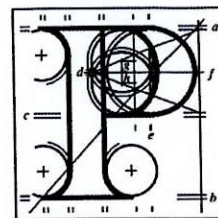


Our Case Number: ABP-316272-23



An
Bord
Pleanála

Celine & John Cullen
14 Fortrese Park
Templeogue
D6W PT72

Date: 12 July 2023

Re: Bus Connects Templeogue/Rathfarnham to City Centre Core Bus Corridor Scheme
Templeogue/Rathfarnham to City Centre

Dear Sir / Madam,

An Bord Pleanála has received your recent submission in relation to the above-mentioned proposed road development and will take it into consideration in its determination of the matter.

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

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

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

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

Yours faithfully,

Eimear Reilly
Executive Officer
Direct Line: 01-8737184

HA02A

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64 Sráid Maoilbhríde	64 Marlborough Street
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D01 V902	D01 V902

BUS CONNECTS TALLAGHT TO TERENCE

OBJECTION

We wish to lodge an objection to the applications by the National Transport Authority

1. For planning permission under Section 51 of the Roads Act 1993 (as amended) in relation to the Templeogue/Rathfarnham to City Centre Bus Corridor Scheme, and
2. For confirmation of the associated Compulsory Purchase Order 2023 (CPO)

For the record, we are residents along this route (14 Fortrose Park, D6W PT72), and our rear garden is scheduled to lose property on map 6 of the preferred route of the Tallaght to Terenure section of the Corridor.

First, may I say that the current proposals – insofar as they relate to the village of Templeogue – are a major improvement on the original proposals, which would have destroyed the village. This is thanks to South Dublin Co Council's Part VIII scheme, which essentially affords buses priority access through the village in both directions. And, crucially, it allows for a cycle lane in both directions. The infrastructure for this is now in place, and it represents a major improvement of the village while enabling the diverse businesses to thrive. However, it's regrettable that the same imagination was not applied to other parts of the scheme where serious flaws from a road safety perspective are evident, and which lead to unnecessary and highly stressful applications for compulsory land acquisition.

The first part of this submission relates to the merits of the planning application; the second part to the CPO.

PART 1 Planning Application

The Tallaght to Terenure route seems to be predicated on achieving

- Pedestrian facilities in both directions
- Cycles lanes in both directions
- Bus lanes in both directions, and
- At least one general traffic lane in both directions

Over the length of the route, represented in maps 1 to 10, it appears to achieve this, with two exceptions – one on the final approach to Terenure, which is particularly challenging due to the confluence of 2 major arteries (maps 9 and 10). But, at least it manages to have 1 dedicated cycle lane in this stretch. The other is the stretch between Templeogue Bridge and Templeville Road, represented in maps 5 and 6.

Our objection relates to the latter stretch (maps 5 and 6).

Templeogue village has dedicated cycle lanes in both directions, and shared carriageways between buses and general traffic, with buses getting priority access. North of the village (the city side),

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normal service is resumed ie pedestrians, cyclists, buses and general traffic all having dedicated space.

However, south of the village, the current proposals lack coherence and consistency. North-bound, there is a bus lane and general traffic lane all the way to the entrance to the village. South-bound, there is a general traffic lane all the way, but the bus lane disappears for a distance of some 140 metres, before emerging again. In this short section, buses have priority access. **However, the most striking aspect of the current proposals on this stretch of the route is the complete absence of dedicated cycle lanes in both directions for a distance of some 300 metres.** This surely presents a major road safety issue, especially as cyclists will have been accustomed to their own dedicated lanes on practically all of the rest of the route. And, if cyclists decide to use the footpaths, that presents its own road safety problems. I should say that the existing road layout which these proposals are allegedly designed to improve, have had cycle lanes for some time – initially integrated and colour coded on the footpath, and now integrated in the traffic lanes by way of a broken white line.

It seems to us that the absence of cycle lanes along most of this stretch is an egregious failure that flies in the face of the whole spirit of the scheme, as well as creating a serious road safety problem. **It calls for a re-think of how this section is designed.** We believe that the scheme should be redesigned to prioritise bus and cycle traffic over general traffic (except for access) along the whole stretch, but with access to the village at appropriate times to allow businesses to operate, probably from the north approach. How this can be achieved requires the imagination that was applied by South Dublin Co Council to Templeogue Village. There is a menu of options which might be explored, including

- Subject to access issues mentioned above, diverting general traffic along Old Bridge road or Cypress Grove Road, or both, and operating either at peak times or generally. A similar system operated during the Part VIII works in Templeogue Village, including for buses, and the world didn't fall apart.
- Giving buses priority access shortly north of Templeogue Bridge (say, at bus stop 1158) and South of the Templeville Road junction right through this stretch. There is a precedent for this. There is a bus priority system, comparable in length, in operation for many years on the city-bound carriageway after Lakelands Park. - *Essentially extending the village scheme southward*
- Possible morning and evening contra flow systems.

If solutions on the above lines were put in place, public transport and cycling facilities would be greatly enhanced, and the need for property take would be greatly lessened, if not eliminated.

PART 2 CPO

We think it is correct to assert that in the whole Tallaght to Terenure corridor, the only property take affecting **back gardens** is our property and the ones on either side – 3 properties in total. There is a fundamental difference in the effect of taking front gardens and back gardens. Front gardens are public in nature, of necessity allowing access to the public and a multiplicity of services. But back gardens are private spaces. When we moved in in 1984, we planted Leylandii trees precisely to shield views from passing buses into our garden, and to dampen traffic noise. They took a long time

to mature; they are now nearly 4 metres tall and have formed a very effective hedge. See figure 1 below. My neighbours also have trees protecting their privacy.

We are both in our late 70's and not in the best of health. Celine has had multiple joint replacements in the past 3 years, and suffers from asthma. Our back garden has become a sanctuary from the stresses caused by these health issues. The CPO, and all the stress and dust of the works involved would seriously impact our physical and mental wellbeing, and would destroy our enjoyment of our back garden, both on a temporary and long term basis. Moving traffic somewhat closer to our house, as well as the loss of the Leylandii trees, is bound to increase noise levels in our garden, but also in our house, and it would lessen the privacy of our back garden. Not only do we have to contend with the loss of part of our garden (and, apparently, a slice of our shed), but we have the added headache of temporary possession of a considerable part of our garden, and possibly our shed for a period and purposes as yet unspecified. This brings the displacement and nuisance of works practically to our doorstep.

On the question of the temporary possession, we have been given no information whatsoever on what the purpose of this is, nor for how long it will last. There's a similar proposal for the back gardens of our neighbours on either side. Insofar as our garden is concerned, the extra take is about 3 metres in depth. But, inexplicably, it then takes a diversion towards the house - increasing in depth by an extra 3 metres over the remaining width of 5 metres, and through our shed. This temporary area at one point is 2.4 metres from our living accommodation. It's unclear what useful benefit is expected to be derived from this additional diversion. This area is dominated by a concrete structure garden shed - 2 sheds actually - with 2 doors, one well inside the temporary possession area, and the other partly within the area. The upper shed (the door of which is partly within the temporary possession area) is home to our deep freeze and our laundry facilities. It's not clear if temporary possession will deprive us of the use of those facilities.

While it is not directly in the temporary possession area, there's a specimen Magnolia tree which we planted 40 years ago, the trunk of which is less than a metre outside the area. The lower branches fan out over practically all of the temporary possession area. It would be impossible to use that area for work, or storage of machines etc. We should say that this Magnolia tree (figure 1 below) is sufficiently imposing as to have been mapped in the original brochure for Bus Connects, and it was specifically earmarked for preservation. Any suggestion that the tree should be removed or damaged in any way would be an act of wanton vandalism, and I would seek an Injunction if this were contemplated.

It's impossible to comment authoritatively on the temporary possession since we don't know its purpose (other than, as above, pointing out the incongruities). If however, it's for any kind of serious work or storage - a depot, perhaps- it is entirely unsuitable without wanton destruction of a specimen tree, and, possibly, sheds. Figures 2 to 4 below demonstrate this well - the blue chalk line marks the proposed temporary possession. It is surprising that, if depot space is required, the NTA didn't cast their eyes across the Templeogue Road to a series of car spaces outside the Templeogue Tennis Club which would be far more suitable. The tennis club has ample car parking facilities out the back.

We strongly urge An Bórd Pleanála to reject or condition the planning application as suggested above, and to delay confirmation of the CPO until a satisfactory planning solution emerges.

Celine Cullen

Celine Cullen
2 June 2023

John Cullen

John Cullen

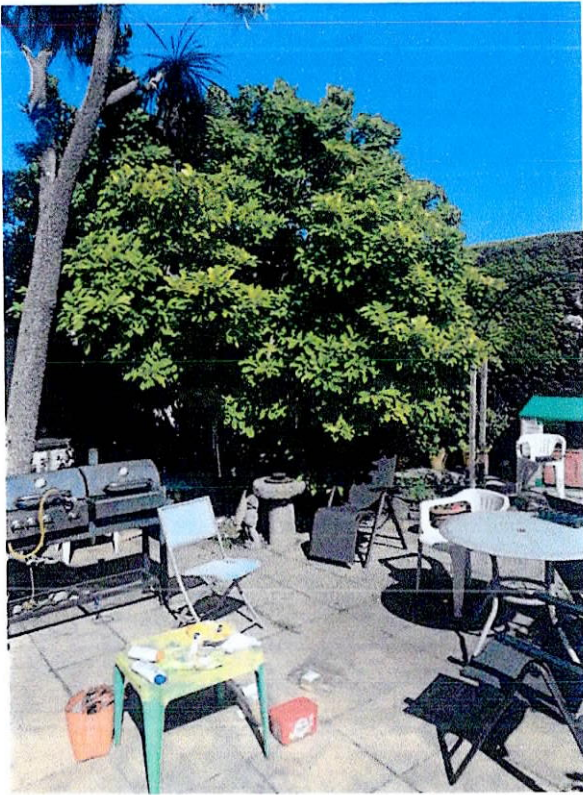


Figure 2 Magnolia Tree/ Leylandii Hedge

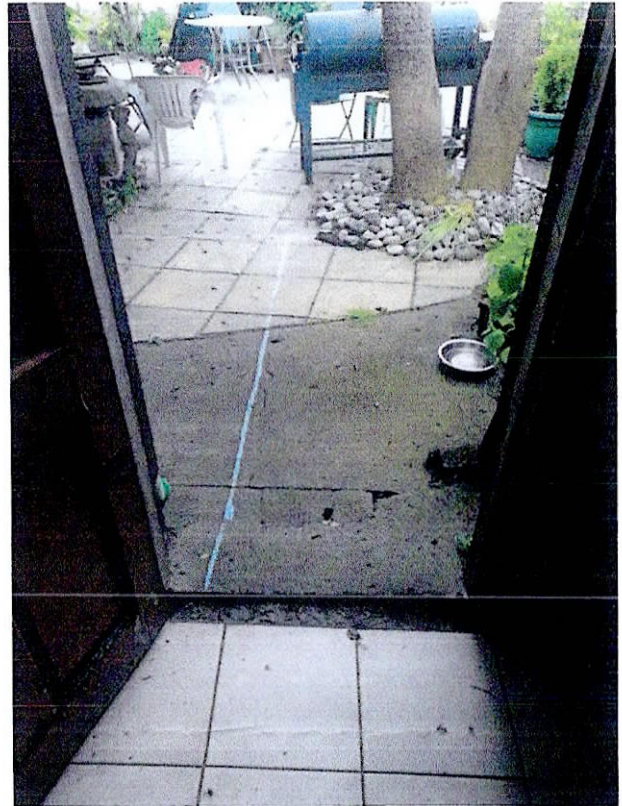


Figure 1 Temporary Possession Area, on left, viewed from inside the shed

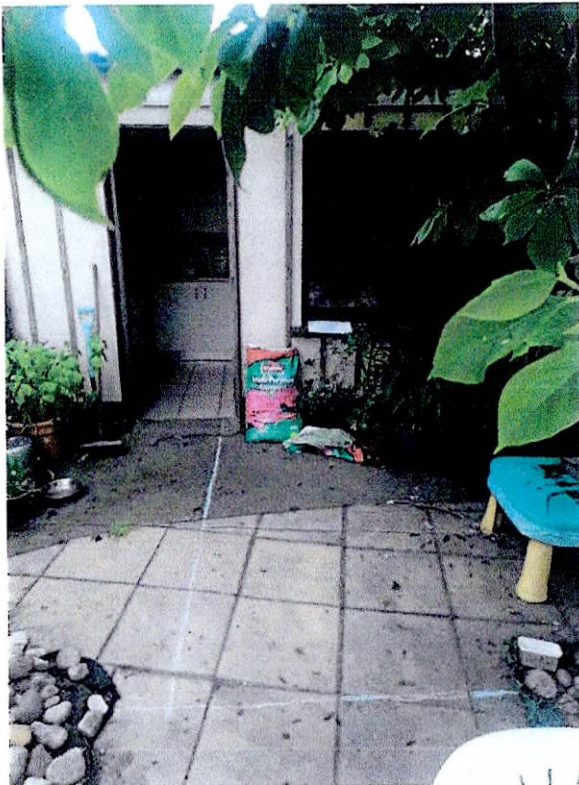


Figure 3 Temporary Possession Area, on right, viewed towards the shed

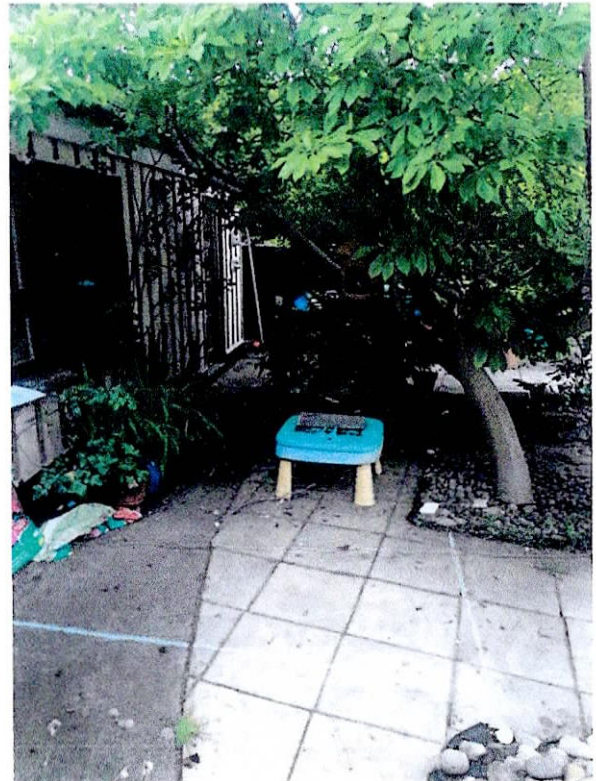


Figure 4 Temporary Possession Area, viewed from the rear of the house