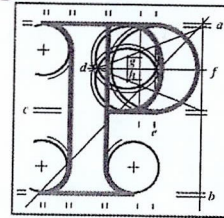


Our Case Number: ABP-316272-23

Your Reference: Lissonfield Management Company CLG

Landowner



An
Bord
Pleanála

NOTE: same sub.
also on
316377
CPO

Jim Brogan, Planning & Development Consultant
Unit B1, Laurel Lodge Business Centre
Laurel Lodge
Castleknock
Dublin 15

Date: 18 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 be advised that, as your client is listed on the compulsory purchase order schedule associated with this case, a fee was not required to make this submission. A refund for the €50 that you have paid will issue under separate cover.

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.

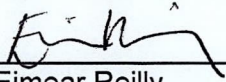
If you have any queries in relation to this matter please contact the undersigned officer of the Board at laps@pleanala.ie

Teil	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,



Eimear Reilly
Executive Officer
Direct Line: 01-8737184

HA02A

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JIM BROGAN B.A., Dip. T.P., M.I.P.I., Dip. L.S., Dip. Arb., B.L.

Planning and Development Consultant.

Unit B1 Laurel Lodge Business Centre,
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E-mail: broganjim@eircom.net

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

AN BORD PLEANÁLA	
LDG-	<u>065749-23</u>
ABP-	_____
15 AUG 2023	
Fee: €	<u>50</u> Type: <u>CHG</u>
Time: <u>13:43</u>	By: <u>Lond</u>

14th August 2023

My Ref: 1976/Lissenfield

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

Dear Sir/Madam,

Introduction

1. I act on behalf of the Lissenfield Management Company CLG c/o Wyse Property Management, Unit 1, Aspen Court, Bray Road, Dublin 18, D18 X6P9. My clients are responsible for the management of a residential development known as Lissenfield, which is located in Rathmines, Dublin 6, on the western side of Rathmines Road Lower to the north of its junction with Military Road and to the south of its junction with Blackberry Lane.
2. The entrance to Lissenfield opens onto Rathmines Road Lower, which road is part of a key section of the Templeogue/Rathfarnham to City Centre Core Bus Corridor Scheme. The proposed Scheme which has been submitted to An Bord Pleanála for approval includes provision for the development of a 'bus gate' immediately adjacent to the entrance to Lissenfield, between it and the junction of Rathmines Road Lower and Richmond Hill and beyond that the Urban Village of Rathmines and its environs. It also includes a prohibition on right turning movements, except for public service vehicles and cyclists, from the entrance to Lissenfield onto Rathmines Road Lower between 06:00 and 20:00 (Monday to Sunday). This prohibition relates to the siting of the aforementioned 'bus gate' to the immediate south of the entrance. My clients have serious concerns about these two particular elements of the Scheme.

3. I have been instructed therefore by my clients to make a submission on their behalf to An Bord Pleanála to inform it of their concerns and to request that they be taken into account in its determination of whether or not the proposed siting of the 'bus gate' on Rathmines Road Lower adjacent to their entrance and the related prohibition on right turning traffic movements onto the Road is acceptable, and in the interests of the proper planning and sustainable development of the area. **My clients' position is that the above-mentioned proposals are, by reason of the serious adverse impact they will have on the capacity of the residents of Lissenfield to access essential community facilities, services and amenities in Rathmines Village and its environs are in conflict with the proper planning and sustainable development of the area. They request, therefore, that the proposed 'bus gate', be omitted, and if not, at the very least re-sited to the north of the entrance to Mary Immaculate Refuge of Sinners Church on Rathmines Road Lower, and the prohibition on right turning movements, be also omitted from the Scheme. This will allow vehicles exiting Lissenfield to take a right-hand turn onto Rathmines Road Lower and progress to turn left into Richmond Hill or continue along Rathmines Road to Rathmines Village. It will also enable vehicles exiting Richmond Hill to turn right onto Rathmines Road Lower and enter Lissenfield. These changes to the proposed Scheme will allow for the existing levels of accessibility/connectivity residents currently enjoy to these areas to continue, which my clients consider to be essential to protect their existing quality of life. Neither, given their marginal nature, will they compromise the integrity of the scheme.**
 4. Please find enclosed the sum of €50.00 in payment of the prescribed fee for making a submission to An Bord Pleanála.
-

The Submission:

5. Lissenfield is a cul-de-sac residential development comprised of 4 no. three storey detached blocks and a single storey gate lodge, which is adjacent to its entrance onto Rathmines Road Lower. The residential accommodation comprises 28 no. apartments; 28 no. duplex apartments and the gate lodge. There is a total of 58 no. surface car parking spaces within the development scheme. Pedestrian/cyclist/vehicular access to the development is only via the entrance, referred to above, which opens onto Rathmines Road Lower.

6. The residential community in Lissenfield is cross-generational comprising of, inter alia, young single people, couples, young families and older people. They are served by a wide range of local community, social, retail, cultural and other facilities, services and amenities, which are located primarily to the south of Lissenfield, in Rathmines Village and its immediate environs. These facilities, services and amenities have a critical role in sustaining the quality of life of the residential community at Lissenfield. The primary route used at present for residents to access these facilities, services and amenities is to execute a right-hand turn at their entrance and travel south on Rathmines Road Lower. They currently enjoy a high level of connectivity across all transport modes along this route to these services. In certain circumstances, and for particular members of the community, ease of access by car is a critical factor in this context.

7. Fearful of the impact that the Proposed Bus Corridor Scheme may have on the level of connectivity which they currently enjoy, my clients have conducted a critical assessment of the measures proposed in the Scheme along the section of the Proposed Bus Corridor between the area designated as the Urban Village of Rathmines in the current City Development Plan and the Grand Canal. They are, as I have indicated previously, particularly concerned about the siting of the proposed 'bus gate' adjacent to their entrance which it is proposed to establish as a bus priority measure along this section of the Corridor and the associated prohibition on right turning movements from the entrance.

8. My clients request on the basis of this submission that the 'bus gate', as proposed, be removed or ,at the very least, be re-sited to the north, beyond the entrance to Mary Immaculate Refuge of Sinners Parish Church and that the intended restriction on right turning movements by general traffic from their entrance onto Rathmines Road Lower, be omitted from the Bus Corridor Scheme by An Bord Pleanála having regard to the reasons and considerations set out below: -
 - The Bus Corridor Scheme, as proposed, includes, as I have indicated above, the provision of a 'bus gate' between Richmond Hill and Lissenfield – the effect of which will be to restrict general traffic movements during its operation between 6:00am and 8:00pm every day. Given that the proposed siting of the 'bus gate' is to the immediate south of the entrance to Lissenfield – the same restrictions are to be applied, as referred to above, to right hand turning movements of general traffic from Lissenfield towards Rathmines. It is also proposed to restrict the movement of general traffic turning left, i.e. travelling north as permitted, from Lissenfield by requiring it to turn left at the junction of Rathmines Road Lower and Grove Road at La Touche Bridge.

The effect of these proposed changes to the movement of general traffic to/from Lissenfield will have a significant negative impact on the levels of access currently enjoyed by residents to essential community health, social and other facilities, services and amenities in Rathmines Village and its immediate environs . The siting of the 'bus gate,' in particular, will sever their connection to the Village and its environs with its wide range of essential community and retail facilities and services such as primary care centres; childcare facilities; dental and medical surgeries; pharmacies; banks; for those residents of Lissenfield, who by force of circumstance are compelled to use a car e.g. people with mobility issues; parents with young children, etcetera to access this area. The connection which residents currently have to Richmond Hill will also be lost. At present, Richmond Hill is an essential artery, for the residents of Lissenfield to access the social/community infrastructure in the south-eastern quarter of the city and its environs, and all the other facilities/services it has to offer. The ease of access thereto which they currently enjoy ,will be seriously compromised by the proposed measures. The retention of this connection to facilitate access to this area is therefore essential if the restriction on general traffic movements at La Touche Bridge is implemented.

- It is noted that where the issue of potential loss of access to facilities and services in the local area, by reason of implementation of the Scheme and, in particular, the proposed 'bus gate', arose in the 2nd and 3rd Non- Statutory Public Consultation on the Scheme, the NTA's response was that the traffic management plan for the Scheme would ensure that access to all essential amenities such as schools, hospitals and sports facilities would be retained. It was also observed that access to these amenities by car would be feasible , but that motorists may have to take new routes to continue to use their private vehicles to access these amenities .This matter was then addressed in Subsection 10.4.4.1.2.2 (Volume 2) of the Environmental Impact Assessment Report, for the proposed Bus Corridor Scheme, which deals with the subject of 'accessibility'. On the subject of 'private vehicles' and the proposed bus gates, it observed that: -

'The two bus gates in the community areas of Terenure and Rathmines are designed to restrict access to private vehicles and prioritise buses. The impact on private vehicles passing through Templeogue Road or Fergus Road in an inbound direction, and Rathmines Road Lower at junction with Lissenfield will require minor local rerouting but will not change the ability to access community facilities in the area.'

There is no information provided, however, on the actual nature of the “minor local re-routing” that will be necessary for the residents of Lissenfield to access the community facilities/services referred to above. Such information should be provided to enable residents to properly evaluate these options, the impact of which may have a very negative impact on their daily lives.

My clients strongly disagree with the finding of the E.I.A.R. in this context. All they know is that, on the development of the ‘bus gate’ in its location, as now proposed, on leaving their homes travelling north along Rathmines Road Lower, they will have to turn left and travel west along Grove Road on arriving at the junction with La Touche Bridge. The proposed change will have a serious disruptive impact on the levels of connectivity/accessibility which they currently enjoy to the facilities, services and amenities, as referred to above, and will seriously compromise their ability to access them.. It will, inevitably, in terms of time, cost and stress, have a significant negative material impact on their daily lives.

It should be noted with regard to this access issue, and the Rathmines ‘bus gate’, that in the evolution of the Proposed Scheme now before the Board for approval, it has been re-sited to several different locations. Following the first phase of consultations, it was decided to provide two general traffic lanes and segregated cycle tracks in each direction through Rathmines Village, with a bus gate between Military Road and Richmond Hill to facilitate bus priority, allowing for wider footpaths and urban realm improvements through the village. This was acknowledged at one point as being *‘the preferred option as it is best aligned with the objectives for the proposed scheme by providing the appropriate level of bus priority and fully segregated cycle tracks through this section of the proposed scheme, which acknowledging the urban village function of Rathmines Village through proposed footpath widening.’*

Following the next phase of consultation - the “Draft Preferred Route Option Consultation” - there were a number of further key changes to the Proposed Scheme implemented in the design of the Corridor. These included:

‘The positioning of the Bus Gate in Rathmines just north of Richmond Hill, instead of south of it and the closure of Mount Pleasant Avenue Lower to traffic.’

There is no indication given in the EIAR as to why this change was made.

- The effect of the re-siting of the 'bus gate' as referred to above, was to locate it due north of an opening onto Rathmines Road Lower which functions as an egress route from St. Marys College, Rathmines. Signs mounted on the pillars at the opening clearly indicate that no access is allowed and that entry to the College is off Military Road. This means, in effect, that traffic leaving the school can, by reason of the exit's location to the south of the proposed 'bus gate', turn right and access the Rathmines Road Lower junction with Richmond Hill and Rathmines Village.

It is noted from the summary of the submissions made during the 2nd and 3rd Non-Statutory y Public Consultations on the Scheme as presented on Pages A11-A14 of Appendix A to the Report on the Consultations that representations were made with regard to: - (a) the impact of the 'bus gate' as then proposed on drop off and collection at schools in Rathmines; and (b) by a school concerned about the siting of the bus gate forcing cars to use alternative routes through their premises and which requested measures to prevent this. The re-siting of the 'bus gate' to its present proposed location addresses those issues. For example it allows traffic, as I have already indicated, exiting the St Marys College to access Rathmines Road Lower to the south and its junction with Richmond Hill. This has, I would suggest, a very significant impact on the levels of accessibility/connectivity of that school with Rathmines and the surrounding areas.

It is my submission, on behalf of my clients, that the residents of Lissenfield are equally if not more deserving of consideration in this context with regard to issues of connectivity and accessibility, given they are an integral part of the Rathmines community. The siting of the 'bus gate' as proposed will have a very significant adverse impact on the ease of local access of these residents to Rathmines Village, which is the operational hub for the provision of a wide range of essential commercial, cultural and community facilities and services to the local community including residents of Lissenfield.. These proposed changes will greatly increase the distance, in terms of its length and time, to be travelled to the Village by a very significant margin when compared to the existing route.

The E.I.A.R. in its "Consideration of Reasonable Alternatives" (Chapter 3) highlights particular bus gate proposals which were abandoned on the grounds **that the diversion required was too disruptive.**

I would submit that the impact on the residents of Lissenfield of the proposed siting of the 'bus gate' would be no different. The proposed 'bus gate' if it is to be sited on Rathmines Road Lower, should for that reason be re-sited to the north of the entrance to Lissenfield.

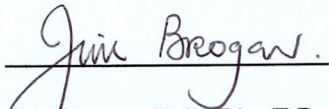
- There are 58 no. car parking spaces within Lissenfield. Clearly with the establishment of the Bus Corridor and the provision of the 'bus gate' and the priority being given to public transport and the active travel modes such as cycling and walking, the number of traffic movements generated at peak periods and over the day by the residents of Lissenfield will be reduced below existing levels. In the circumstances I would consider it reasonable to anticipate that the number of right turning traffic movements from the entrance facilitated by the re-siting of the 'bus gate' would be relatively small and would not cause any significant disruption or delay in terms of the movement of buses along the Corridor or vehicle movements at the junction of Rathmines Road Lower and Richmond Hill than may be caused by traffic exiting the school, as referred to above.

The ease of movement of traffic at these locations could be facilitated by, for example, the synchronisation of the pedestrian traffic lights, at the Church and adjacent to the Military Road junction on Rathmines Road Lower if they are to be retained within the Scheme.

- It should be noted that my clients also support the objections to the provision of the proposed 'bus gate' raised by the Parish Priest of Mary Immaculate Refuge of Sinners Church, on the grounds that its siting as proposed, on Rathmines Road Lower, will have a seriously negative impact on the accessibility to the Church in Rathmines which is located on the eastern side of the road a short distance to the north of Lissenfield. This will mean in effect, that no cars will be able to access the Church grounds, which includes parking spaces for the disabled and a setting down area for hearses, wedding cars etc, from Rathmines Road Lower to the south for ceremonies which are very significant in the communal life and fabric of the local community such as funerals, weddings, baptisms and other celebrations. This will obviously have a very serious negative impact on the Church's capacity to serve the needs of its parishioners and is clearly, I would submit not reconcilable with the proper planning and sustainable development of the area ..

Conclusion

9. It is my submission, therefore, on behalf of the Lissenfield Management Company that the provision of the 'bus gate' as proposed on Rathmines Road Lower as part of the 'Templeogue/Rathfarnham to City Centre Bus Corridor Scheme', and the prohibition on right turning movements during the operation of the 'bus gate' from Lissenfield is, for the reasons and considerations set out above, not compatible with the proper planning and sustainable development of the area of Rathmines. I request, therefore, on their behalf that the bus gate be omitted and if it is to be provided that it be re-sited to the north of Mary Immaculate Refuge of Sinners Church on Rathmines Road Lower. and that the proposed prohibition on general traffic right turning movements, from the entrance to Lissenfield, onto Rathmines Road Lower be omitted from the Scheme.



Jim Brogan B.A., Dip. T.P., M.I.P.I., Dip. L.S., Dip. Arb., B.L.
Planning and Development Consultant