessment.

- The criteria for consideration when locating a bus stop are as follows:*
- Driver and waiting passengers are clearly visible to each other;*
- Location close to key facilities;*
- Location close to main junctions without affecting road safety or junction operation;*
- Location to minimise walking distance between interchange stops;*
- Where there is space for a bus shelter;*
- Location in pairs, ‘tail to tail’ on opposite sides of the road;*
- Close to (and on exit side of) pedestrian crossings;*
- Away from sites likely to be obstructed; and*
- Adequate footway width.*

For the Core Bus Corridor Infrastructure Works it is proposed that bus stops should be preferably spaced approximately 400m apart on typical suburban sections on route, reducing to approximately 250m in urban centres. It is important that bus stops are not located too far from pedestrian crossings as pedestrians will tend to take the quickest route, which may be hazardous. Locations with no or indirect pedestrian crossings should be avoided.’

As part of the design of the Proposed Scheme a detailed review of bus stop locations was undertaken as set out in Bus Stop Review Analysis in Appendix H.2 (using the methodology as set out in Appendix H.1) of the Preliminary Design Report provided as Supplementary Information. This exercise was carried out to review existing bus stops along the route of the Proposed Scheme and, where appropriate to rationalise these stops in line with best practice criteria mentioned above. Section 2.4 of the Bus Stop Review states the methodology in detail and the catchment maps.

Bus Stop Review Analysis Appendix H2 notes the following in relation to the proposed bus stop near the Woodbrook College on Dublin Road at this section of the Proposed Scheme:

‘Bus Stop 4128 (Southbound)

Move downstream to create space for waiting students and cycle track integration.

Bus Stop 4202 (Northbound)

Moved slightly from current location following discussion with school on site access...Move to upstream of pedestrian signal to improve journey times.... An island layout is proposed, this is the preferred layout for both cyclists/pedestrians.’

Bus stop 4202 is relocated north of the existing temporary access at chainage 16+900 as shown in Figure 2.400 below.

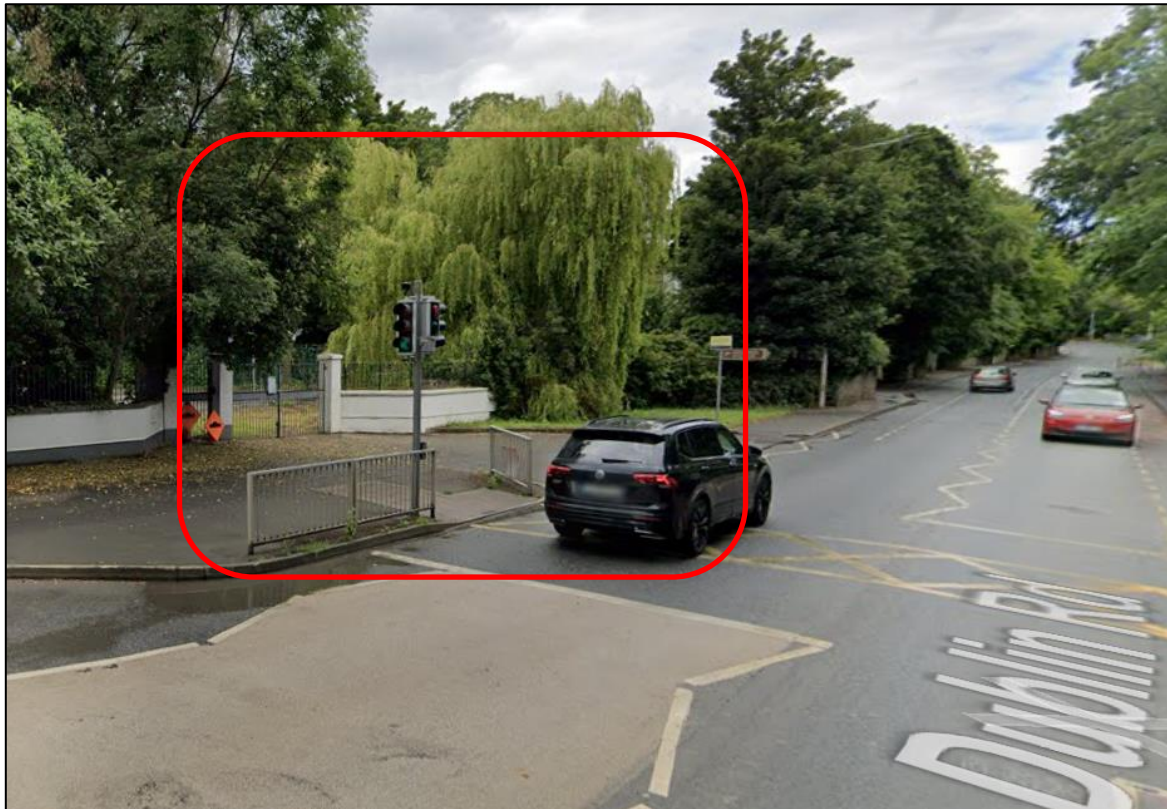


Figure 2.400: Existing street view at Dublin Road (Woodbrook college) (Image Source: Google)

There have been communications (emails and phone calls) with Woodbrook College and their Engineers and Architects, where the issue related to the College's proposed re-development was discussed.

The Proposed Scheme design on Dublin Road at Woodbrook College is shown on the General Arrangement Drawings Sheet 49 which are provided in Chapter 4 (Proposed Scheme Description) in Part 1 of 3 of Volume 3 of the EIAR can be seen in Figure 2.401.

If an alternate location of the bus stop at NB chainage 17+150 is required as part of the College's re-development, it is shown that this alternative location is compatible with the Proposed Scheme design and the access and egress arrangements as part of the College's re-development. This is shown as a *'future layout subject to separate planning application by Woodbrook College'* in the General Arrangement Drawing (Sheet 49).

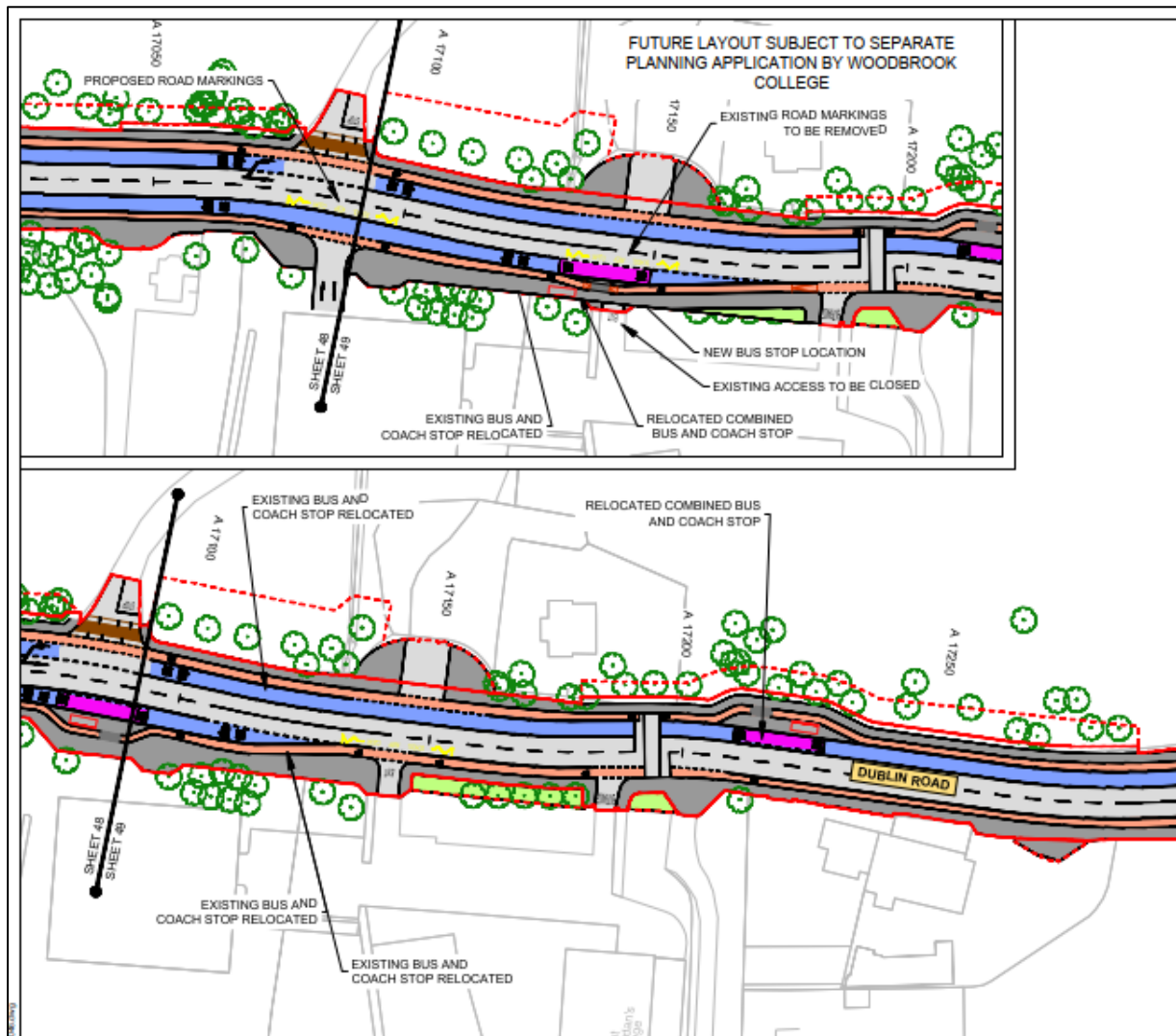


Figure 2.401: Extract from General Arrangement Drawing at Woodbrook College (Sheet 49)

Section 4.6.6.3 Chapter 4 (Proposed Scheme Description) Vol 2 of EIAR, notes a number of infrastructure projects that are planned within the vicinity of the Proposed Scheme which will interface with the proposals. These are outlined below and refer the text related to the co-ordination with the St Brendan College:

‘Saint Brendan’s College

Planning permission has been granted for a development which will consist of demolition of the existing 1970s two storey school building and ancillary buildings and the construction of a new, part single-storey, part 2-storey school building. Modifications to the existing boundary walls and ancillary site works including new landscaping, playground areas and car parking are also proposed. The site is at around chainage A 17100 of the Proposed Scheme.

Recently the site is undergoing plan for major extension to the Woodbrook College. Discussions have taken place with DLRCC and the Woodbrook College to co-ordinate the design with the Proposed Scheme, in particular the bus stop and access to the college. The new proposed access to the College and the associated relocated bus stop is subject to separate Planning application by Woodbrook College. A planning application has not been lodged at the time of writing this report.’

NTA are satisfied Proposed Scheme bus stop design has been carefully considered at the location of Woodbrook College and assessed in the EIAR.

If the CPO is confirmed by An Bord Pleanála, a Notice to Treat will be served on the landowner whose land is being acquired. Following service of the Notice to Treat, the landowner will be required to submit a claim for compensation and as part of this process, the NTA will pay the reasonable costs (as part of

the claim) for the landowner to engage its agent/valuer in preparing, negotiating, and advising on compensation.

The NTA acknowledge the positive and constructive liaison that has occurred with the Woodbrook College and the Architects and Engineers throughout the design and planning process to date. These are matters that can be successfully addressed between the Woodbrook College and the NTA, in the absence of any approval condition.

2.45 CPO-081 - Trustees of St James Church, c/o Robert Thompson

2.45.1 Description of the Proposed Scheme at this location

In order to achieve the Proposed Scheme objectives along this section of the corridor, it is proposed to provide northbound and southbound bus lanes, segregated cycle tracks behind the tree line and general traffic lanes in each direction.

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.

A new pedestrian crossing is proposed south of Allies River Road (north of St James Church) with a relocated bus stop to the south of Shanganagh Cemetery.

New residential development is under construction at Woodbrook Downs. The proposed signalised junctions at the Woodbrook SHD development and bus stops have been coordinated with the development proposals and incorporated within the design.

The existing road cross section in this location provides a footpath on each side of the road with general traffic lanes in each direction. Currently a bus lane starts at Askefield House and runs northbound with an advisory cycle lane running in the southbound direction.

In order to achieve the required cross section of the Proposed Scheme, land acquisition is necessary from private properties along this section of Dublin Road.

The land take required is shown in the following:

- Extracts from the General Arrangement Drawings which are provided as an Appendix in the 02-General Arrangement Drawings Sheet 47 and Sheet 48 in Chapter 4 (Proposed Scheme Description) in Volume 3, Part 1 of 3 of the EIAR and shown in Figure 2.402 and Figure 2.403.
- The proposed permanent and temporary land acquisition lines overlain on aerial photography are shown in Figure 2.404.
- The existing property frontage and street view is shown in Figure 2.405 and Figure 2.406.

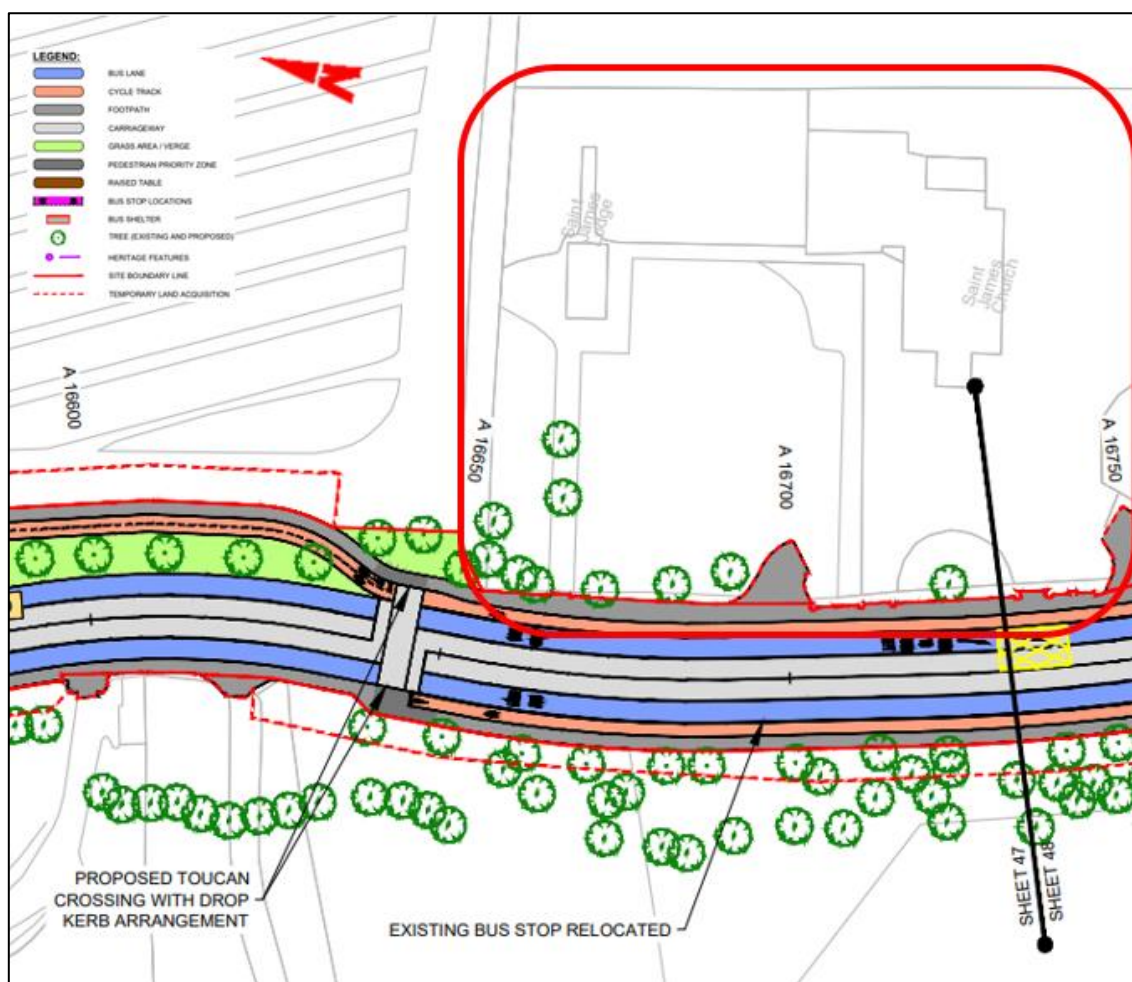


Figure 2.402: Extract from General Arrangement Drawing at Dublin Road (Sheet 47)

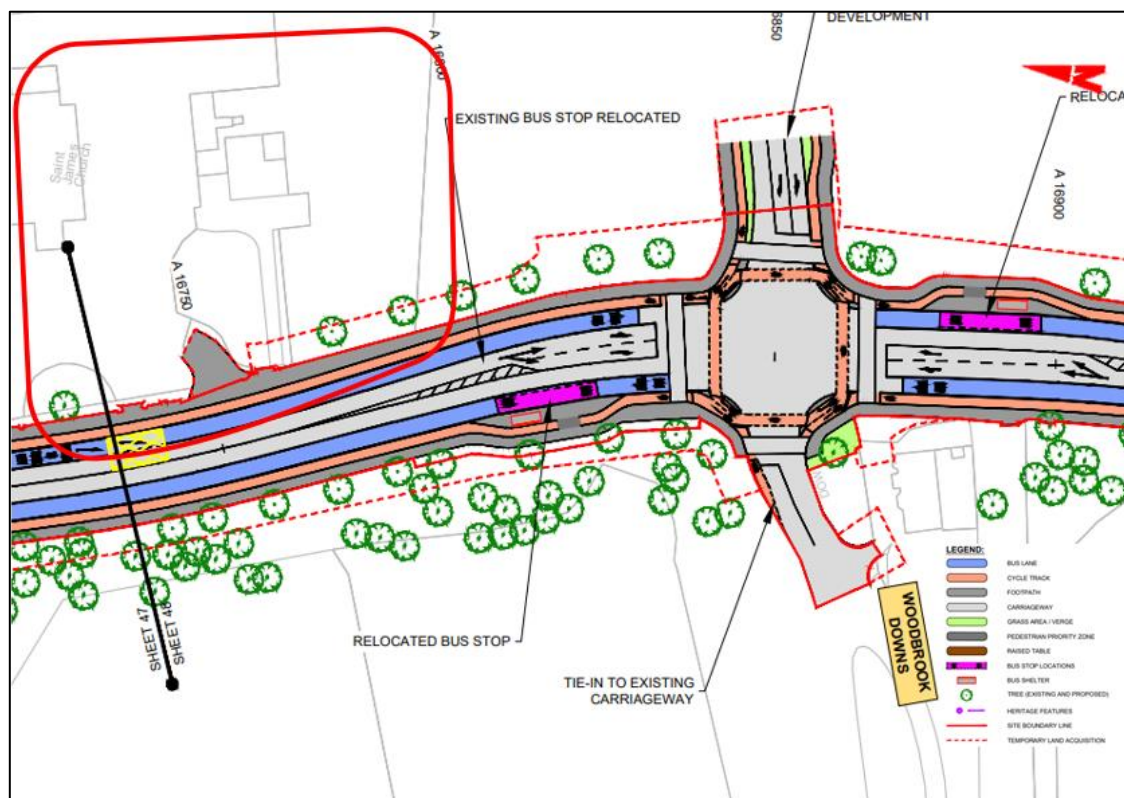


Figure 2.403: Extract from General Arrangement Drawing at Dublin Road (Sheet 48)



Figure 2.404: Existing aerial view at St. James Church



Figure 2.405: Existing street view at St James Church (Image source: Google)



Figure 2.406: Existing street view at St James Church (Image source: Google)

2.45.2 Summary of Objections Raised

The objection to the CPO raises six potential issues:

1) Impact to Boundary Wall and Trees

The objection raised concerns regarding the reinstatement of the existing boundary wall for the Parsonage.

2) Impact to Access

The objection raised concern regarding reinstatement of the existing boundary wall for the Parsonage and noted that there is no information or drawings indicating if accesses to the Church and the Parsonage will be altered. It is requested that access ways are altered as there may be a requirement for alternative drainage to be provided.

3) Missing CPO Detail

The objection noted that the existing scheme may affect the entrance to Saint James's Lodge. The objection notes that CPO documentation hasn't been served in relation to this entrance either.

4) Project Timelines

The objection raised the issue that they could see no indication of how long the works will take.

5) Design Details and Constitutional Rights

The objection raised the concern that the design had insufficient detail and that it would be premature for the Bord to make decision with this amount of detail as it would be an infringement on Constitutional Rights to quiet enjoyment of property.

The objection requested any further information in relation to the property that is supplied to ABP be sent to their client in a timely manner. The respondent also requests the NTA reimburse the land and client's costs in dealing with the objection.

6) Oral Hearing Request

The objection requested that the Board hold an Oral Hearing.

2.45.3 Response to Objection Raised

1) Impact to Boundary Wall

As set out in Paragraph 2 of the statutory notice, which was served, the CPO is 'for the purposes of the construction of the Bray to City Centre Core Bus Corridor Scheme together with all ancillary and consequential works associated therewith for the purposes of facilitating public transport'. Further, the face of the CPO itself also indicates that it is 'for the purposes of facilitating public transport'.

Further, as set out in Paragraph 10 of that notice, the EIAR which was prepared in respect of the Proposed Scheme was available for inspection physically and on the NTA's dedicated website for this Proposed Scheme, and that EIAR contains all of the 'precise details of the proposed construction works' and all of the 'proposed ancillary and consequential works for the Bray to City Centre Core Bus Corridor Scheme'.

The NTA has also made an application to the Board under Section 51 of the Roads Act 1993 (as amended) for approval of the proposed road development, the Bray to City Centre Core Bus Corridor Scheme, which is currently pending before the Board (ABP-Ref No. HA27.317742).

The Proposed Scheme has been designed to deliver upon the scheme objectives set out in Chapter 1 (Introduction) in Volume 2 of the EIAR. In some areas, land acquisition is required to deliver what has been determined to be the most appropriate design configuration that meets these objectives. All areas included in the CPO have been carefully considered and only included where deemed absolutely necessary to meet the scheme objectives and to construct the Proposed Scheme with permanent and temporary acquisitions respectively.

In this specific area, the proposed cross-section and subsequent land acquisition have been considered and deemed necessary to facilitate the optimum scheme cross-section as presented in an Appendix in 02-General Arrangement Drawings in Chapter 4 (Proposed Scheme Description) in Volume 3, in Part 1 of 3 of the EIAR on Sheet 47 and Sheet 48 and shown in Figure 2.402 and Figure 2.403 above under Proposed Scheme Description. As part of the proposed works both permanent and temporary land take is required to facilitate the proposed scheme cross-section along the Dublin Road. It is proposed to widen the road on the west side of the Dublin Road at the location St James's Church access and egress, which is not impacted, and temporary land take is required for re-surfacing of the access/egress. Further south at the St James Church The Parsonage, it is proposed to widen the road on the east side of Dublin Road, which requires land take from The Parsonage to facilitate the Proposed Scheme cross-section.

The permanent and temporary land take required at this location is shown in the Deposit Maps, as shown in Figure 2.407. The permanent land take is shown in 1067(1).1i and the temporary land take is shown in 1067(2).2i, 1067(3).2i, and 1067(4).2i.

The temporary land take is required for the duration of the construction period to allow working space for the construction works and boundary works/and or accommodation works and also for re-surfacing works of the existing access and egress to the St James Church. Temporary land take will be returned back after construction.

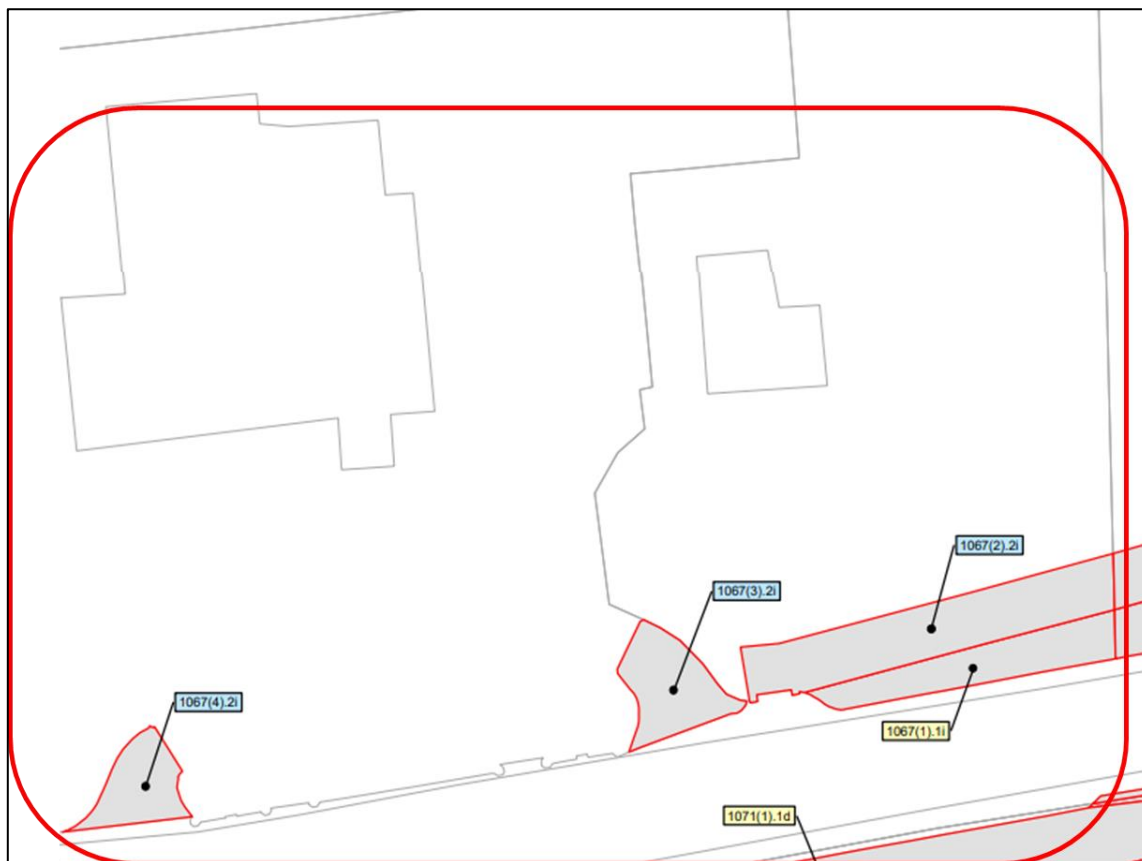


Figure 2.407: Extract from CPO Deposit Maps at Dublin Road (Sheet 06)

Impact to boundary wall

The proposed boundary treatment is presented as an Appendix in 07-Fencing and Boundary Treatment Drawings in Chapter 4 (Proposed Scheme Description) in Volume 3, in Part 1 of 3 of the EIAR on Sheet 47 and Sheet 48 and shown in Figure 2.408 and Figure 2.409. The drawings show that an existing boundary wall will be set-back and reinstated along the frontage of the St James Church Parsonage with re-using existing stone, where possible. There will no impacts to the existing boundary wall along the extents of the St James Church.

Section 4.5.3.8.3 of Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR notes that: *'The stone piers and railings forming the boundary of Crinken Church remain untouched. The proposed alignment along the west side results in tree loss to the front face of the woodland block which will be repaired with a band of native planting set behind the reinstated stone wall.'*

As noted in Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR, reinstatement of property frontage including boundary walls, gates, railings, driveway, footpath and landscaping will be on a like for like basis and detailed accommodation works plans will be prepared in consultation with landowners in line with any formal agreements and in accordance with any embedded mitigations identified in the EIAR or conditions/modifications from An Bord Pleanála in relation to the Proposed Scheme application. The reinstatement of the boundary treatment will ensure a physical boundary is provided between the Proposed Scheme and the property, on a 'like for like' basis. The existing access gate will be set-back at the same location.

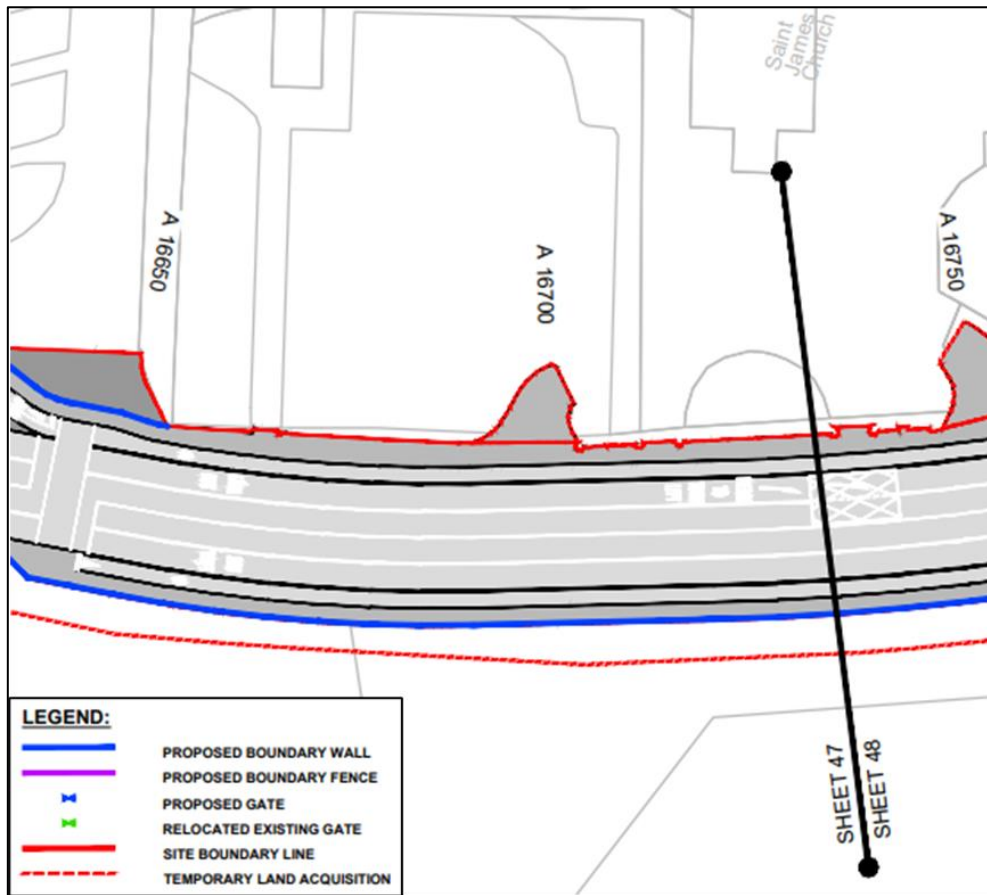


Figure 2.408: Extract from Fencing and Boundary Treatment Drawings at Dublin Road (Sheets 47)

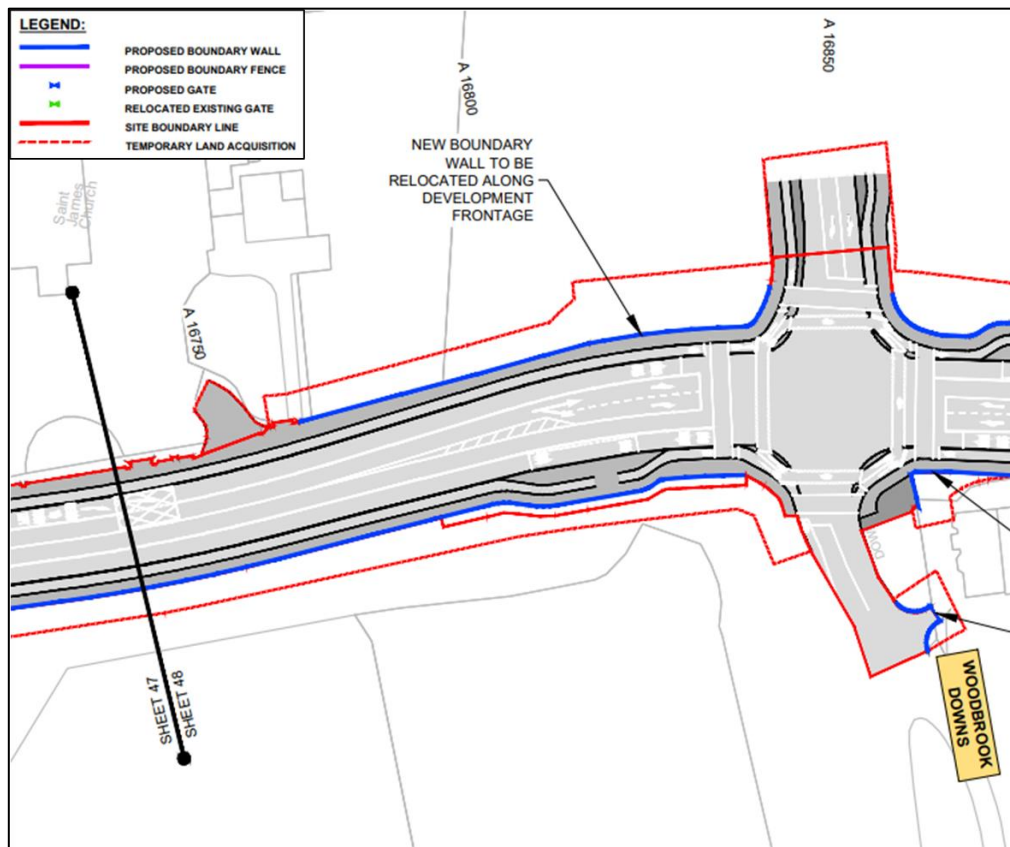


Figure 2.409: Extract from Fencing and Boundary Treatment Drawings at Dublin Road (Sheets 48)

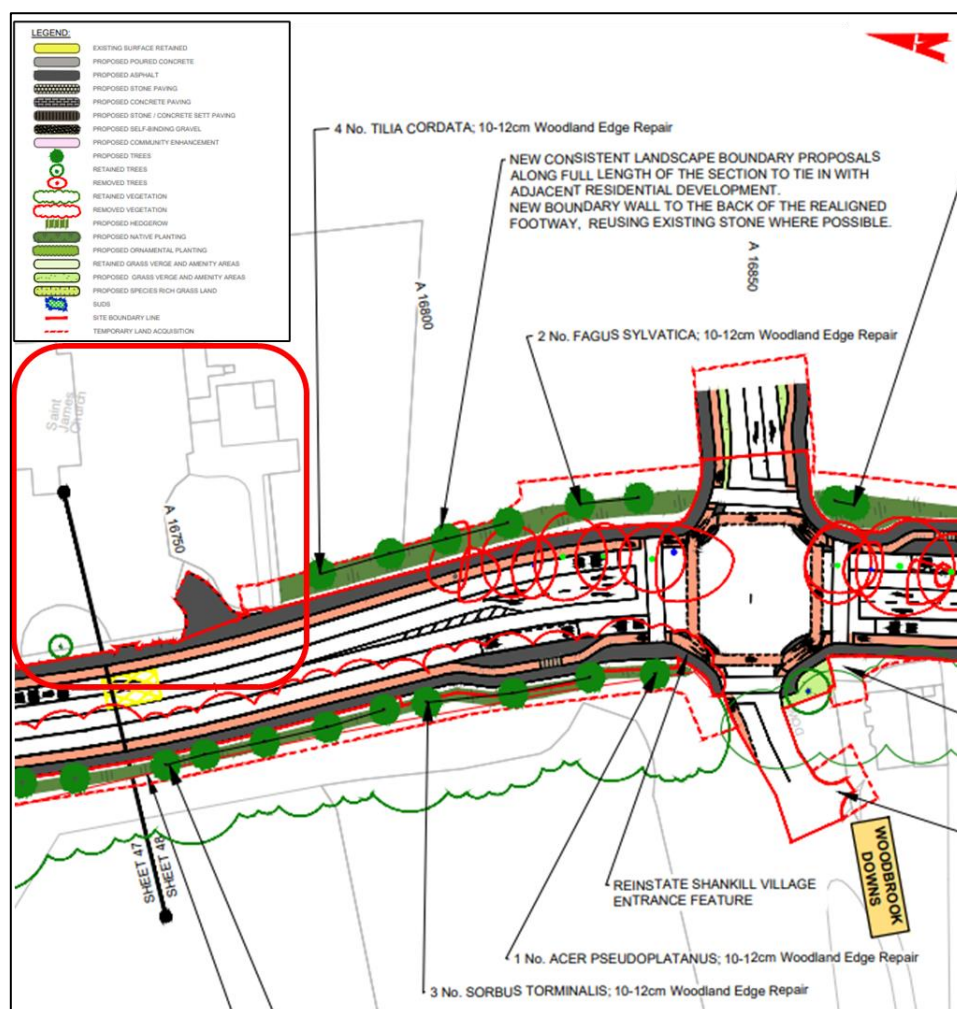


Figure 2.411: Extract from Landscaping General Arrangement Drawings – (Sheets 48)

The CPO of lands at this location at St James Church and the Parsonage will result in further consultation with the landowner to ensure all boundaries and other aspects of the property affected by the land acquisition are reinstated on a like for like basis. Section 17.5.1 of Chapter 17 Landscape (Townscape) & Visual of Volume 2 of the EIAR states *'where properties are subject to permanent and/or temporary acquisition appropriate measures will be put in place by the appointed contractor to provide for protection of features, trees and vegetation to be retained, and for continued access during construction and for adequate security and screening of construction works. All temporary acquisition areas will be fully decommissioned and reinstated at the end of the Construction Phase or at the earliest time after the reinstatement works are completed to the satisfaction of the NTA'*.

2) Impact to Access

As part of the Proposed Scheme works, temporary land take is required at the two access and egress to the St James Church ground. The temporary land take is required for the duration of the construction period for re-surfacing of the access/ egress. Temporary land take will be returned after construction.

Temporary land take is also required at the access/ egress to The Parsonage to allow for construction works and boundary and/or accommodation works including planting. Temporary land take will be returned after construction.

With regards to the access/ egress to the St James Church and The Parsonage during construction, 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, Section 5.2.1.2, Appendix A5.1 (Construction Environmental Management Plan (CEMP)) in Volume 4, Part 1 of 4 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.'*

Chapter 5 (Construction) in Volume 2 of the EIAR gives a description of the Construction Phase of the Proposed Scheme, including with respect to temporary land acquisition. Specifically, Section 5.5.2.1 states the following:

'Any lands acquired temporarily to facilitate construction work will be returned to landowners on completion of the works. The removal of trees, vegetation, lawns, paving etc. will be minimised in so far as practicable.'

3) Project Timelines

Section 5.3.3.3 of Chapter 5 (Construction) of Volume 2 of the EIAR provides details of the construction activities between Quinn's Road and Bray North (Wilford Roundabout).

The expected construction duration for Section 3c (Quinn's Road to Bray North (Wilford Roundabout)) will be approximately 18 months. However, construction activities at individual plots will have shorter durations than outlined in overview of construction works presented in Section 5.3. The duration of the works will vary from property to property, but access and egress will be maintained at all times. An indicative Proposed Scheme construction programme is shown in Table 5.2 of Section 5.4 and shown in Table 2.85 below as Section 3c.

Table 2.85: Extract from Chapter 5 (Construction) (Table 5.2)

Section Ref.	Approximate Construction Duration	Approximate Length (m)	Year 1				Year 2				Year 3			
			Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Section 1a	15 months	1,300												
Section 1b	15 months	1,300												
Section 2a	15 months	5,800												
Section 2b	12 months	5,700												
Section 3a	12 months	1,270												
Section 3b	9 months	500												
Section 3c	18 months	1,800												
Section 4a	12 months	300												
Section 4b	9 months	400												
Section 4c	9 months	350												

As described in Section 5.5.3.2 of Chapter 5 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.

4) Missing CPO Detail

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.

The NTA note that there have been communications (letter, emails and telephone calls) with representatives of St James Church and The Parsonage with regards to the above issues.

5) Design Details and Constitutional Rights

Refer to response in Section 2.3.3.22 on Constitutional Requirements of the CPO in this report and also note below.

Purpose of the CPO of the land

Refer to response in Section 2.45.3 (CPO-081) for Issue No.1 (Impact to Boundary Wall) above.

Proposed Scheme Details

Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR describes the details of the design of the Proposed Scheme. Section 4.5.3 notes details for the Section 3 Loughlinstown Roundabout to Bray North (Wilford Roundabout).

EIAR Assessment

Refer to Section 2.3.3.10 on Adequacy of Environmental Assessment in this report.

Constitutional Rights

A comprehensive process was undertaken in relation to the route selection for the Proposed Scheme. Section 3.3 of EIAR Chapter 3 (Consideration of Reasonable Alternatives) in Volume 2 of EIAR provides a detailed summary of this, with further details provided in the Preferred Route Option Report provided in the Supplementary Information submitted with the application for the Proposed Scheme. In terms of alternative solutions, Chapter 3 of the EIAR sets out the reasonable alternatives studied and the main reasons for the selection of the Proposed Scheme taking into account the effects on the environment. Within this Chapter consideration is given to strategic alternatives including both light rail and metro. Section 3.2.5 of this chapter states that the appropriate type of public transport provision in any particular case is predominately determined by the likely quantum of passenger demand along the particular public transport route. Section 3.3 of Chapter 3 of the EIAR set out that design development and assessment work was carried on this section of the Proposed Scheme. The design development in Section 3 (Loughlinstown to Wilford Roundabout) to inform the Proposed Scheme is documented in Section 3.3 and Section 3.4, in particular Section 3.3.2.3, Section 3.4.1.3, and Section 3.4.3. Further, Section 6.4 of the Preferred Route Option Report, part of Supplementary Information documents the design development in in Section 3 of the Proposed Scheme

Refer to response in Section 2.18.3.2 (CPO-23) for Issue No.2 (Objections in relation to approval of CPO) in this report related to “alternatives not considered”.

Both options considered at the Feasibility stage (Route 1 and Route 2) part of option for EPR Route 2B would have the same impact on the property of St James Church and The Parsonage.

NTA are satisfied that consideration of reasonable alternatives have been considered to inform the Proposed Scheme in this section of the he Dublin Road (Crinken Lane to Wilford Roundabout) and in the vicinity of St James Church.

If the CPO is confirmed by An Bord Pleanála, a Notice to Treat will be served on the landowner whose land is being acquired. Following service of the Notice to Treat, the landowner will be required to submit a claim for compensation and as part of this process, the NTA will pay the reasonable costs (as part of the claim) for the landowner to engage its agent/valuer in preparing, negotiating, and advising on compensation.

In light of all of the above, the NTA is satisfied that the making of the CPO is reasonable and justified and does not represent a disproportionate interference with the objector’s constitutionally protected property rights.

6) Oral Hearing Request

The NTA notes the request for an Oral Hearing. An Bord Pleanála has the discretion to decide whether an Oral Hearing will be held in respect of this application.

2.46 CPO-082 - William & Elizabeth Mansfield

2.46.1 Description of the Proposed Scheme at this location

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 existing cross-section at this location provides for traffic lane and footpath in each direction.

The land take required is shown in the following:

- Extracts from the General Arrangement Drawings which are provided as an Appendix in the 02-General Arrangement Drawings Sheet 50 in Chapter 4 (Proposed Scheme Description) in Volume 3, Part 1 of 3 of the EIAR and shown in Figure 2.412.
- The proposed permanent and temporary land acquisition lines overlain on aerial photography are shown in Figure 2.413.
- The existing property frontage and street view is shown in Figure 2.414.

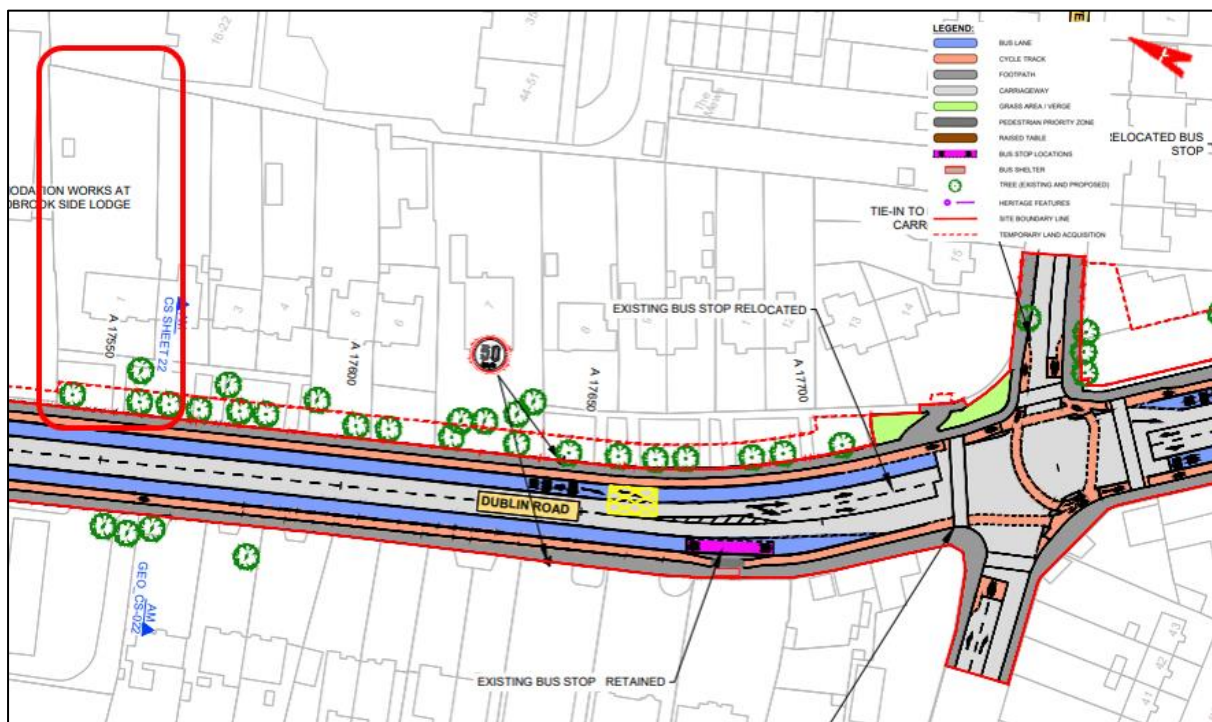


Figure 2.412: Extract from General Arrangement Drawing at Dublin Road (Sheet 50)



Figure 2.413: Existing aerial view at Dublin Road



Figure 2.414: Existing street view at Dublin Road (Image source: Google)

2.46.2 Summary of Objections Raised

The objection to the CPO raises five potential issues:

1) Land Ownership

The objection claims to be the legal owner of the green area under the CPO, currently they are listed as Occupiers in the CPO Schedule.

2) Not Detailed CPO Land Take Maps

The objection raised concerns regarding the proposed CPO maps and commented that it was not clear by exact measurements how much land would be taken.

3) Purpose and Impact of CPO

The objection queries the purpose of the land would be and how it will be affecting the driveway access to the property.

4) Impact on Boundary Wall, Trees and Landscape

The objection queries if a wall will be added or if trees and shrubs will replace the mature screening that currently exists. Also, if the temporary land acquisition will result in the mature hedging being completely restored.

5) Impact to Access and Egress

The objection highlighted concerns regarding the access to the property, commenting once the Proposed Scheme is finished that the right turn from the driveway of the property will have an additional two lanes of traffic to cross, making exiting the property unsafe.

2.46.3 Response to Objection Raised

1) Land Ownership

We note the contents of the objection in relation to the ownership of plots number 1058(1).1e and 1058(2).2e and in the circumstances, the NTA have no issue with William and Elizabeth Mansfield being moved from the “occupiers” column to the “owners or reputed owners” column in relation to plots number 1058(1).1e and 1058(2).2e. As the Board is aware, section 217C(1) of the Planning and Development Act 2000 (as amended) provides as follows:-

“217C. (1) Notwithstanding any provision of any of the enactments referred to in section 214 [includes the Housing Act 1966 under which this CPO was made], 215A, 215B or 215C concerning the confirming or otherwise of any compulsory acquisition, the Board shall, in relation to any of the functions transferred under this Part respecting those matters, have the power to confirm a compulsory acquisition or any part thereof, with or without conditions or modifications, or to annul an acquisition or any part thereof.”

Therefore, the Board can confirm the CPO with the minor modification of moving William and Elizabeth Mansfield from the “occupiers” column to the “owners or reputed owners” column in relation to plots number 1058(1).1e and 1058(2).2e in Part I and Part II of the schedule to the CPO.

Clearly William and Elizabeth Mansfield have been notified of the CPO and made an objection to the CPO. Further, in the event that the CPO is confirmed by An Bord Pleanála, and the NTA exercise its powers of acquisition pursuant to such a confirmed CPO, Notices to Treat will be served on every owner, lessee and occupier of the land and it will then be for such persons to make a claim for compensation and establish that they have a compensable interest in the land in question. As part of this process, the NTA will pay the reasonable costs (as part of the claim) of persons to engage their own agent / valuer in preparing, negotiating and advising on compensation.

2) Not Detailed CPO Land Take Maps

Refer to response to Section 2.13.3.2 (CPO-17) for Issue No.1 (Request for Details on CPO) and also note below.

3) Purpose and Impact of CPO

The Proposed Scheme Compulsory Purchase Order CPO is an application under Section 76 of the Third Schedule of the Housing Act 1966 as extended by Section 10 of the Local Government (No 2) Act 1960 and amended by the Planning and Development Act 2000 (as amended).

As set out in paragraph 2 of the statutory notice, which was served upon the objector, the CPO is “for the purposes of the construction of the Bray to City Centre Core Bus Corridor Scheme together with all ancillary and consequential works associated therewith for the purposes of facilitating public transport”. Further, the face of the CPO itself also indicates that it is “for the purposes of facilitating public transport”.

Further, as set out in paragraph 10 of that notice, the EIAR which was prepared in respect of the Bray to City Centre Core Bus Corridor Scheme was available for inspection physically and on the NTA's dedicated website for this Proposed Scheme, and that EIAR contains all of the "*precise details of the proposed construction works*" and all of the "*proposed ancillary and consequential works for the Bray to City Centre Core Bus Corridor Scheme*" as requested in this objection.

The Proposed Scheme has been designed to deliver upon the Proposed Scheme objectives set out in Chapter 1 (Introduction) in Volume 2 of the EIAR, which include enhancement of the potential for cycling by providing safe infrastructure for cycling. In some areas, land acquisition is required to deliver what has been determined to be the most appropriate design configuration that meets these objectives. All areas included in the CPO have been carefully considered and only included where deemed absolutely necessary to meet the Proposed Scheme objectives and to construct the Proposed Scheme with permanent and temporary acquisitions respectively.

As part of Proposed Scheme, the lands at plot numbers 1058(1).1e is permanently acquired for widening of the Dublin Road to accommodate bus lane, cycle track and footpath in both directions, hence meeting the objectives of BusConnects.

As part of Proposed Scheme, the lands at plot numbers Plot 1058(2).2e are proposed to be temporary compulsorily acquired for the purpose of construction works. Temporary land take will be returned after construction, reinstated in the same condition as existing.

Figure 2.415 shows the CPO plot at the property at 1, Dublin Road from Deposit Maps Sheet 003.



Figure 2.415: Extract from Deposit Map at Dublin Road, Bray (Sheet 003)

The temporary land take is required for the duration of the construction period to allow working space for the construction works. Temporary land take will be returned after construction, reinstated in the same condition as existing.

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.*'

Chapter 5 (Construction) in Volume 2 of the EIAR gives a description of the Construction Phase of the Proposed Scheme, including with respect to temporary land acquisition. Specifically, Section 5.5.2.1 states the following:

'Any lands acquired temporarily to facilitate construction work will be returned to landowners on completion of the works. The removal of trees, vegetation, lawns, paving etc. will be minimised in so far as practicable.'

4) Impact on Boundary Wall, Trees and Landscape

Figure 2.416 shows an extract from the Fencing and Boundary Treatment Drawings in the EIAR, Volume 3, Figures: Part 1 of 3, Chapter 4 at the property of William and Elizabeth Mansfield in Sheet 50. This shows there will be no impact on the existing boundary wall at the property 1, Dublin Road.

There is no proposal as part of the Proposed Scheme to construct a new boundary wall at the back of the proposed footpath of the Proposed Scheme. It is the intention to keep the existing green area open with landscaping and planting.

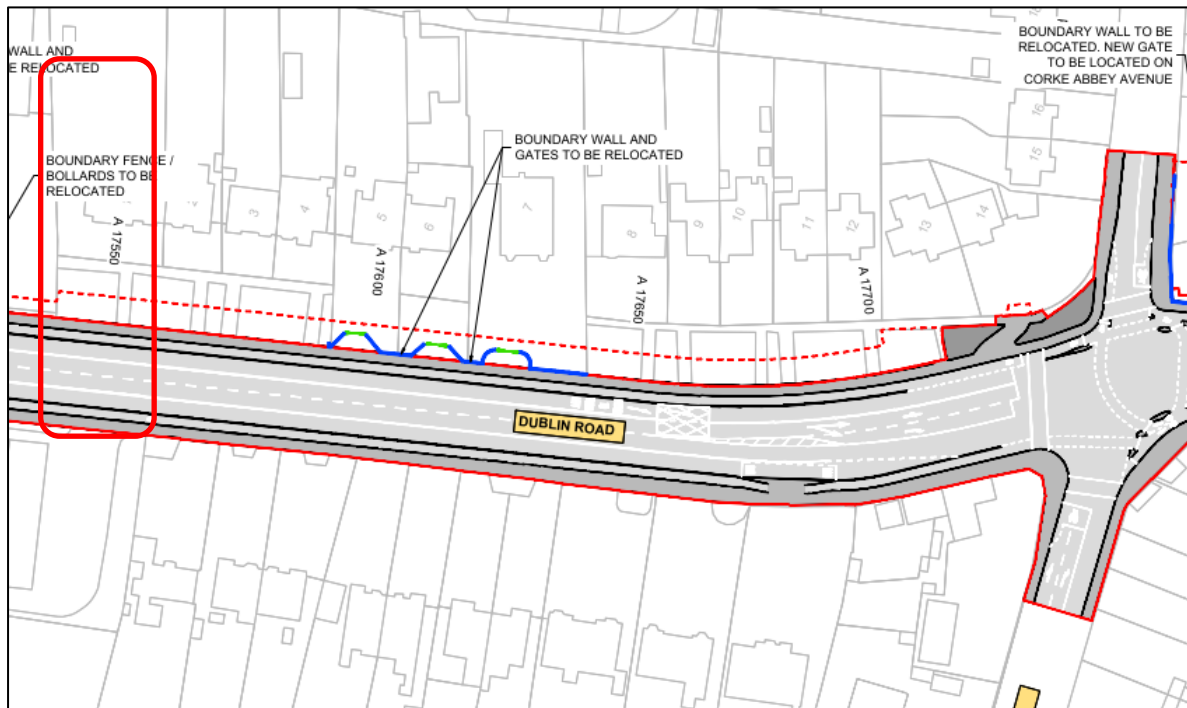


Figure 2.416: Extract from Boundary Treatment Drawing at Dublin Road, Bray (Sheet 50)

The proposed works would require loss of mature trees in the open green area outside the 1, Dublin Road property. New trees are proposed in the residual green area between the Proposed Scheme permanent land take and the existing boundary wall of the properties in particular at 1, Dublin Road property to maintain character of the road at this location.

The Proposed Scheme Landscape design at Dublin Road, Bray is shown in the 05-Landscape Drawings Chapter 4 (Proposed Scheme Description) drawing Vol 3 Part 1 of 3 of EIAR on Sheet 50 and shown in Figure 2.417.

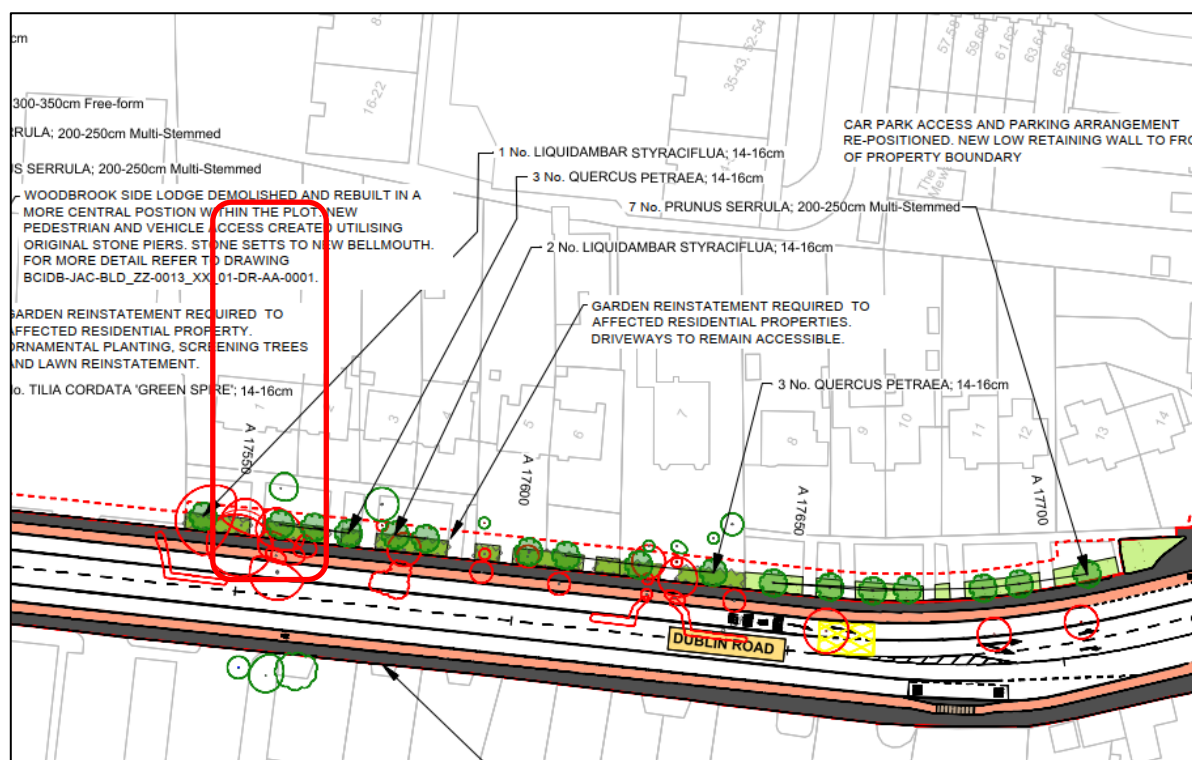


Figure 2.417: Extract from Landscape Drawings at Dublin Road, Bray (Sheet 50)

An Arboricultural Impact Assessment was undertaken and is included as Appendix A17.1 in Volume 4 Part 4 of 4 of the EIAR. The assessment includes an inventory of all trees on the Proposed Scheme, with all trees at this location assessed for age, quality and usable life expectancy. It should be noted that trees with a stem diameter less than 75mm (when measured at 1.5m above ground) and ornamental garden plants are not surveyed. The trees located in the green at this location sit in front of no.1 Dublin Road, Bray the most notable of which is category B grade weeping willow. The proposed replacement tree planting and reinstatement of the green area is described in Figure 2.417 above, with the following new trees proposed to be planted in front of the property at 1 Dublin Road, Bray:

- 1 no. Liquidambar Styraciflua
- 1no. Quercus Petraea

Other trees are proposed to be planted to the front of neighbouring properties which also contribute to a tree lined frontage to these residential properties and once established maintain the screening and privacy.

5) Impact to Access and Egress

The existing access and egress to the property at 1, Dublin Road will be retained post construction. There is no restriction turning right from the property, post-construction.

The Stage 1 Road Safety Audit for the Proposed Scheme is provided as Appendix M2 of the Preliminary Design report included as part of the Supplementary Information. The report does not identify any problems or concerns associated with the access and egress to the property post construction.

2.47 CPO-083 - Windsor Motors

2.47.1 Description of the Proposed Scheme at this location

In order to achieve the scheme objectives along this section of the corridor, it is proposed that from the M11 junction (Wilford Roundabout) to the Lower Dargle Road, there will be 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. 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 existing road cross section in this location provides a footway to the east which runs across the whole road, and a footway to the west which begins to the south of the petrol station, general traffic lanes run in both directions.

In order to achieve the required cross section of the Proposed Scheme, land acquisition is necessary from private properties along this section of Dublin Road.

The land take required is shown in the following:

- Extracts from the General Arrangement Drawings which are provided as an Appendix in the 02-General Arrangement Drawings Sheet 50 in Chapter 4 (Proposed Scheme Description) in Volume 3, Part 1 of 3 of the EIAR and shown in Figure 2.418.
- The proposed permanent and temporary land acquisition lines overlain on aerial photography are shown in Figure 2.419.
- The existing property frontage and street view is shown in Figure 2.420.

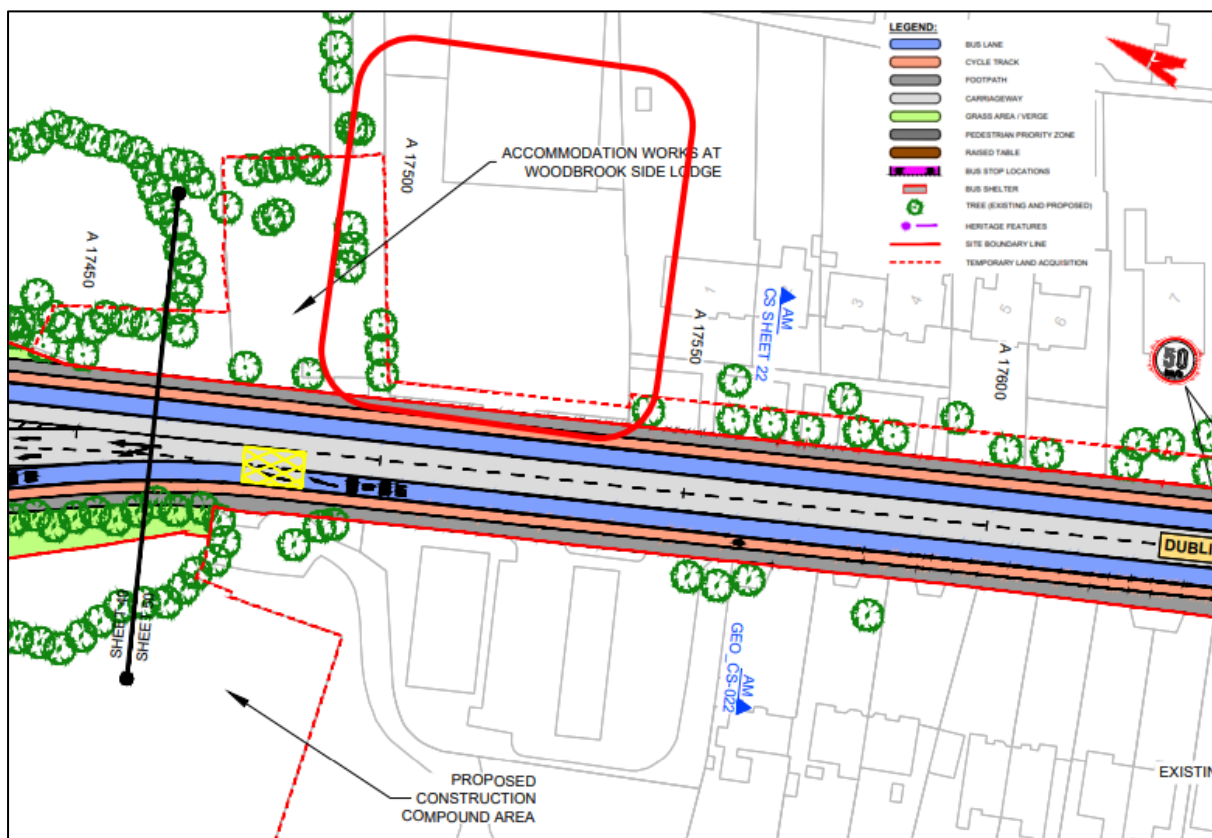


Figure 2.418: Extract from General Arrangement Drawing at Dublin Road (Sheet 50)



Figure 2.419: Existing aerial view at Dublin Road (Image Source: Google)



Figure 2.420: Existing street view at Dublin Road (Image Source: Google)

2.47.2 Summary of Objections Raised

The objection to the CPO raises four potential issues:

1) Impact on Access and Egress

Existing access and egress points are utilised for smooth traffic flow through the property. Access is required by cars, SUVs, LGVs and HGVs transporting damaged vehicles and alterations to the access/egress arrangement could have severe implications for the facilities ability to maintain its thriving business operations.

The new arrangement will potentially reduce sightlines given revised width of access and egress and create traffic hazards for those entering and exiting the business premises.

2) Loss of Visibility, Marketing and Brand Effectiveness

It is submitted that the Proposed Scheme will have significant impacts on brand effectiveness due to permanent loss of visibility and impairment of marketing impact. The works proposed intends to reduce the frontage of the site. This are of land is currently in use and provides for spaces used to market vehicles and a variety of signage.

The objection notes that the proposal may result in the forfeiture of one, possibly two, franchises due to non-compliance with franchise criteria standards regarding signage display requirements.

3) Upgrade of Wilford Roundabout to Signalised Junction

The objection raises the concern that the removal of the Dublin Road – M11 Wilford Roundabout and replacing with a T-junction will impact accessibility to the site and impact business as potential customers will no longer have an easy way to return to the site if they miss the site entrance going north through the roundabout and returning south along Dublin Road.

They also note that the benefits of the removal of the roundabout are unclear. It is noted that the proposed T-junction would increase traffic in the area. Moreover, it is considered that the Emerging Preferred Route for the roundabout design would be substantially safer with less impact on the traffic flow for the area.

4) Impacts on Business Operations

The site will be impacted due to a reduction in capacity on site. The Proposed Scheme is estimated to result in 6no. parking spaces and the bollards to the front to be forfeited. The Proposed Scheme proposes to relocate these bollards but does not outline where these will be located.

2.47.3 Response to Objection Raised

1) Impact on Access and Egress

For the Operational Phase, the Windsor Motors Bray proposed access and egress locations have been set back in line with the permanent land acquisition line. Existing access and egress widths will be maintained in the new arrangement to allow for vehicular movement through the property.

Section 4.6.18.1 in Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR provides a summary of the accommodation works and boundary treatment for the entirety of the Proposed Scheme and notes that:

'There are a number of areas along the extents of the route where the Proposed Scheme will result in the requirement for accommodation works and boundary treatments. Specific accommodation work are considered on a case-by-case basis'.

Section 4.6.18.1 goes on to state that:

'To maintain the character and setting of the Proposed Scheme, the approach to undertaking the new boundary treatment works along the corridor is replacement on a 'like for like' basis in terms of material selection and general aesthetics, unless a section of street can benefit from urban improvement appropriate to the area'.

The reinstatement of the property frontage will be on a like for like basis at this location and the proposed boundary treatment at this location is presented in the Fencing and Boundary Treatment Drawings which are provided as an Appendix in to 07-Fencing and Boundary Treatment Drawings Sheet 50 in Chapter 17 (Landscape (Townscape) & Visual) in Volume 3, Part 1 of 3 of EIAR and shown in Figure 2.421. Detailed accommodation works plans will be prepared in consultation with the landowner in line with any formal agreements and in accordance with any embedded mitigations identified in the EIAR or conditions/modifications from An Bord Pleanála in relation to the Proposed Scheme application.

In relation the issue of possible reduced sightlines, as the new access/egress location is set back inline with other adjacent boundary setbacks, there will be no reduction in sightline visibility.

The Road Safety Audit for the Proposed Scheme is provided as Appendix M2 of the Preliminary Design report included as part of the Supplementary Information. The report does not identify any problems or concerns associated with visibility at the access/ egress to Windsor Motors.

2) Loss of Visibility, Marketing and Brand Effectiveness

The Proposed Scheme has been designed to deliver upon the scheme objectives set out in Chapter 1 (Introduction) in Volume 2 of the EIAR, which include enhancement of the potential for cycling by providing safe infrastructure for cycling. In some areas, land acquisition is required to deliver what has been determined to be the most appropriate design configuration that meets these objectives. All areas included in the CPO have been carefully considered and only included where deemed absolutely necessary to meet the scheme objectives and to construct the Proposed Scheme with permanent and temporary acquisitions respectively.

In this specific area, the proposed cross-section and subsequent land acquisition have been considered and deemed necessary to facilitate the optimum Proposed Scheme as presented in Chapter 4 (Proposed Scheme Description), Volume 3, Part 1 of 3 – 02-General Arrangement Drawings.

As part of the BusConnects Bray to City Centre CBC works, the permanent land take is required to allow for the construction of the Proposed Scheme and achieve the BusConnects standard cross-section at this location, which includes a bus lane, traffic lane, cycle track and footpath in both directions. The existing carriageway will be widened on the east side along Dublin Road to allow for bus lane, cycle track and footpath. The standard cross-section provided at this location is the optimum CBC cross-section which meets the CBC Design Guidelines Objectives in accordance with Section 2 (Fig 1) of the Preliminary Design Guidance Booklet for BusConnects Core Bus Corridors as provided in Appendix A4.1 of the EIAR Volume 4 Part 1 of 4. The Proposed Scheme typical cross-section at this location is

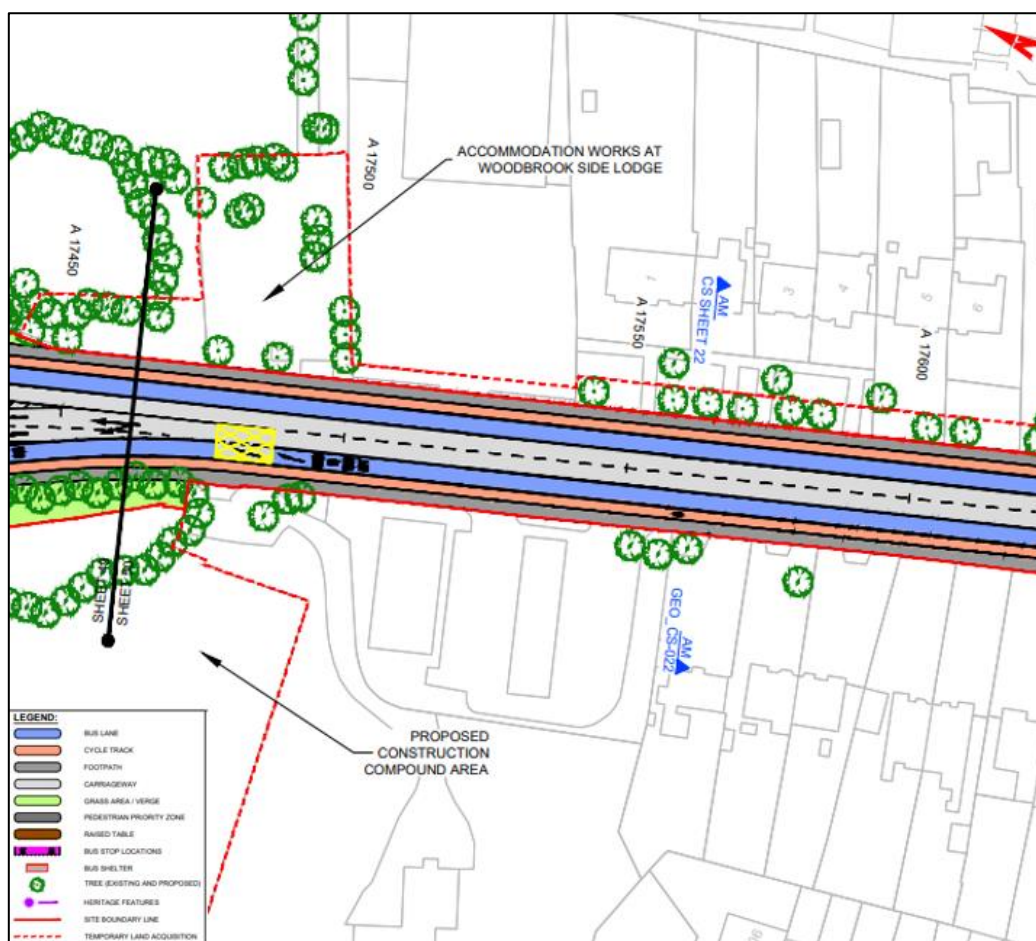


Figure 2.424: Extract from General Arrangement Drawings at Windsor Motors Bray (Sheet 50)

The temporary land take is required for the duration of the construction period to allow working space for the construction works and boundary works/and or accommodation works. Temporary land take will be returned back after construction, reinstated in the same condition as existing.

In relation to the possible reduction in brand effectiveness due to loss of visibility of the business from the street, the NTA note that the property frontage will be set back from the road edge in comparison to adjacent properties. The proposed frontage will be in line with adjacent properties and therefore there will be no reduction in visibility.

Existing advertising signs will be relocated within the property boundary as part of accommodation works.

Refer to response to Section 2.47.3 (CPO-083) for Issue No.1 (Impact on Access and Egress) in this report.

If the CPO is confirmed by An Bord Pleanála, a Notice to Treat will be served on the landowner whose land is being acquired. Following service of the Notice to Treat, the landowner will be required to submit a claim for compensation and as part of this process, the NTA will pay the reasonable costs (as part of the claim) for the landowner to engage its agent/valuer in preparing, negotiating, and advising on compensation.

3) Upgrade of Wilford Roundabout to Signalised Junction

Refer to response in following sections and also note below.

Section 2.3.3.4.1 on Upgrade of Existing Roundabouts to Signalised Junctions and Section 2.3.3.4.5 on SCP and Signalisation at Wilford Roundabout in this report.

In relation to proposed junction arrangement in the Emerging Preferred Route, Section 2.2.4 of Appendix N (Emerging Preferred Route Public Consultation February 2019) in the Supplementary Information of the EIAR, states in relation to the M11 / Wilford roundabout that *'It is proposed to replace*

the M11 access roundabout with a signalised priority junction.’ Sheet 82 of 89 in Section 6 of Appendix N also shows the proposed junction change, seen in Figure 2.425 below.

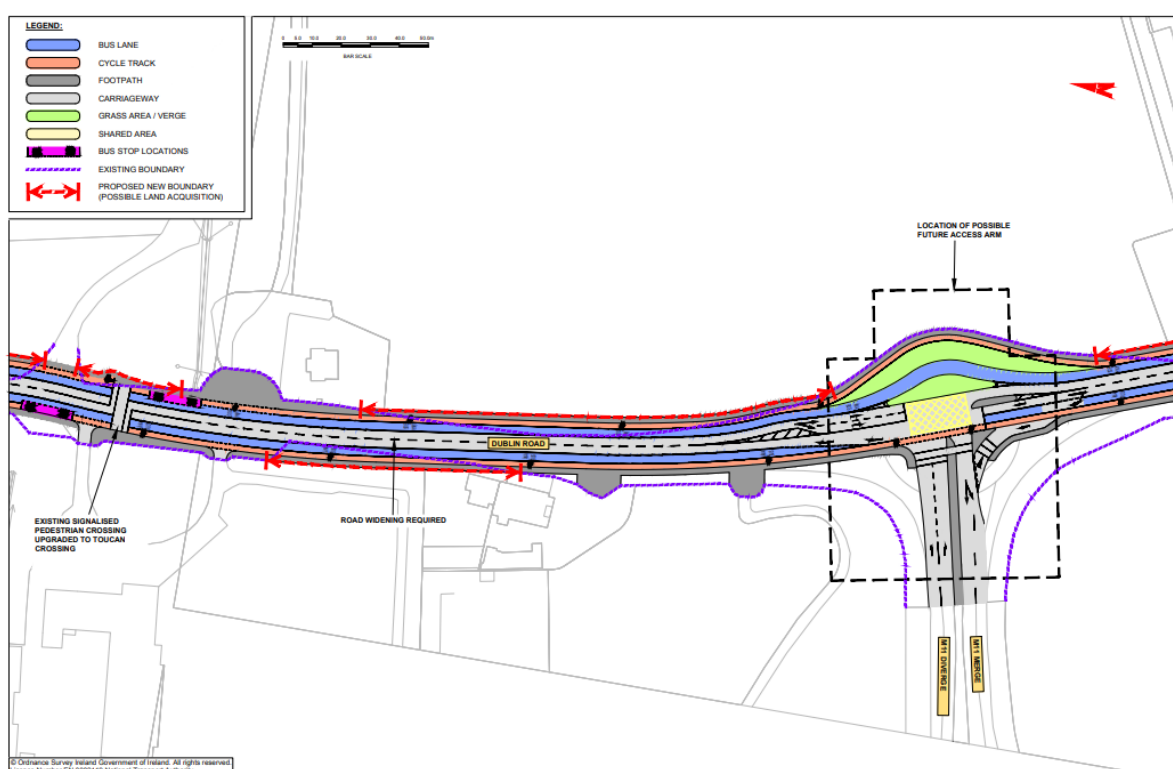


Figure 2.425: Extract from Appendix N (Emerging Preferred Route Public Consultation February 2019) at M11 / Wilford junction (Sheet 82)

NTA are satisfied regarding the benefits of a signalised junction against roundabout and the proposed signalisation of the Wilford Roundabout will not create any congestion on Dublin Road. Business access to Windsor Motors will remain as existing in the operational stage.

4) Impacts on Business Operations

In developing the design of the Proposed Scheme, the NTA has balanced the need to provide parking / loading at local shops / services with the need to achieve the objectives of the Proposed Scheme to provide high quality public transport, cycling and walking facilities through the Proposed Scheme.

The impact on parking and loading is detailed in Chapter 6 (Traffic & Transport) in Volume 2 of the EIAR.

Section 6.4.6.1.6.4 states:

‘The overall significance of effect is assessed as Negative, Moderate and Long-term. This moderate effect is considered acceptable in the context of the planned outcome of the Proposed Scheme, which is to improve accessibility to this local area (on foot, by bicycle and bus) for residents and visitors to local shops and businesses.’

Specifically in relation to commercial/display parking spaces at Windsor Motors Bray, Section 6.4.6.1.6.4 states:

- *‘There are currently 59 commercial vehicle spaces for display (car sales) located at Windsor Motors Bray to the south of Wilford Roundabout. It is proposed to remove six spaces whilst 53 spaces will be retained. This loss of six spaces is considered to have a Negative, Slight and Long-term impact.’*

Figure 2.426 below shows the extent of the Proposed Scheme in relation the existing parking arrangements.



Figure 2.426: Existing aerial view at Windsor Motors Bray, Dublin Road (Image Source: Google)

As noted previously, Section 4.6.18.1 in Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR provides a summary of the accommodation works and boundary treatment for the entirety of the Proposed Scheme. Detailed accommodation works plans will be prepared in consultation with the landowner in line with any formal agreements and in accordance with any embedded mitigations identified in the EIAR or conditions/modifications from An Bord Pleanála in relation to the Proposed Scheme application.

During the Construction Phase, 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 in 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, EIAR Appendix A5.1 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.'

Section 5.3.4.2 of Chapter 5 (Construction) of Volume 2 of the EIAR provides details of the construction activities between Bray North (Wilford Roundabout) to Old Connaught Avenue. The expected construction duration for the section will be approximately 12 months, as shown in Table 2.86. However, construction activities at individual plots will have shorter durations than outlined in overview of construction works presented in Section 5.3.

Table 2.86: Extract from Chapter 5 (Construction) (Table 5.12)

Section Ref.	Approximate Construction Duration	Approximate Length (m)	Year 1				Year 2				Year 3			
			Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Section 1a	15 months	1,300												
Section 1b	15 months	1,300												
Section 2a	15 months	5,800												
Section 2b	12 months	5,700												
Section 3a	12 months	1,270												
Section 3b	9 months	500												
Section 3c	18 months	1,800												
Section 4a	12 months	300												
Section 4b	9 months	400												
Section 4c	9 months	350												

Chapter 10 (Population) in Volume 2 of the EIAR includes an assessment of the impact on commercial properties as a result of land take during both the Construction Phase (Section 10.4.3.2.2.1) and the Operational Phase (Section 10.4.4.2.2.1). The commercial properties which were assessed are listed in the Chapter's Appendix A10.1 (Schedule of Commercial Businesses) in Volume 4 Part 3 of the EIAR. Windsor Bray Nissan is ID 201 in Appendix A10.1.

With respect to the assessment of land take impacts on the above listed commercial businesses in Chapter 10:

'Table 10.10 shows 7 commercial receptors, a Circle K filling station and Ford Motors, AXA insurance, Dargle Centre and Castle Street Shopping Centre in Bray, and the Circle K filling station, FirstStop and FastFit in Donnybrook, are expected to experience a Negative, Significant, Short-Term land take effect during the Construction Phase.' Those potential impacts will reduce following the completion of construction at those locations.

Section 10.4.4.2.2.1:

'Table 10.13 shows that one commercial receptor are expected to experience a Negative, Significant and Long-Term impact by permanent land take.' This is the Circle K filling station on the east side of the Dublin Road in Little Bray.

The remainder of businesses noted in Appendix 10.1 were not assessed as being significantly impacted by either the construction or operation of the Proposed Scheme as summarised in Chapter 10. The impact of land take on commercial receptors across the *Little Bray* community area as a whole is considered Negative, Not Significant to Slight and Short-Term during the Construction Phase and Negative, Not Significant and Long-Term during the Operational Phase.

Section 10.4.4.2.2.1 states:

'Overall, the impact of land take on community areas Donnybrook, Cabinteely, Shankill and Little Bray is expected to be Negative, Not Significant and Long-Term.'

As per Chapter 10 (Population) Appendix A10.2 (Economic Impact of Core Bus Corridors) in Volume 4 Part 3 of the EIAR, numerous case studies have been done to understand the impact of similar schemes on that of local businesses. It was found in Ireland, that businesses have a tendency to overestimate the impact of cars on their business. For example, a survey undertaken of businesses on Henry Street showed that they perceived 40% of customers arrived by bus whereas the actual percentage was 49%. Another example was businesses perceiving that 6% of customers would walk to Henry Street whereas the actual percentage was 19%.

The conclusion from these studies in Section 2 of this report states:

'Evidence from studies in Ireland and internationally suggest that reductions in the numbers of car journeys to the shops should not lead to a reduction in footfall as traders typically overestimate the importance of cars. Many shoppers are already arriving using sustainable transport options and therefore should be quick to take advantage of new transport options. There may be some disruption to business during the construction phase, however once the new routes are open footfall should return to normal and may in fact rise.'

Additionally, research was undertaken for shoppers of Henry Street and Grafton Street to understand how much was spent in shops by people arriving different modes of transport. On average, it was found that car spending was more per trip. However, due to the frequency of visits by bus, bike and walking, the average spend was higher.

The conclusion for this in Section 2 – The Impact on Local Businesses states:

‘There is strong international evidence to suggest that the proposed improvements will lead to further increases in the use of sustainable transport. This should, in turn, more than compensates for reductions in visits by car users. Whilst spend per visitor may fall slightly, the overall spend rises due to the increased overall footfall. This effect should occur as soon as the new proposed routes open with shoppers choosing to make even more use of sustainable transport decisions.

Whilst there is limited evidence of the impact during the construction work, none of the evidence suggested an increase in business insolvency or a departure of businesses from the area during construction works.’

NTA acknowledge the nature of the Windsor Motors business, which is car sales, the above may not be considered fully applicable. However, the NTA does believe the overall benefit to the public transport and active travel through the Proposed Scheme will outweigh this negative impact.

If the CPO is confirmed by An Bord Pleanála, a Notice to Treat will be served on the landowner whose land is being acquired. Following service of the Notice to Treat, the landowner will be required to submit a claim for compensation and as part of this process, the NTA will pay the reasonable costs (as part of the claim) for the landowner to engage its agent/valuer in preparing, negotiating, and advising on compensation. These are matters that can be successfully addressed between NTA and Windsor Motors.