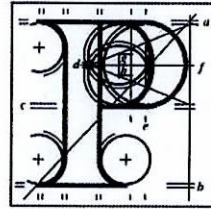


Our Case Number: ABP-316272-23
Planning Authority Reference Number:



**An
Bord
Pleanála**

Kerrie Glynn
16 Bloomfield Park
Portobello
Dublin 8

Date: 17 August 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 accept this letter as a receipt for the fee of €50 that you have paid.

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 at laps@pleanala.ie

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

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

64 Sráid Maoilbhríde Baile Átha Cliath 1 D01 V902	64 Marlborough Street Dublin 1 D01 V902
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Kerrie Glynn
16 Bloomfield Park
Portobello
Dublin 8

13 August 2023

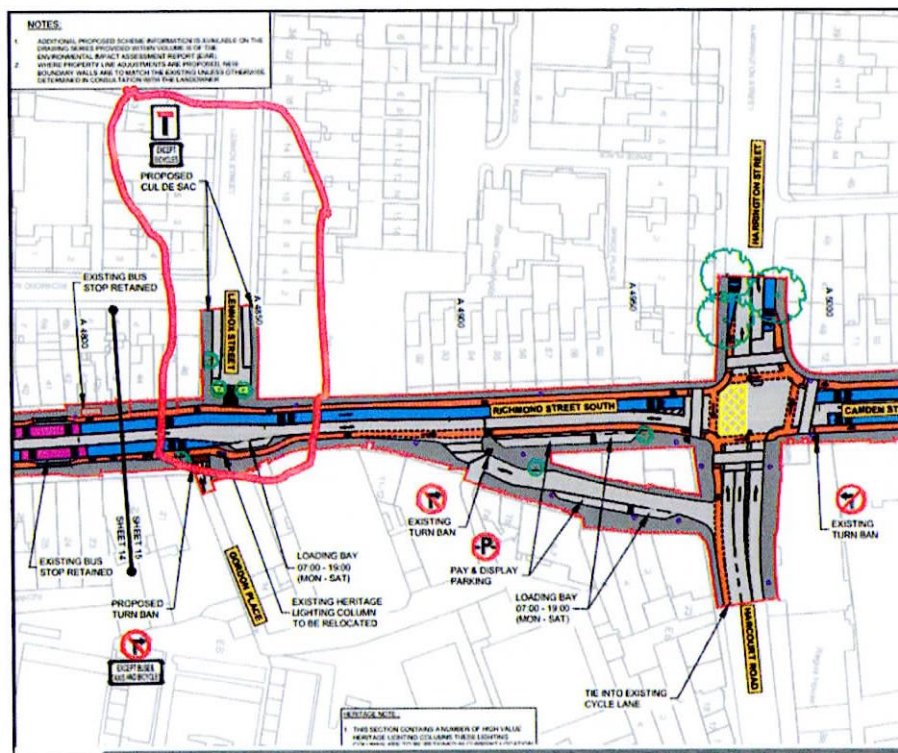
An Bord Pleanála (Strategic Infrastructure Division)
64 Marlborough Street
Dublin 1
D01 V902

RE: Objection

An Bord Pleanála Ref #: 316377 (TEMPLEOGUE / RATHFARNHAM TO CITY CENTRE CORE BUS CORRIDOR SCHEME COMPULSORY PURCHASE ORDER 2023)

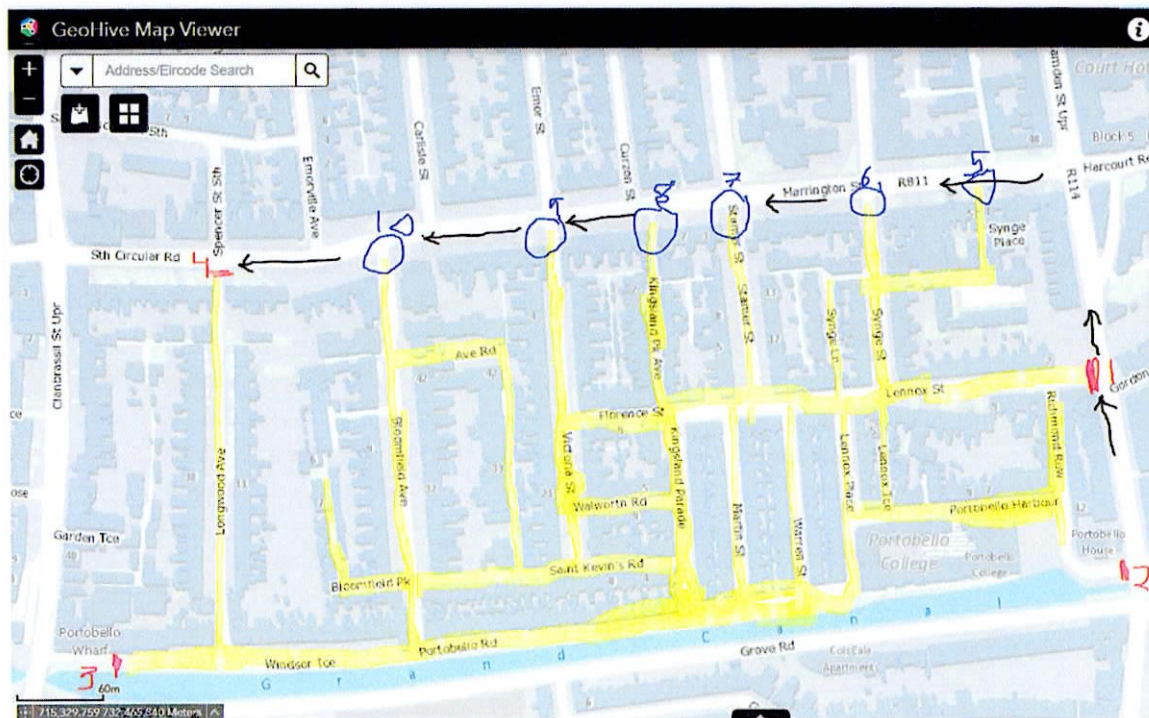
To whom it may concern, I would like to lodge an objection against the aforementioned scheme, specifically relating to the proposed CPO of land at the junction of Lennox Street and Richmond Street South thereby eliminating the public right of way for all motor vehicles to cross the junction from Lennox Street to Richmond Street South. Details as referenced on the public notice:

- Reference on the deposited map at the nominated office locations or NTA website: BD
- Description of public rights of way to be restricted or otherwise interfered with: "All rights of vehicular traffic (except pedal cycles and other bicycles) over that section of the public right of way on Lennox Street at the junction with Richmond Street South in the County of Dublin and between the lines BD1 and BD2, shown coloured green on the deposit map reference 1012-DM0011."

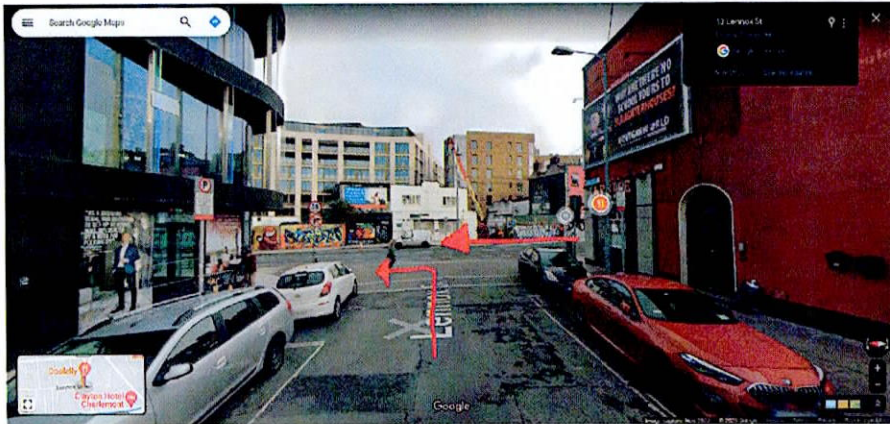


The basis for my injection are on the implications of the proposed road development, if carried out, for proper planning and sustainable development in the area in which it is proposed to situate the proposed road development. This development is going to cause havoc for the local residents of Portobello (detailed below) and there has been zero consideration or analysis conducted by the applicants on the traffic implications of this development on the road network of the below detailed area.

Below is a map of the area (c. 150,000 square metres in size) which houses almost a thousand residents, several hundred cars and a soon to be completed 175-room hotel at Portobello Harbour).



The junction of Lennox Street and Richmond Street South (#1 on the map) is the only direct access road, for any cars wishing to travel East or South, where the flow of traffic is also travelling in that direct (i.e. a car can turn left from Lennox Street to Richmond Street South without having to cross any traffic travelling the opposite direction):



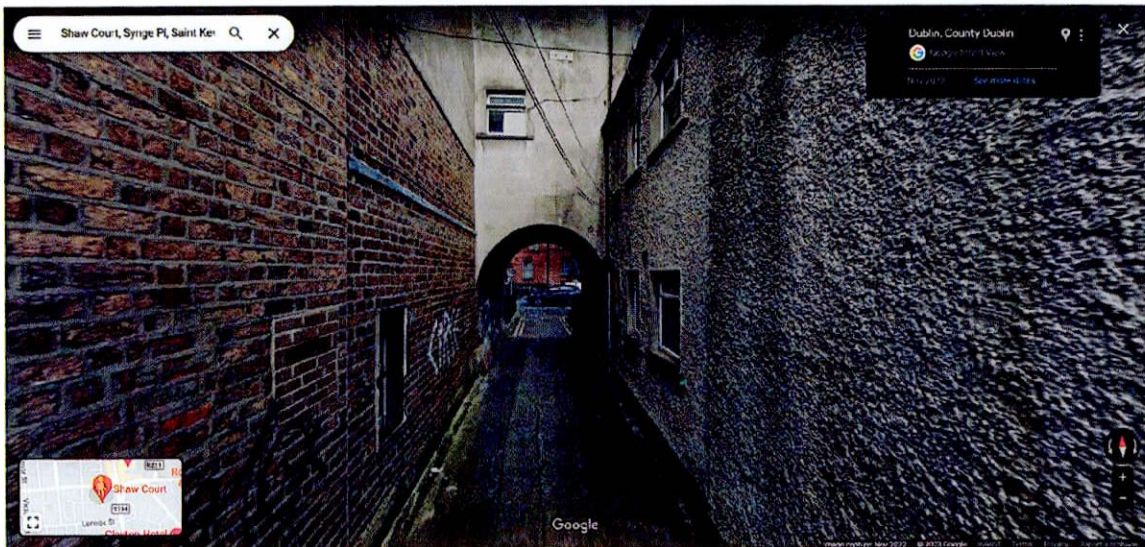
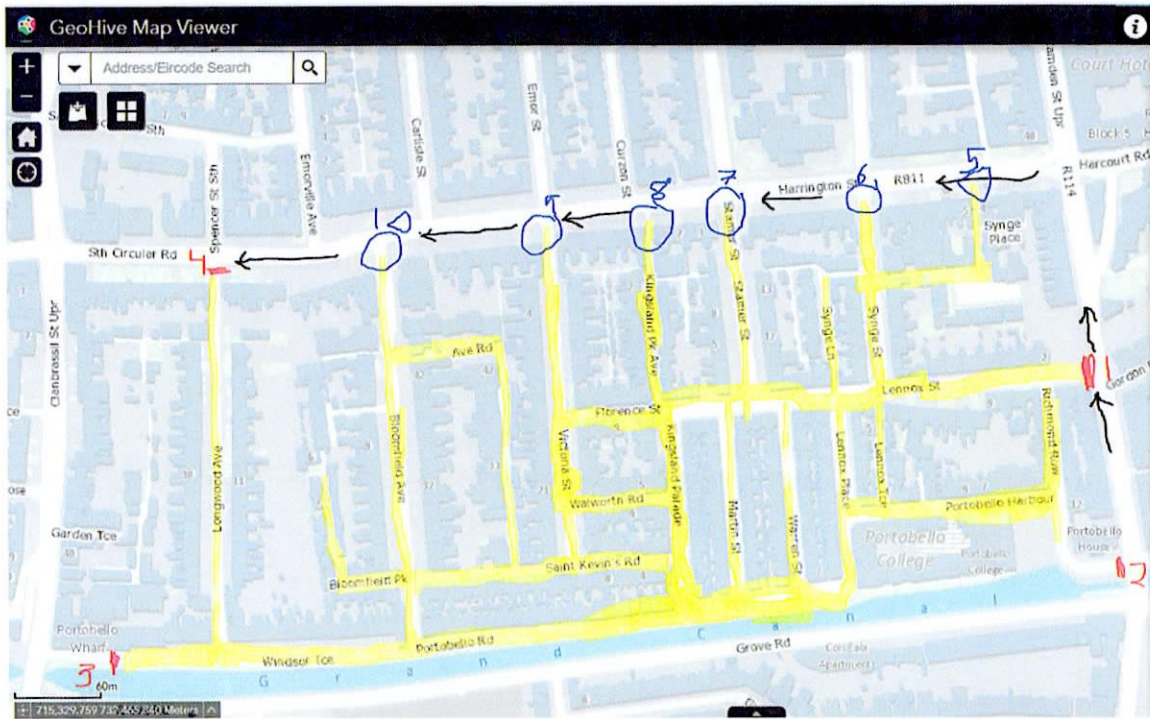
By removing access to this junction for residents, the applicants would be forcing residents who wish to access South Richmond Street to exit the estate at one of the other junctions - all of which are either dangerous or wholly unsuitable for any kind of volume of traffic or multiple vehicles due to either the road size or junction design.

I have provided the below map for reference for An Bord Pleanála to understand the current road layout of the area. Should the application proceed and access to South Richmond street via Lennox Street is blocked (#1), residents will also be unable to use the road from Portobello House (#2) or Longford Avenue (#4) to exit the area as both of these roads are one-way streets therefore making it illegal to traverse the wrong-way. Similarly the road at Portobello Wharf (#3) is blocked by bollards and no motor vehicle can exit the area via that road either.



Thus several hundred cars in the estate will find that their only route out of the area and enable travel to the East or South will be via exists numbers #5 - #10 on the map and across the traffic coming right-to-left on the South Circular Road. Let's take a look at these exits and how well suited they are for all the additional traffic that will be attempting to use them to turn right onto the South Circular Road.

Exit #5 - Shaw Court

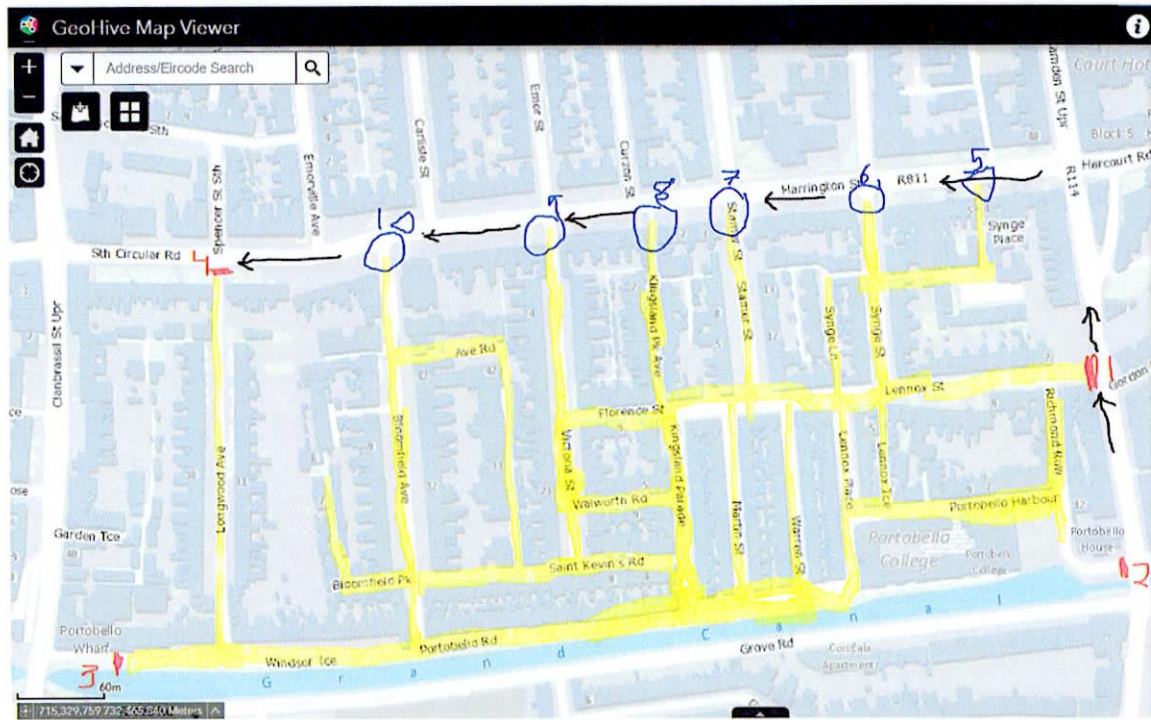


The exit at Shaw Court is a 1-laned lane barely wide enough for 1 car. Should you meet another car coming the opposite direction, you must reverse c. 100m to a residential area in order to let the car pass (something that is impossible if there are more than 2 cars behind you). As can be seen from the below image, the road at Shaw

Court intersects directly with the bus lane on the South Circular Road (right to left) as well as the normal vehicle lane with no traffic lights or road markings signs marking the intersection thus making it exceptionally dangerous for cars exiting this road onto the South Circular Road to turn either way but especially right as vehicles must cross two two lanes of traffic in an area with extremely limited visibility. Should the proposed development be approved, much higher volumes of cars would be forced to use this road to turn right onto the South Circular Road.

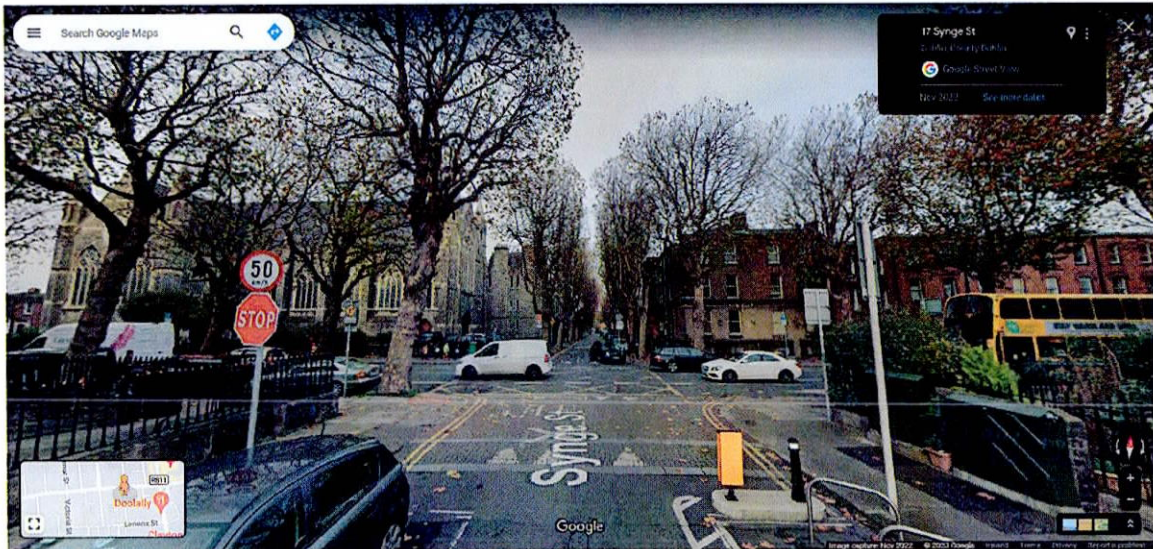


Exit #6 - Syngé Street



Syngé Street is a single-laned road with car parking on either side thus making it impossible for cars coming from two directions to traverse this road. Blocking Lennox Street and forcing more cars to use Syngé Street will only result in excessive congestion in the estate, on this road exiting the estate, and also cars turning left from South Circular Road onto Syngé Street (thus causing further traffic chaos on the South Circular Road as cars will not be able to exit onto Syngé Street, thus blocking the bus lane on the South Circular Road). This will be especially acute during rush hour traffic.

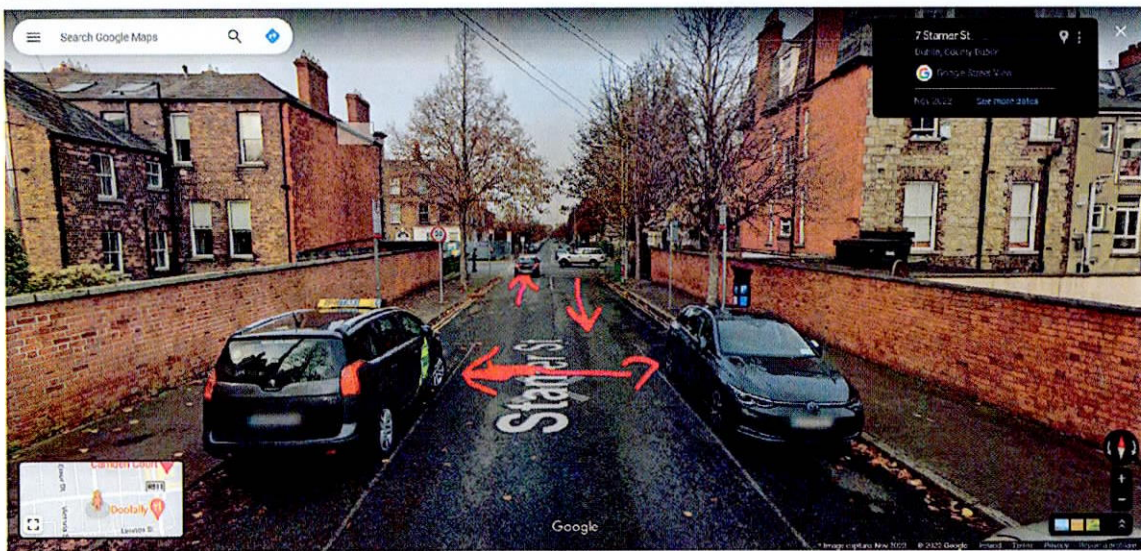
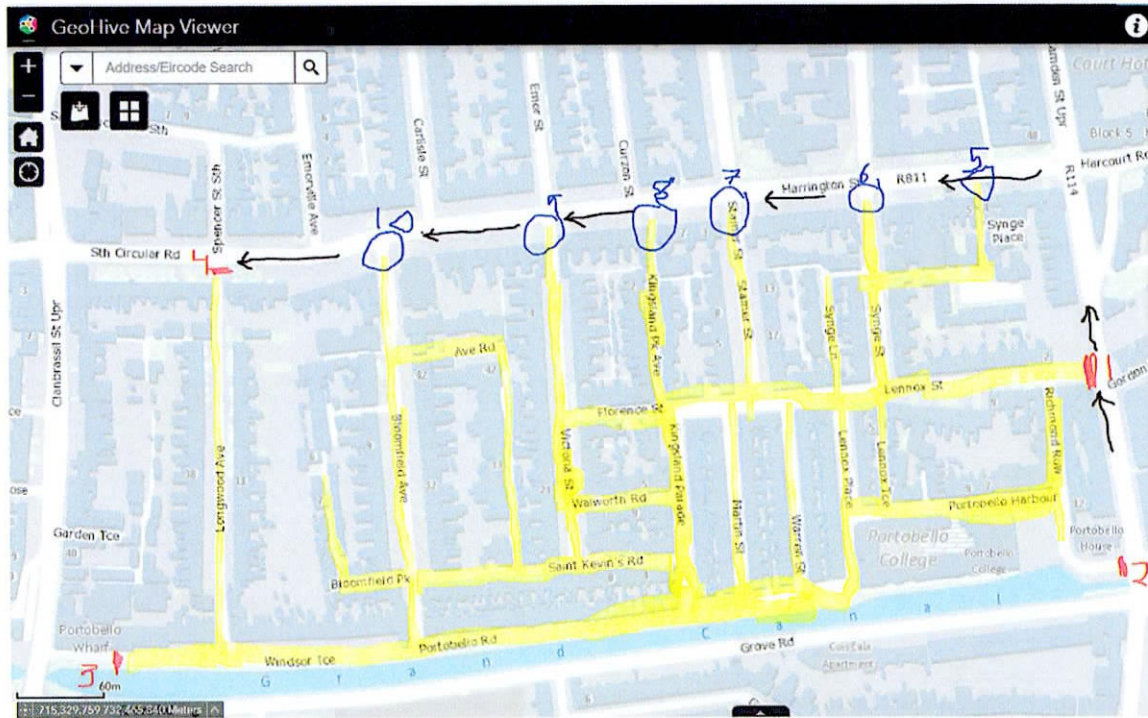
At the junction of Synge Street and South Circular Road, there is a yellow box (picture below) which is possibly the worst possible thing that could be used to allow for residents to turn right onto the South Circular Road as they are fully dependent on the courtesy of other motorists (travelling in 3 direction!) to allow vehicles to exit Synge Street and turn right onto the South Circular Road. This fact is exacerbated in this particular example as cars coming from Synge Street looking to turn right onto the South Circular Road must first give way to any buses crossing them on their right (on the South Circular Road) followed by cars crossing them on their right followed by any cars crossing them on their left (on the South Circular Road) followed by any cars directly towards them from the other Synge Street. At rush hour, you are lucky to get 1 car every 5 minutes successfully turning right onto the South Circular Road from Synge Street.



Also, as any driver who has driven on this road during rush hour will attest, vehicles on the South Circular Road will regularly block the yellow boxes at this junction (especially during the evening rush hour) thus making it effectively impossible for vehicles on Synge Street to turn right onto the South Circular Road.

Again, allowing the proposed development to be approved and significantly forcing hundreds of additional motor vehicles onto this exit (by blocking Lennox Street) is clearly very poor planning and would significantly impact sustainable development in the area.

Exit #7 - Stamer Street



Stamer Road is also a narrow road with car parking on either side making it very difficult for cars coming from two directions to traverse this road (see above image).

The junction of Stamer Road and the South Circular Road is also the only junction with a set of traffic lights directing traffic coming from this estate to the South Circular Road (see below image) making it the most likely junction that motor vehicles in the area to use (should the proposed development / blocking at Lennox Street be approved) in order to turn right onto the South Circular Road.

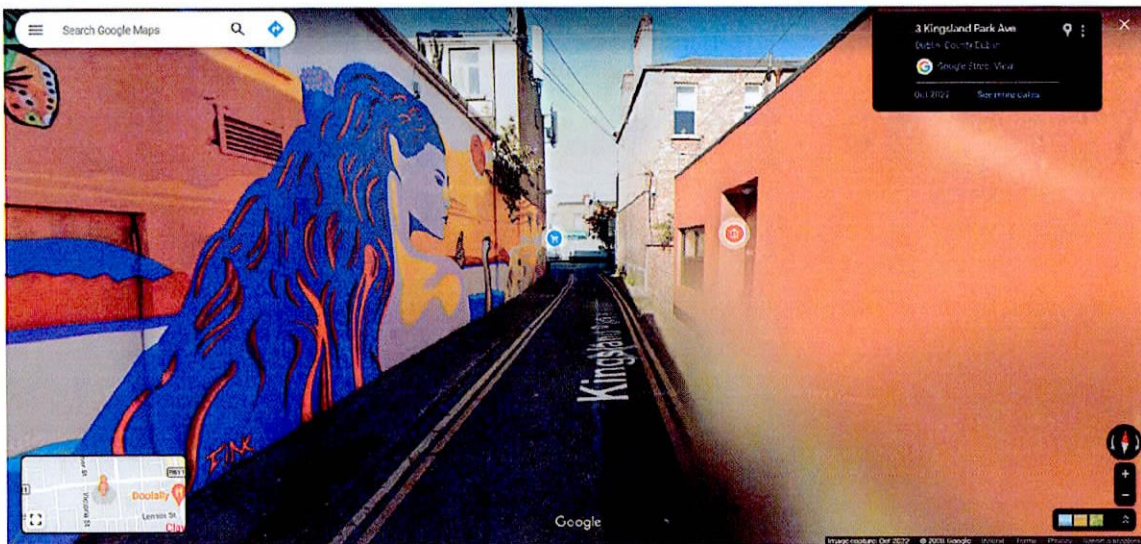
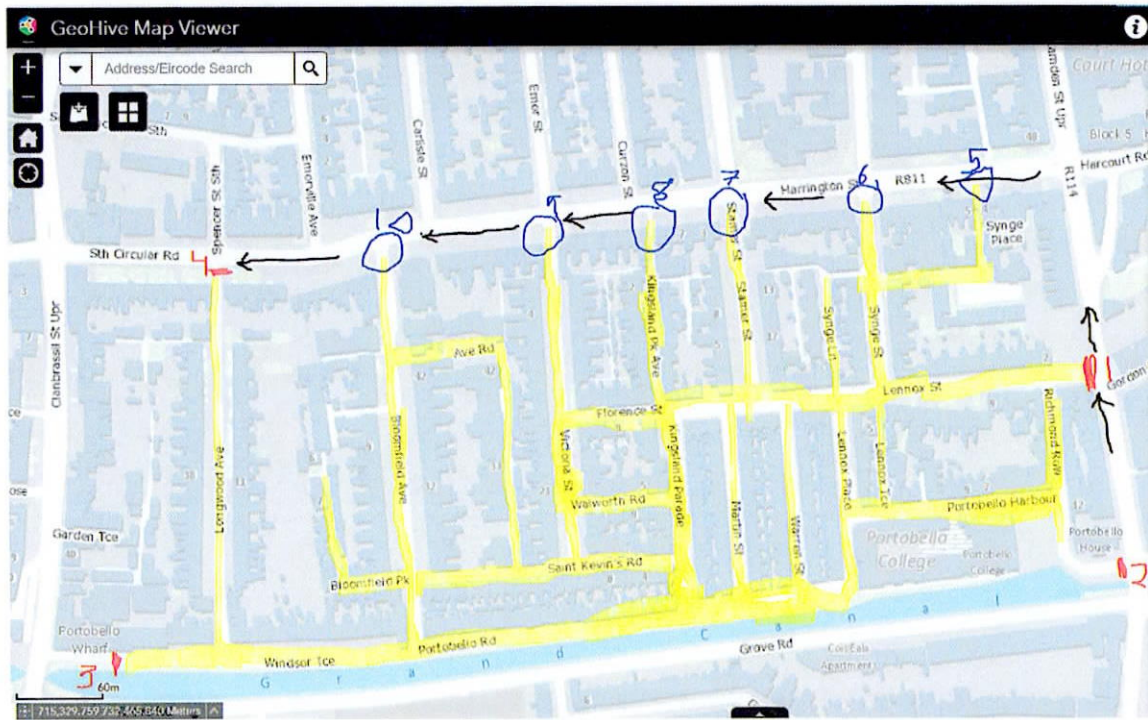


Again, it needs to be pointed out to An Bord Pleanála that this junction and set of traffic lights is entirely unsuitable to cater for the existing volume of traffic seeking to turn right onto the South Circular Road from Stamer Street let alone the hundreds of additional vehicles that would be rerouted this way should the proposed development at Lennox Street be approved. Firstly, the traffic lights (as highlighted in the image) currently only display a solid red or a solid green light (i.e. there is no filter light for motor vehicles looking to turn right onto the South Circular Road). As there is no filter, vehicles exiting Stamer Street looking to turn right onto the South Circular Road must first enter the yellow box, give way to any traffic coming towards it from the opposite direction (Heytesbury Street), and then cross that lane onto the South Circular Road. Given the much greater volume of traffic on Heytesbury Street (it is a major arterial road from Kevin Street to the South Circular Road), vehicles on Stamer Street always are faced with having to give way to many many vehicles before being able to complete the turn onto the South Circular Road. Given also the duration of the green filter (currently timed at 15 seconds), a maximum number of 5-6 vehicles manage to cross this intersection at any one time, with perhaps 1 of these being from Stamer Street to the South Circular.

Also, as any driver who has driven on this road during rush hour will attest, vehicles on the South Circular Road will regularly block the yellow boxes at this junction (especially during the evening rush hour) thus making it effectively impossible for vehicles on Stamer Road to turn right onto the South Circular Road.

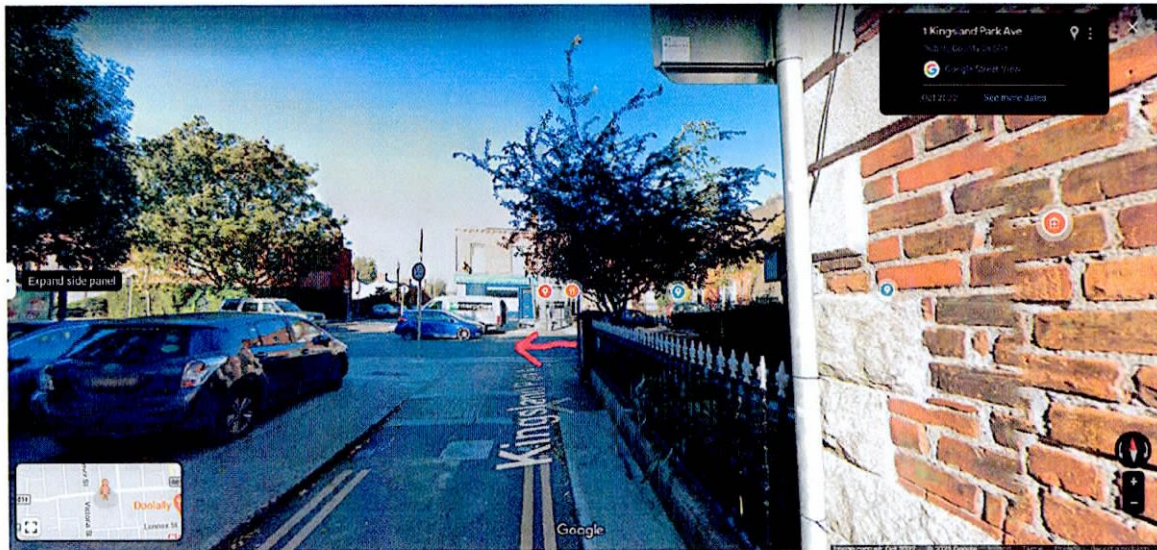
Again, allowing the proposed development to be approved and significantly forcing hundreds of additional motor vehicles onto this exit (by blocking Lennox Street) is clearly very poor planning and would significantly impact sustainable development in the area.

Exit #8 - Kingsland Park Avenue

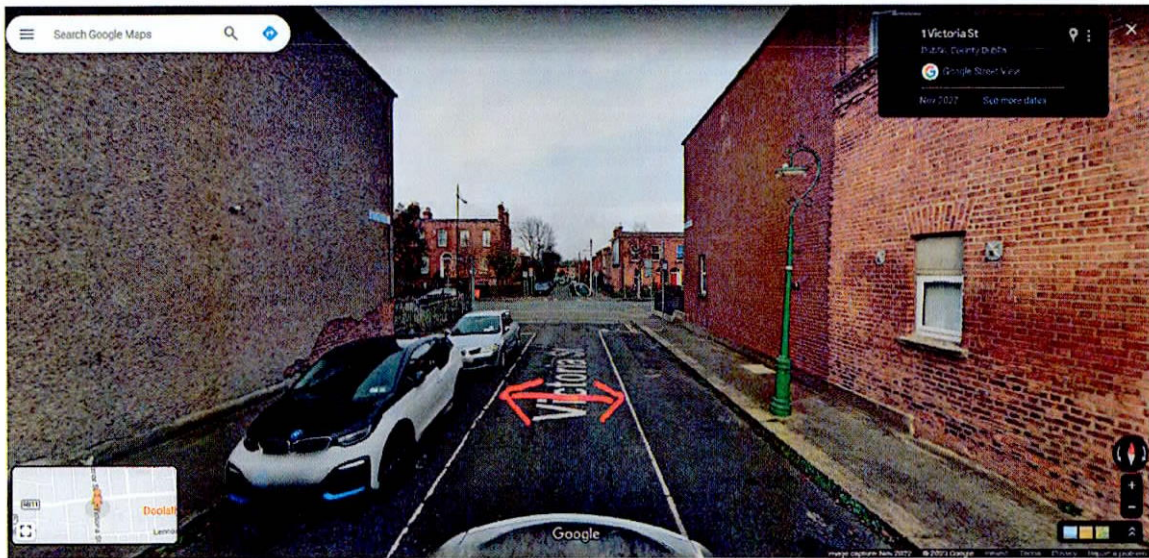


Kingsland Park Avenue is a single-laned laneway which is exceptionally narrow thus making it impossible for cars coming from two directions to traverse this road. Given the current volumes of traffic, this is not usually an issue however increased volumes as a result of the blocking of Lennox Street makes this laneway a recipe for blockages. With extra vehicles being carried down this lane to the South Circular Road, any traffic on the South Circular Road looking to turn up Kingsland Park Avenue will be met with other vehicles thus causing tailbacks / traffic jams on the South Circular as they will not be able to turn up the lane until the vehicles currently on Kingsland Park Avenue have exited.

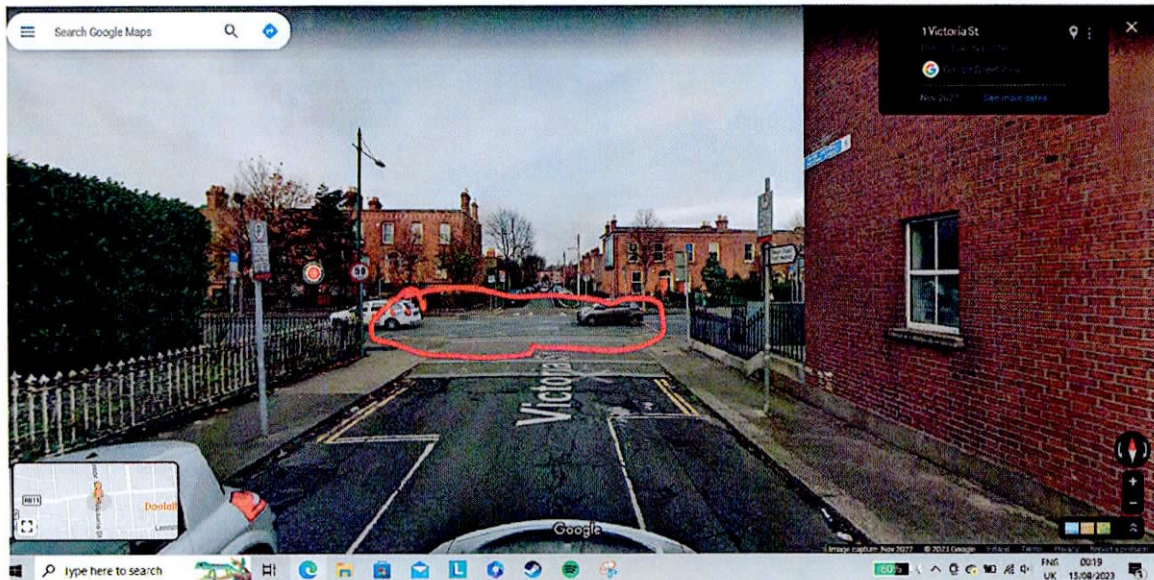
Again, this laneway is not designed to carry moderate-to-high volumes of traffic. At the intersection of Kingsland Park Avenue and the South Circular Road (image below), there are no traffic road markings at all to allow vehicles to cross the South Circular Road safely thus making it dangerous to turn right (across two lanes of traffic) onto the South Circular Road.



Exit #9 - Victoria Street



Victoria Street is a single-laned road with car parking on either side making it impossible for cars coming from two directions to traverse this road at the same time. This road is clearly not designed or planned to accommodate hundreds of motor vehicles coming in both directions. With extra vehicles being carried down this road to the South Circular Road (as a result of the applicants planned blockage of Lennox Street), any traffic on the South Circular Road looking to turn up Victoria Street will be met with other vehicles thus causing tailbacks / traffic jams on the South Circular. Additional vehicles will also cause severe traffic and congestion to backup within the estate / area on the map.

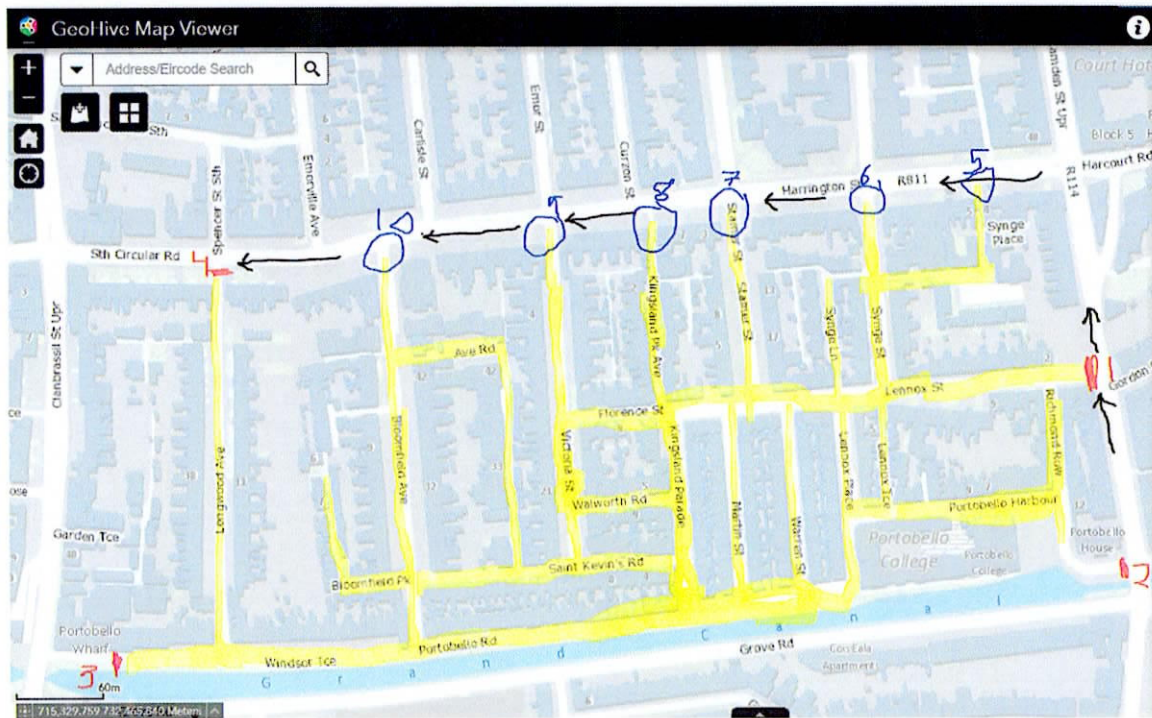


At the junction of Victoria Street and South Circular Road, there is a yellow box (picture above) which is possibly the worst possible thing that could be used to allow residents to turn right onto the South Circular Road as they are fully dependent on the courtesy of other motorists (travelling in 3 directions!). This fact is exacerbated in this particular example as cars coming from Victoria Street looking to turn right onto the South Circular Road must first give way to any cars / buses crossing them on their right (on the South Circular Road) followed by any cars crossing them on their left (on the South Circular Road) followed by any cars directly towards them from the Emor Street. At rush hour, you are lucky to get 1 car every 5 minutes successfully turning right onto the South Circular Road from Victoria Street.

Also, as any driver who has driven on this road during rush hour will attest, vehicles on the South Circular Road will regularly block the yellow boxes at this junction (especially during the evening rush hour) thus making it effectively impossible for vehicles on Stamer Road to turn right onto the South Circular Road.

Again, allowing the proposed development to be approved and significantly forcing hundreds of additional motor vehicles onto this exit (by blocking Lennox Street) is clearly very poor planning and would significantly impact sustainable development in the area.

Exit #10 - Bloomfield Avenue



Bloomfield Avenue is a single-laned road with car parking on either side making it impossible for cars coming from two directions to traverse this road at the same time. This road is clearly not designed or planned to accommodate hundreds of motor vehicles coming in both directions. With extra vehicles being carried down this road to the South Circular Road (as a result of the applicants planned blockage of Lennox Street), any traffic on the South Circular Road looking to turn up Bloomfield Avenue will be met with other vehicles thus causing tailbacks / traffic jams on the South Circular. Additional vehicles will also cause severe traffic and congestion to backup within the estate / area on the map causing havoc for the area.



At the intersection of Bloomfield Avenue and the South Circular Road (image below), there are no traffic road markings at all to allow vehicles to cross from Bloomfield Avenue to the South Circular Road safely thus making it dangerous to turn right (across three lanes of traffic including a bus lane) onto the South Circular Road. With no road markings or sufficient traffic lights, motor vehicles on Bloomfield Avenue are fully dependent on the courtesy of other motorists to allow them to exit and turn right onto the South Circular Road. Given the high volumes of traffic on the South Circular Road during rush hour traffic, I can say from personal experience that you can be waiting at this junction for 10 minutes before getting an opening to exit Bloomfield Avenue.

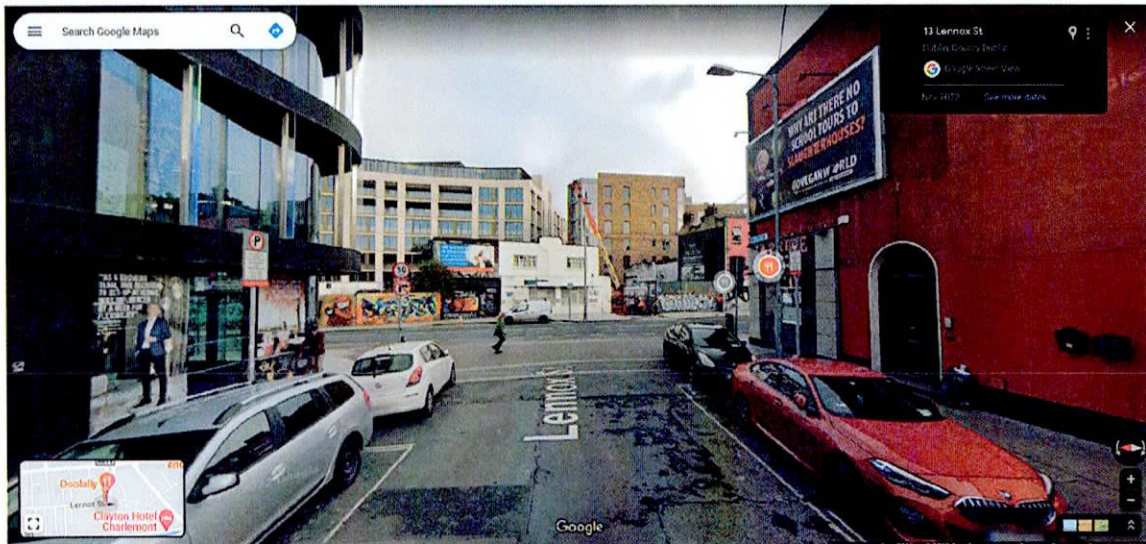
Conclusion:

As demonstrated above, by allowing the proposed development to block Lennox Street, An Bord Pleanála would be forcing several hundred motor vehicles to use the alternative exits as outlined above, all of which are clearly inadequate or dangerous and clearly not fit for the purpose of allowing for the smooth flow of high volumes of traffic from the area highlighted in the map onto the South Circular Road. This is clearly an example of poor planning and would significantly impact sustainable development in the area as the entire area would effectively be bottlenecked, motor vehicles trapped.

The applicants have not conducted an analysis of the traffic impact to this area of almost a thousand residents, a soon to be completed 175-room hotel, and the several hundred cars currently within the area. Even a cursory glance at the other exits that could be used will see that there will be traffic chaos in Portobello should An Bord Pleanála approve this development.

I would also note that the destruction of the right of way to traverse the junction at Lennox Street and Richmond Street South is complete overkill. The ability of residents to turn left from Lennox Street onto Richmond Street South does not currently inhibit or delay any buses or cyclists from travelling down Richmond Street South so one questions why they require the removal of a public right of way / creation of an artificial cul-de-sac blocking all traffic at this junction is required.

A simple 'yield' sign at the corner of Lennox Street and Richmond Street South would suffice with none of the traffic chaos that the proposed development would bring with it.



Based on the above, I strongly urge An Bord Pleanála to reject this development.

Kind regards,
Kerrie Glynn