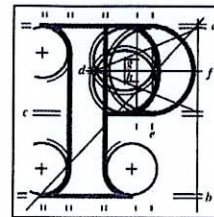


Our Case Number: ABP-316272-23



**An
Bord
Pleanála**

Michael & Ann Maire Morris
21 Highfield Road
Rathgar
Dublin 6

Date: 13 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 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.

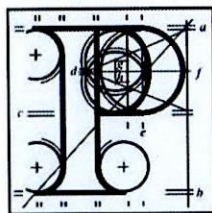
Please quote the above-mentioned An Bord Pleanála reference number in any correspondence or telephone contact with the Board.

Yours faithfully,

Eimear Reilly
Executive Officer
Direct Line: 01-8737184
HA02A

| | | |
|---------------------------|----------------|------------------|
| Tel | Tel | (01) 858 8100 |
| Glaó Áitiúil | LoCall | 1800 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 |
|---|---|



Observation on a Strategic Infrastructure Development Application

Observer's details

1. Observer's details (person making the observation)

If you are making the observation, write your full name and address.

If you are an agent completing the observation for someone else, write the observer's details:

(a) Observer's
name

Michael & Ann Marie Morris

(b) Observer's
postal address

21, Highfield Road, Rathgar, Dublin 6

Agent's details

2. Agent's details (if applicable)

If you are an agent and are acting for someone else **on this observation**, please **also** write your details below.

If you are not using an agent, please write "Not applicable" below.

(a) Agent's name

Click or tap here to enter text.

(b) Agent's postal
address

Click or tap here to enter text.

Postal address for letters

3. During the process to decide the application, we will post information and items to you or to your agent. For this **current application**, who should we write to? (Please tick ✓ one box only)

You (the observer) at the postal address in Part 1

The agent at the postal address in Part 2

Details about the proposed development

4. Please provide details about the **current application** you wish to make an observation.

- (a) **An Bord Pleanála case number for the current application (if available)**
(for example: 300000)

316272

- (b) **Name or description of proposed development**

Bus Connects – Rathfarnham/ Templeogue to City Centre

- (c) **Location of proposed development**

(for example: 1 Main Street, Baile Fearainn, Co Abhaile)

Highfield Road, Rathgar, Dublin 6/ Upper Rathmines Road, Dublin 6

Observation details

5. Grounds

Please describe the grounds of your observation (planning reasons and arguments). You can type or write them in the space below. There is **no word limit** as the box expands to fit what you write.

You can also insert photographs or images in this box. (See part 6 – Supporting materials for more information).

Dear Sir/ Madam

We write to lodge our objection to several aspects of the Bus Connects scheme. While we completely support efforts to improve Dublin's transport infrastructure, we believe there are several aspects of the current BusConnects plan which ignore the impact on residents of Rathgar. Making Rathgar Road a one way into the city centre will cause chaos on Highfield Road (and the many small streets off it), the obvious cut through to avoid Rathgar Rd.

Traffic:

With c. 8,000 cars per day using Rathgar Rd out of town currently, the traffic on Highfield Road, **a far narrower road**, will be unimaginable. The road has a high proportion of mid 1800s protected structures which need constant attention and there are always several refurbishment projects running with the associated construction vehicles they bring. There are usually several vans stopped along the road and having such heavy traffic would make overtaking impossible, causing log-jams in several spots. In rush hour and with the current levels of traffic, there is already a 200m traffic jam to access Rathgar village. Adding the huge volume of new traffic would be unworkable as a solution.

St Luke's Hospital:

Accessing St. Luke's Hospital would become impossible for several hours of the day, a consequence that needs to be seriously assessed. There is no

5. Grounds

possibility of 'pulling over' to let ambulances pass with such heavy anticipated traffic on that narrow a road.

Pollution impacts on protected structures:

The impact on some of the city's most historic, protected residences seems to be of little consequence. There is already significant pollution damage to the buildings but with a multiple of current traffic levels, that would increase substantially, unaided by the fact that the plan involves the removal of many of the large trees between Rathgar and Terenure.

The pollution impacts on people caused by so much additional traffic on the residents of Highfield Rd houses would be completely impossible to justify. As stated, Highfield Rd is much narrower than Rathgar Rd so the houses would be significantly closer to the traffic and its toxic fumes.

No benefit to the local community:

Rathgar community is completely unserved by this project, with a high likelihood of all buses being full by the time they get to us (as seen on existing routes) and no extra buses proposed for the area. The village already struggles with the volume of through-traffic accessing and leaving the city centre. Focusing such a volume of traffic through the Rathgar crossroads will, in all likelihood, decimate the village, one of the oldest in the city. It has been very difficult for shops and restaurants to survive locally (we have had several close in the last 24 months) – it is very likely most will be forced to shut their doors if this goes ahead.

Metro/ Luas

The concept of focusing transport investment in buses is poorly conceived and extremely short-sighted in nature. Penny-pinching to create a 'sticking plaster' solution is a false economy, particularly given that this solution provides so little benefit – supposedly a saving of just 6-8 minutes in commute time from the farthest point on the route and virtually no savings

5. Grounds

for the people of Rathgar. The damage being done to local communities – places where people live, not just ‘corridors’ – is immense and that trade-off doesn’t make sense. While investing in a metro system may be beyond us in financial terms, light rail/ tram is not and it is that that should form the bedrock of traffic improvement in the city. Indeed, trams have run up and down Rathgar Rd since the late 1800s and the width of the road makes it a much more practical two-way route into and out of the city for mixed traffic. We would ask Bord Pleanala to consider the impact that this plan has on the residents of Rathgar versus the lack of benefits that it confers.

Yours Faithfully

Michael & Ann-Marie Morris

Supporting materials

6. If you wish, you can include supporting materials with your observation.

Supporting materials include:

- photographs,
- plans,
- surveys,
- drawings,
- digital videos or DVDs,
- technical guidance, or
- other supporting materials.

You can insert photographs and similar items in your observation details: grounds (part 5 of this form).

If your supporting materials are physical objects, you must send them together with your observation by post or deliver it in person to our office. You cannot use the online uploader facility.

Fee

7. You **must** make sure that the correct fee is included with your observation.

Observers (except prescribed bodies)

- strategic infrastructure observation is €50.
- there is no fee for an oral hearing request

Oral hearing request

8. If you wish to [request the Board to hold an oral hearing](#), please tick the “Yes, I wish to request an oral hearing” box below.

You can find information on how to make this request on [our website](#) or by contacting us.

If you do not wish to request an oral hearing, please tick the “No, I do not wish to request an oral hearing” box.

Yes, I wish to request an oral hearing

No, I do not wish to request an oral hearing

Final steps before you send us your observations

9. If you are sending us your observation using **the online uploader facility**, remember to save this document as a Microsoft word or PDF and title it with:

- the case number and your name, or
- the name and location of the development and your name.

This also applies to prescribed bodies sending an observation by email.

If you are sending your observation to us by post or delivering in person, remember to print off all the pages of this document and send it to us.

For Office Use Only

| FEM – Received | | SIDS – Processed | |
|-----------------------|--|-------------------------|--|
| Initials | | Initials | |
| Date | | Date | |

Notes