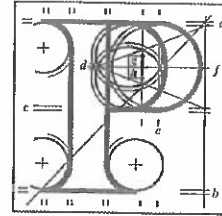


Our Case Number: ABP-314942-22

Planning Authority Reference Number:



**An
Bord
Pleanála**

Cuan O Seireadain Cuan O Seireadain
22 Knockmaree
Chapelizod
D20D301

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 (including your fee of €50) in relation to the above-mentioned proposed road development and will take it into consideration in its determination of the matter.

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

If you have any queries in the meantime, please contact the undersigned. 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

HA02

Tel	Tel	(01) 858 8100
Glaó Áitiúil	LoCall	1890 275 175
Facs	Fax	(01) 872 2684
Láithreán Gréasáin	Website	www.pleanala.ie
Riomhphost	Email	bord@pleanala.ie

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

Alle
Ford
Pleasant



Our Case Number: ABR-21462-22
Planning Authority Reference Number:

Grant ID: 2022-01-01-01
To: 2022-01-01-01
Character:
Category:

Grant Title: 2022-01-01-01

For a complete list of grants, please visit the website:
www.allefordpleasant.com

Alle Ford Pleasant
1234 Main Street
Pleasant, VA 22859

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Cuan Ó Seireadáin

22 Knockmaree

Chapelizod

D20D301

10 January 2023

**Subject: Observation on permanent acquisition of lands on NTA map 1023(1).1f
(at Knockmaree Apartments, Chapelizod) as part of the
Lucan to City Centre Core Bus Corridor Scheme Compulsory Purchase Order 2022**

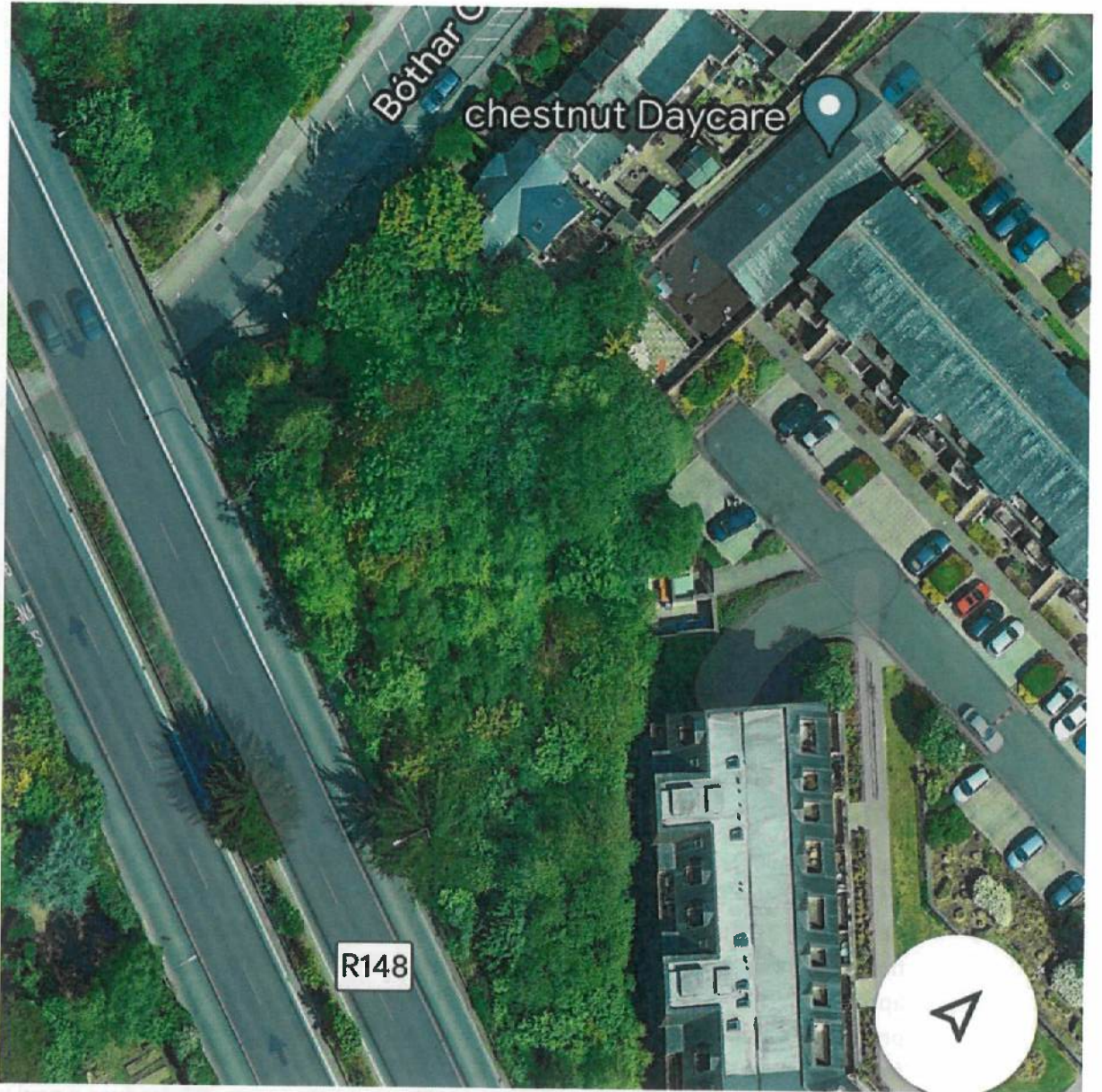
I wish to object in the strongest terms to the Compulsory Purchase Order on the above named lands and in particular to the proposal to develop a bus stop there.

While I strongly support the development of access to the proposed bus corridor for the residents of Chapelizod, I believe that the proposed scheme will do this at the expense of impacting disproportionately on the residents of Knockmaree.

The land in question is a steep densely wooded embankment which rises from the ground level at Knockmaree apartments to approximately a third story height. It is proposed to:

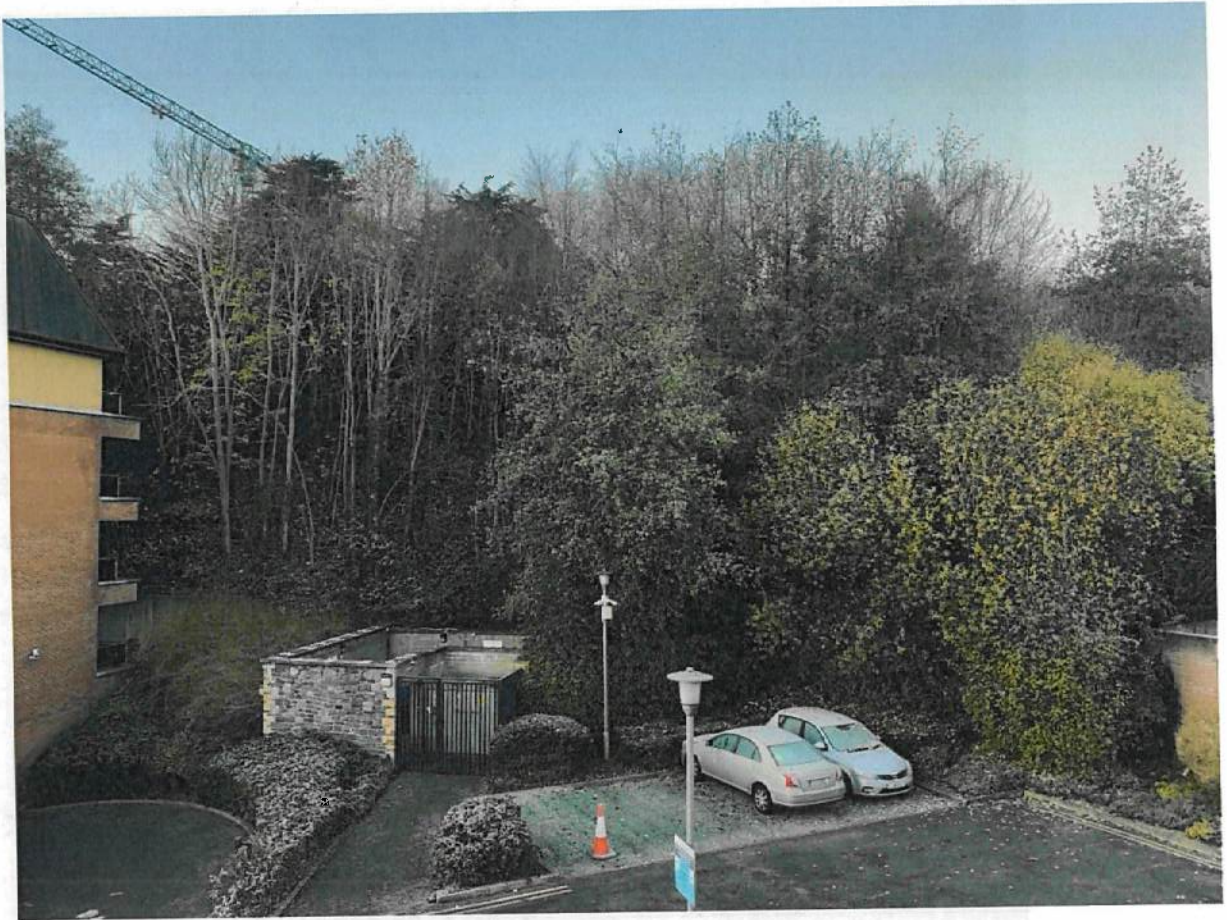
1. Remove almost all trees from the current embankment. The approximate number of trees to be removed is shown on this map. The location of my home is marked with a blue line on the right of the map. For context, a Google Maps Screenshot follows the map. This screenshot shows the current extent and density of the woodland, which would all be lost were the proposed site to be used and the proposed design implemented.





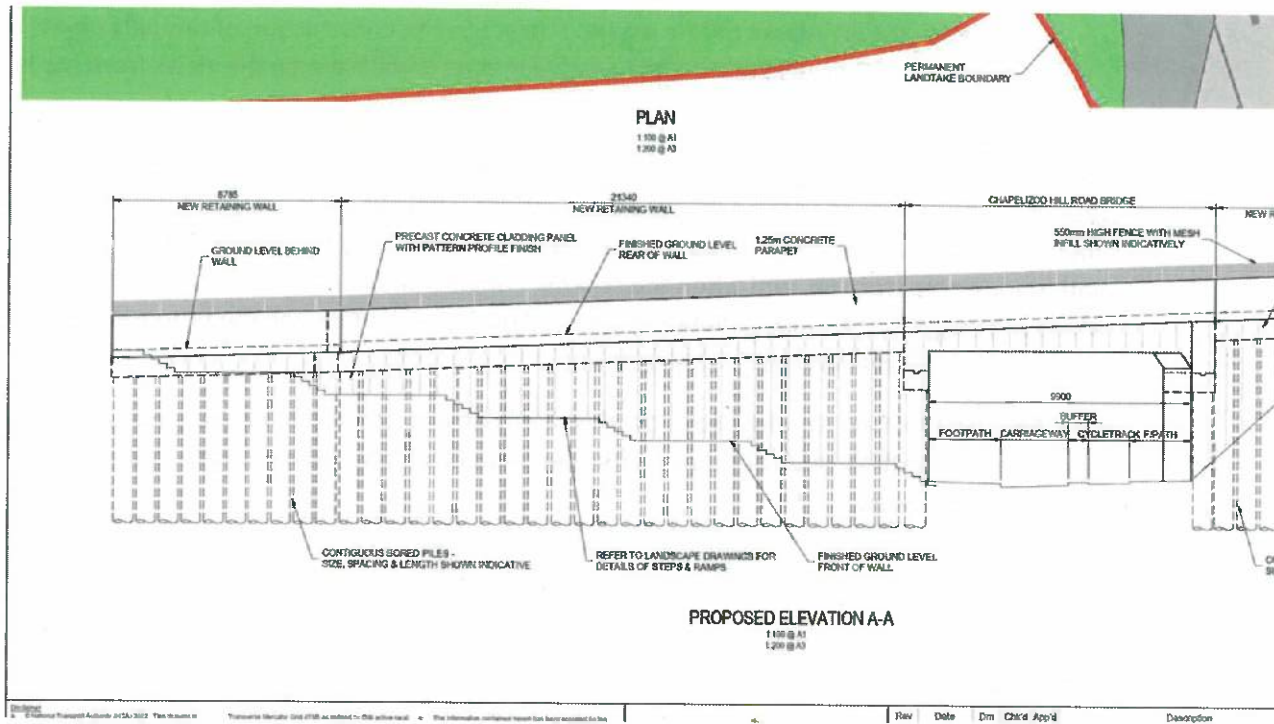
Further views, firstly from a Google Maps Streetview Screenshot and secondly from the second floor of my home, provide more views of the woodland to be removed.





The removal of the woods shown on these images will, apart from the ecological impact, also have the effect of completely removing the N4 light and sound pollution screening function of the trees. Little detail of how this might be alleviated is given in the proposal, and there is no visual mock up of how the proposed stop will appear from the Knockmaree apartments. However, the indicative design description, the steep incline of the site, the proposed widening of the N4 at this spot by two lane widths (one for the stop itself, and one for the necessarily long wheelchair ramp), the written detail of the proposed construction, and the fact that the stopping and starting of buses at the stop will introduce a new type of noise to the site make it clear that the visual and aural impact will be very high indeed. The visual and aural impact will be all the higher as the proposed stop will be approximately three stories above ground, which will make the increase in noise audible over greater distances within the site. I object to this because it will result in a very large increase in the sound and light pollution in our home, impacting in a very negative way on our enjoyment of our home

2. It is proposed to construct the road widening and bus stop with high concrete retaining walls and to secure it with contiguous bored piles. The publicly available design is indicative, but it is clear that the construction of a large number of contiguously bored piles will noisily disrupt the area for the period of construction (also negatively impacting a neighbouring childcare facility.) I object to this because of the negative noise and dust pollution impact this construction method will have on the area.



3. The only mock-up images of the proposed design show the view from Chapelizod Hill Road, shown here:



No image shows the proposed view from Knockmaree, but the above image indicates a very large concrete retaining wall, rising as it moves east towards Knockmaree. The structure will appear very large indeed from the homes in Knockmaree, and will have an extremely

negative visual impact on the estate. I object to the construction of this ugly object in front of my home because of the the negative impact it will have on the views from our home.

As I stated at the beginning of this observation, I strongly support the provision of access for the residents of Chapelizod to the proposed Bus Corridor. I believe, however, that locating this stop above Knockmaree will result in an unacceptable light and noise pollution impact on the residents, both during construction, and when the scheme comes into operation. The site of the stop is raised, which will magnify the noise pollution generated during operation and the proposed design will have a very negative visual impact on the area.

I ask An Bord Pleanála to refuse to allow this purchase and construction to go ahead, and urge the NTA to return to their original proposal for the Chapelizod Stop, which was to locate it west of Chapelizod Hill Road.

Le meas,

Cuan Ó Seireadáin

22 Knockmaree

D20D301