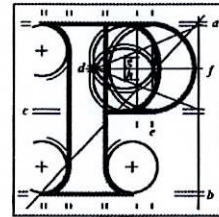


Our Case Number: ABP-316272-23

Planning Authority Reference Number:



**An
Bord
Pleanála**

Malachy & Jackie Farrell
20 Lower Rathmines Road
Dublin 6
D06FW40

Date: 15 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	64 Marlborough Street
Baile Átha Cliath 1	Dublin 1
D01 V902	D01 V902

Templeogue / Rathfarnham to City Centre Core Bus Corridor Scheme

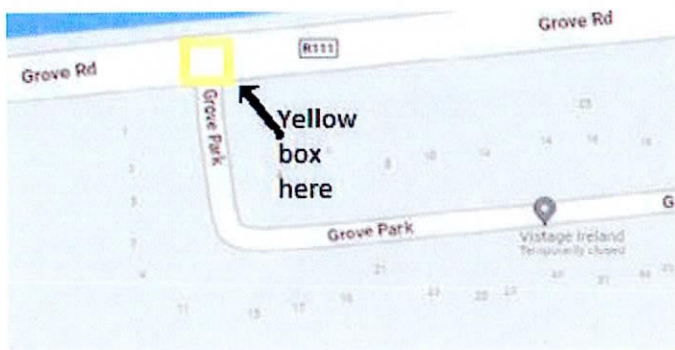
Malachy & Jackie Farrell

20 Lower Rathmines Road Dublin 6 D06FW40

Dear Sir / Madam

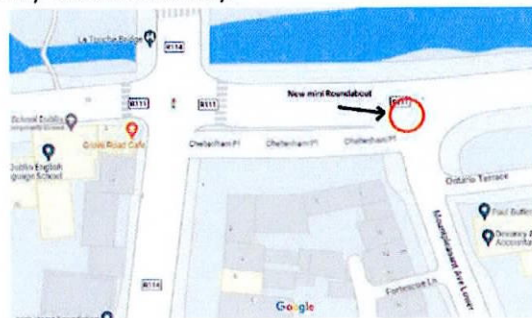
Saturday 29 July 2023

As a result of the bus gate on Lower Rathmines Road Grove Park will see increased traffic. A yellow grid box on the junction of Grove Park and Grove Road will be required to facilitate vehicles turning right & make it safer. This junction is usually backed up along Grove Road as far as this junction from the traffic lights at Portobello Bridge. Although a reduction in traffic is predicted on this stretch of road it's not guaranteed. We will need a yellow box marked on the road to facilitate turning right.



Picture of junction Grove Park with Grove Road

The plan should provide a small mini roundabout at the junction between Mount Pleasant Road Lower and Canal Road. So, if I am driving down Grove Road will be allowed to access Lower Rathmines Road to my residence safely.



Access should be allowed through the bus gate for bin trucks.

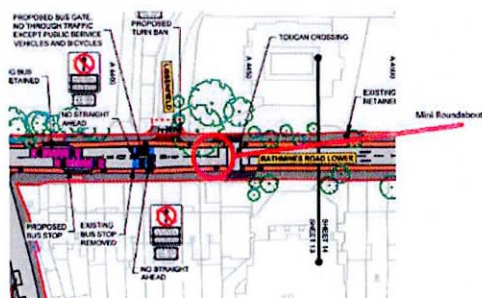
The bus gate could be open Saturday & Sunday to traffic. This would facilitate food shopping deliveries, Collections.

Residents should be provided with permit stickers for the windshield of cars like DCC residents' parking permits allowing access through the bus gate.

There are times when the gate could be open to normal traffic outside of rush hour 10 am to 12 pm or 2 pm to 4 pm. Failure to allow this would mean rubbish collections, Road sweepers & shop deliveries will begin before 6 am waking residents unduly early. If opened at these times this would provide opportunities for large deliveries or major works with minimum disruption to most travellers over the weekend or during off-peak hours. At present many of the waste collections are during off-peak times. Several waste providers each arrive at different times and on different days.

The proposed bollards at Mount Pleasant Avenue Lower Rathmines could be Automatic to allow emergency vehicles access. This would also facilitate traffic on Weekends where the bollards could be put down Saturday & Sunday.

A new roundabout will be needed at Lissenfield Rathmines Road Lower to facilitate delivery vans & trucks changing direction who can't exit through Grove Park because of the road width and sharp turn angle to continue their journey safely. This will also help changing direction for any vehicle on this road with the bus gate.



Dishing of the Cycle Lane curbing will be required at the entrances of houses on Lower Rathmines Road on the east side.

Reduce the speed limit to 30 kph on Lower Rathmines Road as the reduced traffic will encourage drivers & Electric bike/scooter cyclists to drive faster. The current traffic acts as a traffic calming measure.

The Noise and Vibration study took place during Covid 19 pandemic with considerable traffic and other significant dynamic changes. This will need to be redone as Unattended noise surveys were undertaken between 13 August 2020 and 21 September 2020. Attended noise surveys were undertaken between 16 July 2020 and 23 July 2020. This will provide useless data for comparison.

The proposal to replace footpaths on Lower Rathmines is a waste of resources particularly since they do not intend to increase the width of the carriageway. The current stone sets are relatively new & the new public lighting only requires some maintenance. This will only increase the amount of disruption, noise, needless delay & environmental impact. Repurpose, reuse, and recycle existing materials.

"Environmental Impact Assessment Report (EIAR) Volume 2 of 4 Main Report RE 5.8.3.4.1 Section 4a: Rathgar Road to Grove Road – Finishing works undertaken out-of-hours", &

"5.10.3 Construction Working Hours It is generally envisaged that construction working hours will be between 07:00hrs and 23:00hrs on weekdays, and between 08:00hrs and 16:30hrs on Saturdays. Night-time and Sunday working will be required to facilitate street works that cannot be undertaken during daytime / evening conditions. The planning of such works will take consideration of sensitive receptors, in particular any nearby residential areas"

I would like you to note that Lower Rathmines Road is a residential-sensitive area. Working until 23:00hrs is too late as it will disturb residents who must get up early for work and go to bed earlier. An 08:00 hrs start on a Saturday is ridiculous 09:00 or 10:00 hrs would be much more reasonable.

Conditions of Construction work will need to be applied to the grant, that works will not take place at night time or at weekends without exceptional circumstances occurring and a special permit to be sought & received to include notices to residents about the extent of works, timeframe, excess noise, disruption of services and other such activities that could spoil the amenity & mental health of the residents.

Relaying the carriageway using a material which will reduce the tyre noise. Replace all the manholes with more durable models which are level with the road surface.

The NTA should inform anyone who has submitted a submission to An Board Pleanala of any disruption planned so that mitigating measures can be taken. I.e unsocial working hours. On Rathmines Road lower

If work is planned during a Sunday night the NTA should offer alternate accommodation to those affected.

"Environmental Impact Assessment Report (EIAR) Volume 2 of 4 Main Report Templeogue / Rathfarnham to City Centre Core Bus Corridor Scheme Chapter 11 Page 36 11.5 Mitigation and Monitoring Measures"

"All road closures and diversions will be determined by the NTA, in consultation with the local authority and An Garda Síochána, as necessary." This should also include local public notice.

If temporary lighting is provided during construction, it should be quiet and not powered by a noisy generator.

This is an opportunity to provide a conduit for TY / Internet services and anything else which needs to be updated and to go underground. Facilities / Utilities provided for electric cars. To incorporate Induction charging facilities for buses or provisioned for the future on the carriageway in line with its overall vision *"Support the delivery of an efficient, low carbon and climate resilient public transport service, which supports the achievement of Ireland's emission reduction targets; Environmental Impact Assessment Report (EIAR) Volume 2 of 4 Main Report 6.1.1 Aim and Objectives of the Proposed Scheme"*

To avoid the digging up of the carriageway in the future