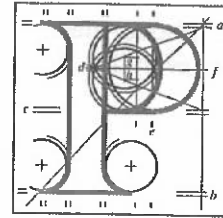


Our Case Number: ABP-314942-22

Your Reference: Knockmaree Management Company CLG



**An
Bord
Pleanála**

Marston Planning Consultancy
23 Grange Park
Foxrock
Dublin 18

Date: 10th February 2023

Re: BusConnects Lucan to City Centre Core Bus Corridor Scheme
Lucan to Dublin City Centre

Dear Sir / Madam,

An Bord Pleanála has received your recent submission in relation to the above-mentioned proposed road development and will take it into consideration in its determination of the matter. Please note, there is no fee required for this submission when listed on the CPO as landowner.

A refund will be made to the credit/debit card used to make the online observation.

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

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

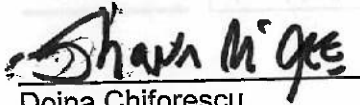
If you have any queries in relation to this matter please contact the undersigned officer of the Board.

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

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

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

Yours faithfully,



Doina Chiforescu
Executive Officer
Direct Line: 01-8737133

HA02A

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OBSERVATION IN RELATION TO
LANDS AT KNOCKMAREE, ST. LAURENCE'S ROAD,
CHAPELIZOD, DUBLIN 20

11 JAN 2023

061039-23
314942-22

LUCAN TO CITY CENTRE CORE BUS CORRIDOR SCHEME
COMPULSORY PURCHASE ORDER 2022

PLOT REFERENCE NO. : 1023(1).1f & 1023(2).2f

An Bord Pleanála Case number: HA29N.314942

Observation on behalf of:

**Knockmaree Management Company CLG,
6 Charlemont Terrace,
Crofton Road,
Dun Laoghaire,
Co. Dublin,
A96 F8W5**

January 2023

MARSTON

PLANNING CONSULTANCY

1. INTRODUCTION

- 1.1 We, Marston Planning Consultancy, 23 Grange Park, Foxrock, Dublin 18, D18 T3Y4; are instructed by Knockmaree Management Company CLG, 6 Charlemont Terrace, Crofton Road, Dun Laoghaire, Co. Dublin, A96 F8W5 to prepare the following assessment examining the town planning issues relating to an area of land that is part of the Knockmaree Estate that is proposed to be subject of a Compulsory Purchase Order by the National Transportation Authority (NTA) under the Lucan to City Centre Core Bus Corridor Scheme.
- 1.2 This report will address the area of land to be permanently acquired by the NTA that amounts to an area of 856.3sqm under Reference 1023(1).1f; and a smaller piece of land of 440.6sqm under Reference 1023(2).2f that is to be temporarily acquired to facilitate these works. The Order Schedule that accompanies the CPO indicates that Dublin City Council are also owners of part of these land acquisitions. It is our understanding that their ownership relates to a small portion adjacent to the Chapelizod Hill Road. This report will detail the negative impact of the construction and operational phase of the Proposed Development will have on our client's properties within Knockmaree. The report will also outline the negative impact the loss of trees and amenity lands will have on the value of the various duplex units and apartments within Knockmaree.
- 1.3 We respectfully submit at the onset that our clients are supportive of the overall principles of the Lucan to City Centre Core Bus Corridor Scheme. However, as currently presented the scheme will have a serious negative impact on the residential and visual amenity of residents as a result of noise; visual impact; and privacy that is precipitated by the loss of trees and the nature and extent of the Proposed Development within their lands.

2. SITE LOCATION AND DESCRIPTION

- 2.1 Knockmaree forms a residential development of three blocks of three storey duplex units and two blocks of five storey apartment blocks containing 135 units in total, that were granted under various permissions, and constructed shortly thereafter in the early 2000's. The apartment complex also includes a single storey crèche, which does not come within the auspices of the Knockmaree CLG.



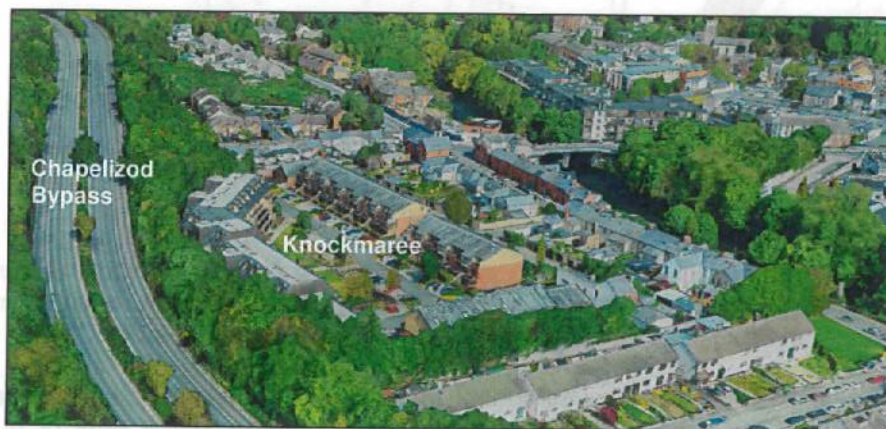
Aerial view of the alignment of the Lucan to City Centre Core Bus Corridor Scheme in context of the Knockmaree apartments indicating permanent and temporary CPO lands

- 2.2 The apartment complex is located to the east of, and is bound to the south-west, by the Chapelizod Bypass (R148) that forms a dual carriageway along which there is a bus lane either side. The apartments are currently visually screened from the bypass by heavy planting that also provides some degree of acoustic screening. The high degree of planting, which has matured considerably over the last 20 years completely visually screens the Knockmaree development from the bypass. A c. 2m high wall, which we would suggest has little if any acoustic benefit, forms the boundary of the bypass with the Knockmaree development.



View towards Knockmaree from the Chapelizod Bypass bridge above the Chapelizod Hill Road (Source Google Maps)

- 2.3 The bypass, along which the Lucan to City Centre Core Bus Corridor Scheme is proposed, is located on significantly higher ground above the apartment complex. It is notable that the CPO does not indicate the ground level differential between the bypass and finished ground floor level of the apartment complexes on any of the submitted drawings. However, we note that by scaling off the Typical Section V-V on Drawing no. CR-0015 it is estimated that the bypass is c. 10.2m above the finished floor level of no. 4 Chapelizod Hill Road, which sits above that of the ground level units of Knockmaree.



View towards Knockmaree indicating its lower position to bypass (Source Google Maps)

- 2.4 Knockmaree is bound by two storey terraces within St. Laurence's Grove to the south-east; by the rear of properties along St. Laurence's Road to the north-east; and by Chapelizod Hill Road and houses along it, to the north-west. The Chapelizod Court development sits to the north of Chapelizod Hill Road. This is a development of two storey houses backing onto the bypass that is bookended by a new four storey apartment block to its north.
- 2.5 Chapelizod Hill Road and the aim of the scheme to achieve a pedestrian connection between it and the new bus corridor is a key aspect of this submission. The road is currently one-way only up the hill, with a further restriction that prohibits its use by vans, lorries and buses. The one way system up the hill can therefore only be used by cars, and non-motorised vehicles.

- 2.6 The Knockmaree development sits on elevated land above the River Liffey that runs to its north-east, and is accessed from the St. Laurence's Road that runs along the southern banks and parallel to the River Liffey. This road also provides the sole vehicular access to the crèche that is located within the Knockmaree development. The Knockmaree development is a uniquely placed residential development along the proposed route corridor in that it is one of only two residential areas where it is proposed to CPO lands that form part of a high density residential development. The negative effect of the proposed CPO will disproportionately affect the residents of Knockmaree relative to all other proposed CPOs along the length of the proposed route corridor.
- 2.7 The lands that are the subject of this Compulsory Purchase Order (CPO) on a permanent and temporary basis are indicated on the Lands to be Compulsory Acquired Deposit Map (Sheet 10 of 13) (Drawing no. DR-GG-010), an excerpt of which is indicated below.



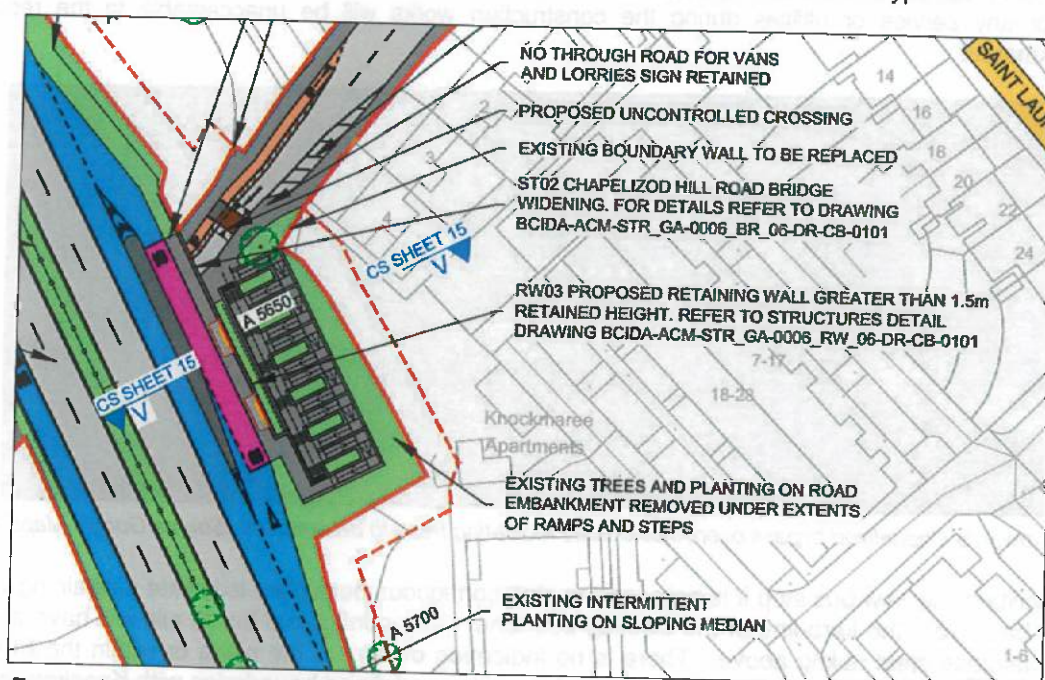
Excerpt from Lands to be Compulsory Acquired Deposit Map (Sheet 10 of 13) (Drawing no. DR-GG-010)

3. NATURE AND EXTENT OF THE PROPOSED DEVELOPMENT

- 3.1 The Proposed Development is defined as the 'Lucan to City Centre Core Bus Corridor Scheme' under the CPO. The Proposed Scheme has an overall length of approximately 9.7km. It will commence at Junction 3 of the N4 Lucan Road / Lucan Bypass and is directed east towards the City Centre.
- 3.2 The Proposed Development includes an upgrade of the existing bus priority, pedestrian and cycle facilities along the route. The scheme includes a substantial increase in the level of bus priority measures provided along the corridor, including the provision of additional lengths of bus lane resulting in improved journey time reliability. Throughout the Scheme, it is proposed that bus stops will be enhanced to improve the overall journey experience for bus passengers, and cycle facilities will be improved with segregated cycle tracks provided along the links and protected junctions, with enhanced signalling for cyclists.
- 3.3 The nature of the works at and adjacent to the Knockmaree apartments are shown on Drawing no. DR-CR-0020 (Sheet 20 of 31), an excerpt of which is provided on the following page. All works are proposed in this location to the immediate north-west of the Knockmaree development to facilitate east bound traffic. These works are described within section 4.5.2.1 of Chapter 4 of the Environmental Impact Assessment Report (EIAR) as being:

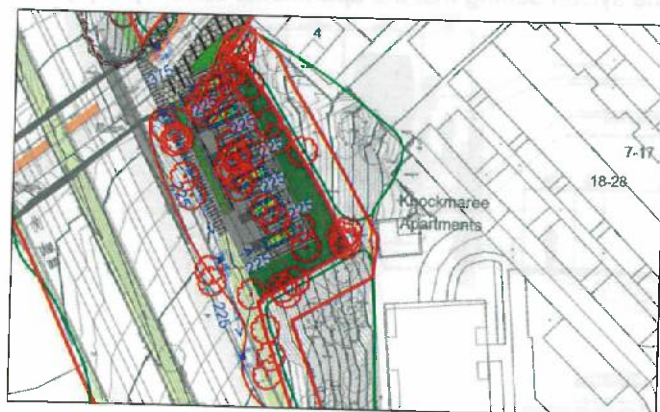
"New bus stops with laybys are proposed where the R148 Chapelizod bypass crosses Chapelizod Hill Road. These will be connected to Chapelizod Hill Road via a combination of steps and ramps. The existing bridge carrying the R148 Chapelizod Bypass over Chapelizod Hill Road will be widened to accommodate the eastbound bus layby and retaining walls are proposed to support the road widening, steps and ramps."

- 3.4 The scale, form as well as the nature and extent of the steps and ramp is notable in seeking to facilitate the c. 10m height differential. This creates a heavily engineered solution that includes 18 ramps to provide wheelchair / pushchair access to the proposed new bus stop that is located on the proposed widened bridge and to the immediate west of Knockmaree. The geographical position and location of the ramps must also be considered in that in order to access them a person would need to push up the 110m steep slope from St. Laurence's Road. Irrespective of the benefits in terms of access for all, it is highly questionable of how often the ramps would be used in this instance given that a high frequency bus service exists through Chapelizod Village (Bus route no. 26) and the relatively short distance to the city centre; and the lack of residential development to the west side of the bypass.



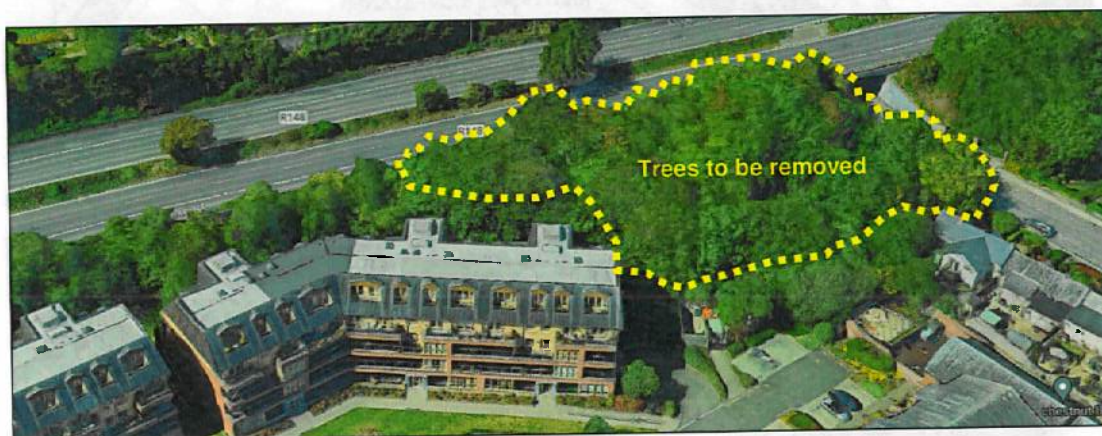
Excerpt from General Arrangement Drawing (Sheet 20 of 31) (Drawing no. DR-CR-020)

- 3.5 The proposed works is indicated as resulting in the loss of c. 40 mature trees. These are indicated within the Arboricultural Impact Assessment as being 'Unsurveyed existing tree features to be removed'. Their proposed removal and impact has therefore not been accurately assessed within the accompanying EIAR that forms part of the CPO. The trees indicated for removal are shown at the top of the next page in red.



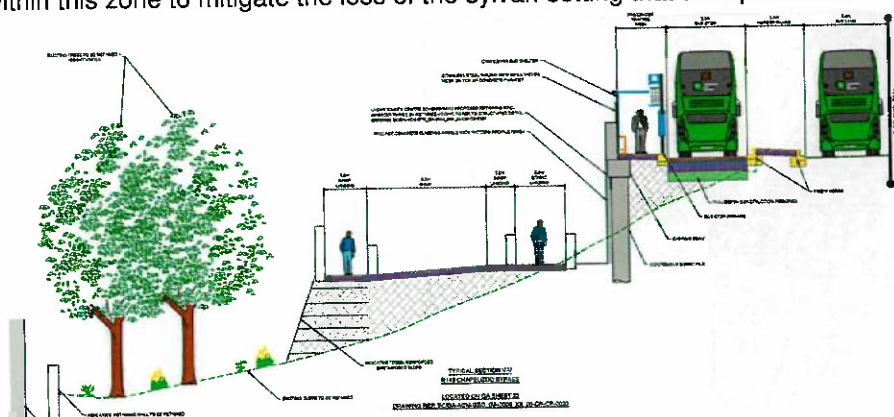
3.6 The drawing (Drawing no. DR-LL-0020 (Sheet 20 of 31) does not adequately indicate the tree cover on the steeply sloping lands, and the extent of the tree cover that will be lost. Assuming that all trees will also be removed within Temporary CPO lands, to facilitate the heavy engineered ground works and supporting structure proposed, we have estimated that all bar the lowest trees will be lost. This is based on a retaining structure being required within a few metres of the substation, and the Temporary CPO extending a corridor around these works to facilitate them. This will have a profound negative impact on the visual amenity and feeling of privacy within Knockmaree.

3.7 There are no details within the Arboricultural Impact Assessment that forms Appendix A17.1 of the EIAR, on the species, quality, condition, spread or maturity of these trees, and therefore their categorisation has not been adequately considered within the EIAR. We respectfully submit that the conclusions of the Arboricultural Impact Assessment within the EIAR are therefore deeply flawed. The hard nature of the works and removal of green infrastructure will also have a significant negative impact on the biodiversity of the area. It is also our understanding that a number of services and utilities run beneath the ground adjacent to the boundary with Knockmaree that will be impacted, and will need to be relocated by the proposed development. Any loss of any service or utilities during the construction works will be unacceptable to the residents of Knockmaree.



View towards Chapelized bypass over Knockmaree indicating trees to be removed (Source Google Maps and CPO)

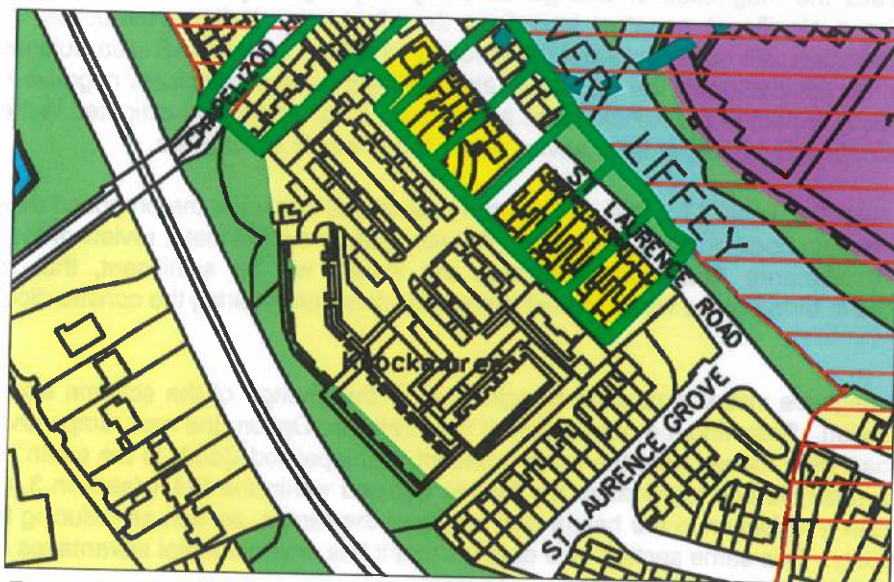
3.8 To facilitate the new bus stop it is proposed to sink contiguous bore piles to create a retaining wall some 7.7m back from the kerb-line of the existing bus lane. This contiguous bored pile will have a solid wall and stainless steel railing above. There is no indication on any of the plans or within the EIAR of any proposed acoustic barriers along this or any of the other redefined boundaries with Knockmaree. This is a significant failing of the scheme. In addition we note that the ramp and steps to provide a link from Chapelized Hill Road to the new proposed bus stop will be created by a significant cut and fill exercise (indicated by the green dashed line below) that will be reinforced on its eastern boundary with Knockmaree with a 70° reinforced earthworks slope that will extend a further c. 11m out from the proposed new contiguous bored pile wall. This section indicates the inability to provide any tree planting within this zone to mitigate the loss of the sylvan setting that the apartments currently enjoy.



- 3.9 *Excerpt from Typical Section V-V Drawing (Sheet 15 of 23) (Drawing no. DR-CR-0015)*
- The landscape general arrangement drawings provide some further clarification in relation to the proposed impact of the works on Knockmaree. These indicate that beyond the proposed 70° reinforced earthworks slope it is proposed to plant native planting to embankment and plant native woodland species to support local flora and fauna to the south of the ramp structure. No detail of the height and girth of the proposed planting is provided, and therefore its maturity at planting. As outlined previously the degree of any substantive planting is highly questionable, and we note that no detail landscape plan for this planting is provided by the NTA.

4. TOWN PLANNING CONSIDERATIONS

- 4.1 The subject site is governed by the Dublin City Development Plan 2022-2028 and its requirements. Whilst the majority of the Knockmaree site is zoned Z1 to provide for Sustainable Residential Neighbourhoods; the triangular area that is subject to both the permanent and temporary CPO are indicated as being zoned as Z9 with the objective to provide for Amenity / Open Space Lands / Green Network. The role of Z9 lands is to improve biodiversity and ecological connectivity, which the subject proposal is at complete odds to. Their purpose is also to provide enhanced nature based surface water management, flood attenuation, and climatic resilience. The design of the access to the proposed new bus stop is at complete odds with this objective.



Excerpt from Map D of the new Dublin City Development Plan 2022-2028

- 4.2 It is notable that the boundary of an Architectural Conservation Area bounds the CPO lands along Chapelizod Hill Road (noted by the dark green hatch) with the Conservation Area (indicated by red hatching) that bounds the River Liffey also extending as far as the CPO lands.

5. PLANNING ASSESSMENT

Negative visual impact

- 5.1 We respectfully submit that in addition to the profound loss of trees, as outlined within section 4 of this report, that will have a significant negative impact on the setting of the Knockmaree development, and negatively impact the residential amenity of all residents; the proposed development and physical works proposed will compound this negative impact.
- 5.2 We note that Chapter 17 of the EIAR recognises that the works adjacent to Knockmaree amount to substantial changes (section 17.4.3.1.2) that include the substantial removal of woodland and the introduction of hard landscaping in the form of the steps and ramps. A block retaining wall is also

proposed to the eastern side of the steps and ramp structure, as is evident in part within the photomontage 8 of the EIAR (see below).



Excerpt from Photomontage 8 of the EIAR indicating part of the boundary wall and low planting that will replace the sylvan setting currently enjoyed by residents of Knockmaree

- 5.3 The EIAR recognises the magnitude of change as being very high adjacent to Knockmaree and is considered to have a significant negative impact in the short-term during construction. A similar significant negative impact will occur on the ACA (section 17.4.3.2.1). The EIAR also outlines that the operational phase, on completion of the works will also similarly have a significant negative impact on the amenity and visual impact of the Knockmaree apartments. This will only be mitigated in the medium to long term that is defined as being at least seven years and upwards of 60 years.
- 5.4 In this regard we note that Table 17.8 that outlines the operational impact of the proposed development is in conflict with the main body of the assessment. We respectfully submit that a review of the predicted impacts on the Knockmaree Apartments indicates the impact will be significant, that cannot be adequately mitigated in terms of the visual impact both in the short-term during the construction phase or when operational.
- 5.5 A key part of the negative visual impact on Knockmaree is the change of the scheme from the draft Preferred Route Option. Following the publication of the Preferred Option, the new ramps and steps on Chapelizod Hill Road were moved from the north adjacent to Chapelizod Court, to the south adjacent to Knockmaree. The rationale and justification for this, as outlined within the EIAR (section 3.4.3), states that it has resulted in a reduction in the height and length of the ramps, as well as reducing the overall area of the new facility. This same section also outlines that it has environmental advantages as a result of reduced earthworks, and reduced land take.
- 5.6 However, a review of the Draft Preferred Route indicates a continuous ramp to the north of the Chapelizod Hill Road that is unlikely to comply in design terms with universal access. This previous option also did not include an off-road layby provision for the bus stop and therefore there was by default a smaller CPO land requirement (see below).



Excerpt from 2nd Public consultation Draft Preferred Route indicating ramp to the north of the Chapelizod Hill Road

- 5.7 The argument made in the EIAR when considering alternatives that the proposed ramps and steps of the current proposal offer the best solution as they require a smaller land parcel than the solution to the north of Chapelizod Hill Road is therefore misplaced.
- 5.8 Furthermore, it would appear that the lands to the north offer a greater capacity to create a far less engineered access solution that would be far more in keeping with the Z9 zoning of these lands. The Knockmaree lands do not offer such capacity due to the fact that they narrow sharply to the south.
- 5.9 We note that section 3.4.4.5 of the EIAR is illuminating in terms of this change in that it states that a number of concerns were raised by residents of Chapelizod Court over the visual impacts of the ramps. We note that only 6 properties within Chapelizod Court bounded the originally proposed ramps and steps. Rather than seeking to address these concerns, and look at alternative solutions at this location, the applicant has chosen to move the problem to the south side of Chapelizod Hill Road, and raise the same visual impacts and other concerns on a far greater number of local residents within Knockmaree, and also on the Chapelizod Architectural Conservation Area, which it now abounds.
- 5.10 This change in the position of the steps and ramps now directly impacts some 30 properties within Knockmaree in a very direct and profoundly negative way, and others less directly. Instead of them looking out onto the mature sylvan setting whether within the nearest apartment block, or the duplex complex, that has suitably matured over the last 20 years, they will now look out onto an over-engineered hard landscape of immature low landscaping. This is evident, although not explicitly shown due to its angle from Chapelizod Hill Road, by Photomontage 8 that is submitted as part of the EIAR, and replicated in part on the previous page of this submission. This will be compounded by the fact that people waiting at the bus stop will be able to look into Knockmaree thus reducing the privacy of residents. It is deeply disappointing and highly regrettable that the applicant has chosen not to include a visual representation of the scheme from Knockmaree given that it forms the highest density of population that will be negatively impacted by the proposed development.
- 5.11 It is unclear how the applicant has concluded that the proposed alternative design for the steps and ramps will result in less of an impact on trees, when no tree survey has been undertaken of the Knockmaree site, and therefore no objective assessment of this can be made.
- 5.12 We would also respectfully question whether the height differential is quantifiable given the short linear distance between the two access points onto the Chapelizod bypass. The other reasons provided must also be questioned, particularly given the substantial increase in noise during both the construction and operational phases; and negative impacts on biodiversity given the linear nature of the green network along the bypass that will be broken and the loss of trees that currently help to attenuate traffic noise. In other words the impact in terms of noise of the two alternatives will be significantly considerably greater to a larger population, a crèche and a much higher younger population within Knockmaree as a result of the proposal than presented within the CPO documentation.
- 5.13 We respectfully submit that when all of these issues are considered, the only reasonable conclusion to reach is that the currently proposed scheme will result in long term and significant negative impacts on the visual and residential amenity of the residents of Knockmaree. We would request that an alternative design solution or location is considered for the proposed link to the bus stop; or that a lift solution is provided, in a similar manner as at railway stations, to provide wheelchair and pushchair access to the bus stop. Lifts are considered as reasonable and viable alternative access methods in similar locations, and may offer an overall cheaper alternative as it may avoid the larger CPO's required to facilitate the current proposal. Given the low levels of use that is likely at this location, and the low potential for it to increase in the short or medium term due to the lack of adjoining high density residential development, the lift solution would seem to provide the best access alternative in this instance. A lift would also reduce the extent of intrusive works, and facilitate a greater degree of tree retention, and therefore help to mitigate the impact on the Knockmaree residents from a visual perspective.

Negative noise and vibration impact of the construction and operational phase

- 5.14 Chapter 9 of the EIAR seeks to assess the noise and vibration impacts of the construction and operation phase of the Proposed Development. We respectfully submit that the noise and vibration of works during the construction phase will be intolerable to the residents of Knockmaree, which is compounded by the proposed construction working hours that are proposed as being between 07:00hrs and 23:00hrs on weekdays, and between 08:00hrs and 16:30hrs on Saturdays. Our experience of large projects such as this indicates that often preparation works, and therefore noise impacts will commence even prior to these times. The application also indicates that night-time and Sunday will be required to facilitate street works that cannot be undertaken during day time / evening conditions. It is unclear where such street works will occur. However, due to their very nature they would also require floodlighting and light pollution of the Knockmaree estate.
- 5.15 We respectfully submit that such working hours are completely unacceptable to our clients and the need to uphold their residential amenities during the construction process. Whilst the EIAR states that the planning of such works will take consideration of sensitive receptors, in particular any nearby residential areas, there are no details provided as to how such intrusive works in Knockmaree would be managed. This is deeply concerning to the residents of Knockmaree.
- 5.16 Our clients are also concerned in relation to the vibration impacts of the construction phase as a result of the bore piling required to facilitate the widening of the bridge. Our clients are concerned in relation to the impact of this on the structural integrity of their properties and would request that irrespective of all other matters raised in this submission that a full structural survey of Knockmaree is undertaken prior to the undertaking of works to facilitate the proposed bus layby and access to it.
- 5.17 We note that the noise survey (Figure 9.1.1 of the EIAR) outlines that the existing noise levels at the façade of the apartment blocks closest to the Chapelizod bypass generally currently experience noise levels of up to 60-64 dB with the rest of the Knockmaree development experiencing noise levels of 55-59dB.
- 5.18 Whilst a modelling exercise has been undertaken of the noise impacts of construction traffic (section 9.3) no modelling of construction activities at the key works locations, such as the Chapelizod Hill Road bridge, adjacent to the Knockmaree apartments has been undertaken. In addition, we note that the impact of traffic noise, following completion of the proposed development in 2028, has not been undertaken in relation to the Knockmaree apartments.
- 5.19 The road widening, road upgrade and utility diversions indicate a predicted cumulative noise level of between 73 and 83 dB at the nearest residential properties within Knockmaree (Table 9.28). This indicates a 13-19dB increase in noise levels at the nearest residential properties within Knockmaree during the construction phase. This is indicative (as per table 9.9 of the EIAR) as amounting to a very significant to profound impact on the residents of Knockmaree during the undertaking of the works adjacent to it. We also note that the EIAR indicates that even greater noise levels will occur at times when breaking, excavators and road planers are operating at close proximity to the residential units within Knockmaree. Similar noise levels will occur when constructing the new boundary walls.
- 5.20 The works to the bridge will require piling that will exceed a noise level of 75dB without mitigation. Table 9.34 of the EIAR indicates this as being as high as 80dB in this location. We note that these works are indicated as being proposed to be undertaken between 7am and 7pm Monday to Friday. These noise levels are extreme and will undoubtedly negatively impact the well-being and amenity of residents. This time limit for such works is also excessive, and requires a narrower time frame for undertaking such negative noise and vibration activities in order to seek to retain a degree of residential amenity.
- 5.21 The EIAR claims that such works where in excess of 30m, which would be the case for some activities in terms of the Knockmaree properties, would not have a significant noise impact, underplays by a significant margin the impacts on our clients amenity and the value of the property during the construction, and indeed the operational phase, of the development.

- 5.22 We respectfully submit that the EIAR appears to have completely failed to consider the changes in work practices that have occurred since COVID and that a number of the residents of Knockmaree now work from home on a regular and in some instances a daily basis. The implication of this, is that the noise impacts will be far greater and significantly more negative than outlined within the EIAR.
- 5.23 The generic assessment of noise impacts due to construction activities are broad and meaningless in terms of the specific and direct impacts on our clients. Having reviewed the noise and vibration chapter of the EIAR, and the extent of the works proposed adjacent to Knockmaree, the impact must be considered as profoundly negative.
- 5.24 The use of noise mitigation screens during construction will however achieve little benefit due to the sloping nature and level differential between the works and Knockmaree. For example, a 2.4m high noise screen at the boundary of the temporary CPO lands will achieve no reduction in the construction noise impact from the works that are proposed at a significantly higher level.
- 5.25 The application indicates that the management of construction hours can also mitigate construction noise impacts and seek to avoid cumulative construction noise impacts. It is indicated that the NTA and appointed contractor will liaise with the nearest sensitive receptors when high noise level activities are proposed. Given the multi-unit development that is Knockmaree, it is unclear how this would be managed and co-ordinated for such a development. The EIAR is silent on such a scenario.
- 5.26 We would request that, irrespective of other concerns raised in this submission, that stricter construction hours are attached to any grant of permission. These should be site specific and refer to the section of the route between chainage A5600 and chainage A5900 and that works along this stretch shall only be subject to construction works between 8am and 6pm. It should also specify that no works outside of these times shall be allowed, and that certainly no works throughout the night should be allowed along this stretch of the route in the interest of residential amenity.
- 5.27 The current proposal to allow retaining wall construction works and bored piling up to 11pm, and all day Saturday, is completely unacceptable from a residential amenity perspective. We request the Board, to attach suitable conditions, irrespective of other issues raise in this submission, to address our clients reasonable concerns in relation to noise and vibration impacts as a result of both the construction and operational phases of the proposed development.
- Operational phase impacts*
- 5.28 We respectfully submit that the consideration of the noise impact of the operational phase of the development has not been adequately considered and fails to address the acoustic screening provided by the compact trees that are to be removed as part of the proposed development. This will have a long term and negative noise impact on the residents of Knockmaree and has failed to be adequately considered or mitigated for by the applicant.
- 5.29 We note for example that the current route has a timetable that provides for two services in each direction during the night. This would likely both increase as a result of the Bus Connects project, but would also be more noticeable from a noise perspective as a result of the location of the layby bus stop and loss of the substantive level of trees. This is compounded by the repositioning of the bus stop from that under the Preferred Route Option to a position closer to Knockmaree, and that will therefore impact the greatest number of residents.
- 5.30 We respectfully submit that whilst the application states that the existing barriers along the dual carriageway will be replaced, their mitigation in terms of reducing noise levels currently are substandard, as they were erected prior to the construction of the Knockmaree development and are only 1.2m high.
- 5.31 We submit that to mitigate the loss of trees and the increase in noise impacts on a long term basis there is an inherent need for greater acoustic screening. This can only be done by relocating the bus stop away from the boundary with Knockmaree and by the erection of suitable acoustic screens above the

1.2m high boundary wall, to mitigate noise during the operational phase of the proposed development, along the length of the Chapelizod bypass adjacent to Knockmaree between chainage A5600 and chainage A5900.

Air pollution

- 5.32 We respectfully submit that the loss of trees, and increase in traffic will cumulatively have the potential to reduce in the short, medium and long term the air quality of surrounding residential areas such as Knockmaree thus further reducing the residential amenity of the local residents. It is incumbent that air quality mitigation is addressed by relocating the bus stop away from the largest density of population.

Reduction in property values

- 5.33 We respectfully submit that whilst the land subject to the CPO is zoned for open space amenity it forms part of the wider Knockmaree demesne. The surrounding area is zoned Objective Z1 in the Development Plan, and we would submit that in terms of the CPO procedure it should consider all elements being proposed, and consider these lands as if they were zoned for residential purposes.
- 5.34 For all the reasons as outlined above, the material reduction in our client's residential and visual amenity and the profound negative impact of the proposal on their property, we respectfully submit that the subject proposal would have a material and significant reduction in the value of property adjoining and close to the application site not both in the short term but in the medium and long term too.

6. CONCLUSION

- 6.1 We respectfully submit that as previously outlined our clients and the residents of Knockmaree are supportive in principle of the objectives of the Bus Corridor scheme. However, the proposed scheme as currently presented will have a profound negative impact on the residential and visual amenity of the residents both during the construction and operational phase of the development.
- 6.2 During the construction phase our clients concerns, irrespective of their concerns relating to the impact of removing the significant level of trees, is that any permitted development unless the proposed development is managed in a controlled and reasonable manner will have a profoundly negative impact on their residential amenity. This can only be done by attaching suitable conditions to any grant of permission that limit construction hours and construction noise in a manner that is reasonable and acceptable to the residents, as well as relocating the bus stop and seeking an alternative solution to achieving access to the bus stop to the north side of Chapelizod Hill Road. The current proposal does not achieve any of these aims and there is a need to significantly control construction times and noise levels, with suitable noise monitoring, with absolutely no night time works. We believe this is a reasonable and considered approach to managing the construction phase of the development.
- 6.3 The operational impacts of the proposed development as presented under the CPO are more profoundly negative due to their long term nature. These can be summarised as follows:
- Profoundly negative visual impacts as a result of the combined impact of the loss of c. 40 trees and its replacement with a hard landscape of retained walls and low planting that will replace the sylvan setting with a hard and austere setting and this will have a profound negative visual impact on the residential amenity of the residents of Knockmaree;
 - The hard landscape of retained walls and ramps will also compound the negative noise impacts in the long term that are compounded by the loss of trees. Their loss will mean that there is no visual or acoustic screening in the short, medium and long term, and this will have a profound negative effect on the residential amenity of the residents of Knockmaree;
 - Loss of privacy and reduction in air quality conditions, again as a result of the loss of the sylvan setting of the trees; and
 - Reduction in property values in both the short, medium and long term.

- 6.4 We respectfully submit that the location, position and scale of the proposed ramp and stairs as currently proposed is not justifiable in terms of its negative impacts on the residential and visual amenity of Knockmaree.
- 6.5 We request An Bord Pleanála to assess this CPO application based on these considered and objective planning matters and to request that suitable changes are made to address our clients legitimate concerns, as the bridge and accompanying works at the Chapelizod hill Road bridge and access ramp and steps would be contrary to the proper planning and sustainable development of the area including the preservation and improvement of amenities thereof.
- 6.6 We trust that the Board will give due consideration to all matters raised in this submission and request that we remain notified of future developments.

Yours faithfully,



Anthony Marston (MIPI, MRTPI)
Marston Planning Consultancy

