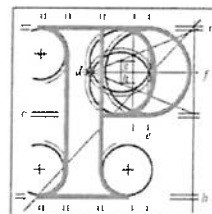


**Our Case Number:** ABP-317742-23

**Your Reference:** Paula Whelan and Roy Parker



**An  
Bord  
Pleanála**

Sudway & Company Limited  
Riversdale House  
Riversdale View  
Ballyboden Road  
Rathfarnham  
Dublin 14

**Date:** 16 October 2023

**Re:** BusConnects Bray to City Centre Core Bus Corridor Scheme  
Bray to Dublin 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 at [laps@pleanala.ie](mailto:laps@pleanala.ie)

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

Yours faithfully,

Sarah Caulfield  
Executive Officer  
Direct Line: 01-8737287

**HA02A**

Teil (01) 858 8100  
Glao Áitiúil 1890 275 175  
Facs (01) 872 2684  
Láithreán Gréasáin Website [www.pleanala.ie](http://www.pleanala.ie)  
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64 Sráid Maoilbhríde 64 Marlborough Street  
Baile Átha Cliath 1 Dublin 1  
D01 V902 D01 V902

# SUDWAY & COMPANY LIMITED

## CHARTERED SURVEYORS

N. SUDWAY, MRICS, MSCSI, FCI Arb. M.MII

Riversdale House  
Riversdale View  
Ballyboden Road  
Rathfarnham  
Dublin, 14

<b>AN BORD PLEANÁLA</b>	
LDG- 067455-23	
ABP- 317742-23	
09 OCT 2023	
Fee: € _____	Type: _____
Time: 15:27	By: Hand

Tel. No. 01-4061512  
Fax No. 01-4061517

An Bord Pleanála,  
64 Marlborough Street,  
Dublin 1.

6<sup>th</sup> October, 2023

Re: Bray to city Centre Core Bus Corridor Scheme  
Compulsory Purchase Order 2023  
Ms Paula Whelan & Mr. Roy Parker Ref No. 1108(1).2d.

Dear Sir/Madam,

With regards to the above matter, I can confirm that I have been instructed by the above named land owners to act on their behalf in relation to the matter. Following on from the issuance of the Compulsory Purchase Order on the 10<sup>th</sup> August 2023, I wrote to the NTA, on the 13<sup>th</sup> September, requesting more details of their proposal as it would affect my Clients property. I received no formal reply initially, however my Client, Paula Whelan, received a unsolicited Phone call on the 21<sup>st</sup> of September from a Mr. Wynn in the NTA. I am enclosing my Clients memorandum of the conversation in appendix 1. The thrust of the conversation was that the NTA would not engage with me directly and that the only information available is that contained on the web site. He also confirmed that the detail we request is not contained on the web site and that they would discuss this with us at a later date. Agreeing to discuss this detail after they have the Order in place is in my view not acceptable as at that point we have no real means of expressing our views in relation to the design. This information should be available now so that we can consider it and comment on the full design and also the Bord should have all the relevant information before it makes a decision.

I subsequently received a email on the 26<sup>th</sup> September from the NTA basically confirming Mr Wynns conversation with my Client, directing me to the web site. As can be seen from the attached documents (appendix 2) there is nothing specific to my Clients property included. The drawings are of such a basic nature as to be of little or no use. In particular there is no detail of the levels of the proposed new road.

Directors: Niall Sudway, Anne-Marie Sudway Registered in Ireland Cert. No. 479910

Reg. Office: Riversdale House, Riversdale View, Ballyboden Road, Rathfarnham, Dublin, 14

V.A.T. No. 9735087R

This is especially important as in the e mail of the 26<sup>th</sup> September the NTA state that my Clients boundary will not be changed, yet Mr Wynn made reference to lowering the levels of the drive. If the levels of the drive are to be altered the details of this should be made available as it stands to reason that lowering the level of part of the drive will have an effect on my Clients lands that are not subject to the CPO.

There is also no indication as to how long these works will take, this information is vital from my Clients perspective.

The map provided to my Clients in the NTA's CPO notice is inaccurate. For example, it assumes a straight boundary line where in reality it is curved. The NTA cannot therefore stand over the accuracy of the CPO area they set out in the notice. The division between my client's driveway boundary and the immediate adjacent public footpath is not a physical division. The NTA cannot therefore have had any confidence that the area marked on the CPO notice is the true extent of my client's property to be acquired. Equally, following the proposed works, my clients cannot be confident that the NTA will not have deliberately or inadvertently taken an unauthorized, permanent acquisition of part of my client's property. In my client's view this must render the CPO notice invalid.

Alternatively, given the total lack of technical information, accuracy and design being put forward by the applicant it is our view that it would be premature for the Bord to make a decision in favour of the scheme as currently being presented. It is unlikely that Planning permission for any other form of development would be granted on the information currently being provide. To confirm the order as presently presented would constitute a infringement of my Clients constitutional right to the quiet enjoyment of their property.

My client Paula Whelan received a further call from Mr. Colin Griffin of the NTA on the 2<sup>nd</sup> of October reiterating what had been said by Mr. Wynn but also encouraging my clients to submit an objection to the board. A notice of this conversation prepared by Ms. Whelan is attached in appendix 3. This direction by Mr. Griffin leads us to believe that the NTA view an objection by my Clients is unlikely to carry any weight and is not a concern for the NTA.

In these circumstances, my Clients believe that in the absence of an oral hearing they will not be permitted to make an effective case for their legitimate concerns. My clients therefore request the board to hold the normal hearing at which my clients reserve the right to be represented, to cross examine any witnesses and to make any further submissions should other information become available. We would also request that if the NTA provide the Bord with any information which would be relevant to my Clients property or which respond to the contents of this submission or my previous correspondence to them, that we should be copied the same so that we can consider the contents and address this information in a timely manner.

We would also request that the Bord order that the NTA should reimburse the land my Clients costs in dealing with this submission.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Niall Sudway', written in a cursive style.

Niall Sudway MRICS, MSCSI, FCIARbM. MII

## **Niall Sudway**

---

**From:** Paula Whelan <paularoy2@yahoo.com>  
**Sent:** Thursday 21 September 2023 18:09  
**To:** Niall Sudway  
**Subject:** NTA - Bus Connects - Temporary CPO

Dear Niall

This email is to advise you that today at 2.42pm I received an unsolicited and unauthorised phone call on my private mobile phone number from a man who identified himself as Oliver Wynn of the NTA.

He said that he was calling me because he had received a letter from a surveyor representing me. I told him that I was aware that you had issued the letter on my behalf because I had appointed you to act for and advise me on the temporary CPO notice served on me.

I asked why he was calling me instead of replying to the letter from you. He said he had no authority from me to deal with you. I pointed out that your letter clearly stated that you were acting for me and had all my case number and property details. I confirmed that the NTA could deal with you and that you had my authority to act for me.

I asked if he would now respond to your letter with the information you requested to enable us to determine if we would need to make a formal objection to the CPO notice. He referred me instead to their website where I could find information about the bus connects project.

I asked if that would answer my specific questions regarding my property, particularly continuing access to my driveway, the extent of the works I'm that driveway, the likely length of the temporary period, and he said that the website did not have that kind of property specific information.

He then told me that I would not need to worry and that they would only be lowering the level of the driveway and footpath and would be 'getting on board' with me to go through that when works were commencing. I asked if he would set that out in writing in a response letter to you now that I had confirmed that you were acting for me and he again referred me to their website.

I then asked how he had my private mobile phone number and he was unable to explain that beyond saying that it must have been on file. I asked how he had understood that they had permission under GDPR to contact me in this unsolicited manner and he was unable to explain.

This is wholly unacceptable behaviour and I have today called the NTA to make a formal complaint. I asked to speak to Oliver Wynn's line manager (named to me by Mr Wynn as Colin Griffin) but that request was denied.

If you have any queries on this summary please give me a call.

I contacted my neighbours who you are also acting for and so far they have not received a similar call from the NTA or Mr Wynn.

Kind regards

Paula Whelan

Sent from Yahoo Mail for iPhone

#### 4.5.2.10 Rights of Way

Table 4.14 outlines the locations where existing rights of way will be affected by the Proposed Scheme.

**Table 4.14: Existing Rights of Way Affected**

Location	Chainage	Existing Situation	Proposed Change
Donnybrook Castle / The Court	A2900	Existing Private Right of Way for Utility cabinets	Private Right of Way to be acquired and access to be temporarily restricted during the works
Stillorgan Road – RTÉ	A3200	Existing Private Right of Way for Cairn Homes and ESB	Private Right of Way to be acquired and access to be temporarily restricted during the works
118 Stillorgan Road	A3475	Existing Private Right of Way for the owner of the 118 Stillorgan Road	Existing private vehicular access / egress to be retained for pedestrian and cyclists only as part of the works
James Hennessy Motors	A6100	Existing Private Right of Way for the owners of the James Hennessy Motors	All Private Rights to be restricted and boundary wall constructed as part of the works
Hill Road	A7050	Existing Public Right of Way from Stillorgan Road to the Hill Road	Existing vehicular access (excluding pedal cycle and other bicycles) to be restricted as part of the works
Monaloe House	A10600	Existing Private Right of Way for Utility cabinets	Utility cabinets to be setback as part of the works and Private Right of Way to be acquired
Shanganagh Vale	A12375	Existing Private Right of Way for The Marianists of Ireland CLG and ESB	Existing access to be temporarily restricted during the works
Shanganagh Vale	A12680	Existing Private Right of Way for The Marianists of Ireland CLG and ESB	Private Right of Way to be acquired and access to be temporarily restricted during the works

### 4.5.3 Section 3 – Loughlinstown Roundabout to Bray North (Wilford Roundabout)

#### 4.5.3.1 General Overview of the Proposed Scheme

Between Loughlinstown Roundabout and Stonebridge Road it is intended to provide a bus lane and general traffic lane in both directions. Where bus lanes are not continuous, Signal Controlled Bus Priority has been provided. South of Stonebridge Road up to Crinken Lane, where bus lanes are not continuous in both directions due to existing constraints, SCP has been proposed to ensure bus priority. Signal Controlled Bus Priority has been proposed between the St Anne's Church / Corbawn Lane Junction and Rathmichael Woods in the northbound direction.

Segregated cycle tracks have not been provided between Loughlinstown Roundabout and Stonebridge Road along the Proposed Scheme. It is intended to provide a two-way cycle track from Stonebridge Road on the Dublin Road as far as the Shanganagh Road junction, and on Stonebridge Road as far as Stonebridge Lane to provide a cycle link to the two schools on Stonebridge Road.

The roundabout between the Dublin Road, Corbawn Lane, and Shanganagh Road is proposed to be upgraded to a signalised junction with new pedestrian crossing facilities and SCP for buses. Corbawn Lane is to be an exit only junction on to Shanganagh Road. A dedicated right-turn lane is proposed from Shanganagh Road on to Beechfield Manor. A dedicated left turn lane from Shanganagh Road into Beechfield Manor is also to be provided.

The proposed design between the Shanganagh Road junction and Crinken Lane retains the existing general traffic lanes with no bus or cycle lanes, apart from a section of the northbound carriageway where a bus lane is provided from Crinken Lane to a new junction at the entrance to Olcovar. Signal-controlled bus priority will be provided along this section. The Quinn's Road roundabout is to be upgraded to a signalised junction, and an upgraded signalised junction is proposed at the entrance to the Olcovar development. Footpaths along the Dublin Road at Cherrington Drive and Beech Road are to be retained at their roadside location.

From Crinken Lane to the Wilford Roundabout it is proposed to provide northbound and southbound bus lanes, segregated cycle tracks and general traffic lanes. Signal-controlled bus priority will be used northbound from Wilford Junction for a short distance as far as Woodbrook College. Where appropriate, roadside trees shall be retained by locating the proposed footpaths and cycle tracks behind the tree line. Improved lighting and crowning of trees will be provided to enhance visibility.



The width of the cross-sectional elements as outlined in Section 4.6.1 have been reduced at a number of constrained locations across the Proposed Scheme. The deviations within Section 3 – Loughlinstown Roundabout to Bray North (Willford Roundabout) are detailed in Table 4.15.

#### 4.5.3.2 Deviations from Standard Cross Sections

It is proposed that existing kerb lines will be retained and that the BusConnects Design Guide will be adhered to where possible along Section 3 of the Proposed Scheme. Bus stop locations and layouts have been reviewed, and in certain areas adjusted, to ensure optimum spacings. Coach laybys have been proposed at certain locations along the route to reduce instances of loading coaches blocking the bus lane.

Two new residential developments are under construction, at Shangnagh Castle and the Woodbrook Estate. The proposed signalised junctions for these developments and bus stops have been coordinated with the development proposals and incorporated within the design.

At Shangnagh Park and Shangnagh Cemetery, the northbound and southbound cycle track are proposed to be diverted into the park, alongside the southbound footpath, and behind green space and existing trees to the eastern side of the carriageway between two Toucan Crossings, with a newly proposed cemetery boundary wall set back to enable the retention of the roadside tree line. New lighting and crowned trees will be provided to ensure through visibility. Playground areas will be retained in their current existing location as part of BusConnects proposals. Their final future location will be confirmed as part of the Shangnagh Park and Cemetery Masterplan (Dun Laoghaire-Rathdown County Council).

New pedestrian crossings are proposed at the new junction outside Olovvar, south of Crincken Lane, south of Allies River Road, and by Crincken Church. The existing pedestrian crossing at Woodbrook College is to be moved southwards to provide a crossing point close to the relocated southbound bus stop.

**Table 4.15: Reduced Standard Cross Sections on Section 3 – Loughlinstown Roundabout to Bray North (Wilford Roundabout)**

Location	Design Element	DMURS	Design	Justification
A14180 – A14640	Footpath (southbound)	2.0m	Varies Approx. 1.6m – 2m	Footpath narrows to a pinch point of 1.6m to match existing.
E20 – E80	Footpath (northbound)	2.0m	Varies Approx. 1.2m – 2m	Footpath narrows to a pinch point of 1.2m as alignment matches existing kerb line and boundary wall to avoid land take.
E205 – E260	Footpath (southbound)	2.0m	Varies Approx. 1.6m – 2m	Footpath narrows to a pinch point of 1.6m as alignment matches existing kerb line and boundary wall to avoid land take.
A14810 – A15075	Footpath (northbound)	2.0m	Varies Approx. 1.6m – 2m	Footpath narrows to a pinch point of 1.6m in front of Applegreen petrol station to match existing.
G145 – G175	Footpath (northbound)	2.0m	Varies Approx. 1.8m	Footpath locally narrows over a length of 30m to approximately 1.8m to tie into existing boundary.
H45 – H80	Cycle track (2-way)	3.5m	3m	3.0m 2-way cycle track is provided over a length of 45m to avoid land take.
H45 – H80	Cycle track (northbound)	2.0m	Varies Approx. 1.2m	Cycle track narrows to 1.2m to tie-in to combined traffic lane.
A15115 – A15160	Traffic Lane (southbound)	3.0m	Varies 2.2m – 3.0m	Traffic lane width narrows at pinch point to accommodate the cycle track and avoid impact to the bridge.
A15160 – A15800	Footpath (northbound)	2.0m	1.6m	Footpath narrows locally at pinch point.
A15175 – A15205	Footpath (southbound)	2.0m	Varies Approx. 1.8m	Footpath locally narrows over a length of 30m to approximately 1.8m to tie into existing boundary.
A15495 – A15510	Footpath (northbound)	2.0m	Varies Approx. 1.5m – 1.8m	Footpath locally narrows to approximately 1.8m over 15m in length with a 1.5m pinch point to tie into existing boundary.
A15605 – A15630	Footpath (southbound)	2.0m	Varies Approx. 1.8m	Footpath locally narrows over a length of 30m to approximately 1.8m to tie into existing boundary.
A15800 – A15865	Footpath (northbound)	2.0m	Varies Approx. 1.5m – 3.5m	Footpath narrows to a pinch point of 1.6m due to alignment of existing boundary wall at Sherrington Lodge.
A15925 – A16035	Footpath (southbound)	2.0m	Varies Approx. 1.5m – 2m	Footpath narrows to a pinch point of 1.5m due to alignment of existing boundary wall at Crinken College.
A16020 – A16040	Footpath (southbound)	2.0m	Varies Approx. 1.8m	Footpath locally narrows over a length of 20m to approximately 1.8m to tie into existing boundary.
A16120 – A16140	Footpath (northbound)	2.0m	Varies Approx. 1.8m	Footpath locally narrowed to 1.8m pinch point to tie into existing boundary wall.
A16220 – A16230	Footpath (northbound)	2.0m	Varies Approx. 1.8m	Footpath locally narrowed to 1.9m pinch point to tie into existing boundary wall.
A16645 – A16710	Footpath (southbound)	2.0m	Varies Approx. 1.65m – 2m	Footpath narrows to a pinch point of 1.65m matching existing kerb line to minimise land take and tree loss at Saint James' Lodge. Ties in to existing.
A16975 – A16990	Footpath (northbound)	2.0m	Approx. 1.8m	Footpath locally narrows over a length of 15m to 1.8m to tie into existing boundary wall.

#### 4.5.3.3 Bus Lane Provision

An overview of the bus lane provision as part of the Proposed Scheme is set out in Section 4.6. As outlined within that section, full bus priority through the use of dedicated bus lanes is not possible at all locations, and SCP is used in a number of junctions in Section 3 of the Proposed Scheme as listed in Table 4.16.

**Table 4.16: Proposed SCP Junctions in Section 3 of the Proposed Scheme**

Junction Location	Priority Type
Dublin Road / Shanganagh Road Junction to Shanganagh Park	Bus priority by provision of SCP has been adopted over this section of the corridor to minimise impacts to existing property, mature tree and other topography constraints. Approx. Chainage A15075 to A16130 Southbound.
Dublin Road / Olcovar Junction to Woodbank	Bus priority by provision of SCP has been adopted over this section of the corridor to minimise impacts to existing property, mature tree and other topography constraints. Approx. Chainage A14630 to A15900 Northbound.



#### 4.5.3.4 Bus Stops

The different types of bus stop (island, shared landing area and inline) are described in Section 4.6. Three of the 17 proposed bus stops within this section of the Proposed Scheme are Island Bus Stops. The bus stop locations and types are outlined in Table 4.17 and shown in the General Arrangement series of drawings (BCIDB-JAC-GEO\_GA-0013\_XX\_00-DR-CR-9001) in Volume 3 of this EIAR. Further details of bus stop design are included in the PDGB (NTA 2021) in Appendix A4.1 in Volume 4 of this EIAR.

**Table 4.17: Proposed Bus Stop Locations in Section 3 of the Proposed Scheme**

Inbound / Outbound	Bus Stop Name	Bus Stop Number	Chainage	Bus Stop Type	Bus Shelter
Inbound	Woodbrook College	4202	A17080	Island	New bus shelter
Inbound	St James Church	4203	A16800	Shared Landing	New bus shelter
Inbound	Shanganagh Cemetery	5090	A16460	Inline	New bus shelter
Inbound	Allies River Road (Coach)	-	A16335	Layby	New bus shelter
Inbound	Shanganagh Castle	4204	A16170	Shared Landing	New bus shelter
Inbound	Claremount	4206	A15780	Inline	New bus shelter
Inbound	Stonebridge Close	3140	A15480	Inline	New bus shelter
Inbound	Station Road	3141	A14930	Inline	New bus shelter
Inbound	Kentfield	3142	A14505	Inline	New bus shelter
Outbound	Kentfield	3136	A14545	Inline	New bus shelter
Outbound	St Anne's Church	3138	A15010	Shared Landing	New bus shelter
Outbound	Stonebridge Close	3139	A15445	Inline	New bus shelter
Outbound	Claremount	4124	A15920	Inline	New bus shelter
Outbound	Shanganagh Park	4125	A16310	Inline	New bus shelter
Outbound	Shanganagh Cemetery (Coach)	-	A16515	Layby	New bus shelter
Outbound	Woodbrook Strategic Housing Development	4127	A16890	Island	New bus shelter
Outbound	Woodbrook College	4128	A17225	Island	New bus shelter

#### 4.5.3.5 Cycling Provision

The specific proposals for cycling facilities in Section 3 of the Proposed Scheme are described below. Provision for cyclists at the signal-controlled junctions are described in Section 4.6.

Cycling is to be provided from Dublin Road – Stonebridge Road to Corbawn Lane (approximately 0.5km) as follows:

- Bi-directional cycle track on the eastern side of Dublin Road and northern side of Stonebridge Road, offset from the carriageway; and
- Signal-controlled crossings provided at all junctions through a combination of parallel pedestrian / cycle crossing and shared toucan crossings.

Cycling is to be provided from Dublin Road – Shanganagh Park to Wilford junction (approximately 2.5km) as follows:

- Segregated cycle track provided in each direction running immediately adjacent to the direction of vehicle travel, offset from the carriageway where possible;
- A two-way cycle track has been provided through Shanganagh Park and past the adjacent Shanganagh Cemetery, with northbound cyclists accessing this side of the Dublin Road at two toucan crossing points;
- Signal-controlled crossings provided at all junctions through a combination of dedicated cycle crossings and shared toucan crossings; and
- Toucan crossings are not provided at the M11 Wilford junction as there is no cycle provision on the N11 approach road.

At the following locations in this section of the Proposed Scheme, segregated cycling facilities have not been provided as a result of specific site constraints:

- Dublin Road – Loughlinstown Roundabout to Stonebridge Road (approximately 700m):
  - Impacts including land take to residential properties were not considered appropriate. The proposed bus lanes along this section will be shared with cyclists.
- Dublin Road – St Anne’s junction to Crinken Lane (approximately 930m):
  - Local resident group engagement and the potential impacts on the Shankill village area were considered when determining cycle and bus infrastructure in this area. In addition, existing advisory lanes that exist in places are considered too narrow to be retained alongside the new cross section proposals. Cyclists will use the general traffic lanes alongside general traffic and buses, with a speed limit reduction proposed over this section.

These cycle tracks follow a 2022 GDACNP Secondary Route from Loughlinstown Roundabout to the junction at St Anne’s Church (including Stonebridge Road), and a Primary Route from Shanganagh Road to the Wilford Junction. There are existing cycle lanes in both directions along the majority of this section of the Proposed Scheme except for through Shankill Village and along Stonebridge Road. In the locations listed above, cycle provision will be reconfigured and upgraded to the arrangement set out in the PDGB (including 120mm upstand kerb between cycle track and traffic lane).

#### 4.5.3.6 Junction Information

An overview of the approach to junction review and design is provided in Section 4.6.7. The major and moderate junctions within Section 3 – Loughlinstown Roundabout to Bray North (Wilford Roundabout) of the Proposed Scheme are outlined in Table 4.18.

**Table 4.18: Major and Moderate Junctions (Signalised) within Section 3 of the Proposed Scheme**

Junction Location	Description
<b>Major Junctions (Signalised)</b>	
M11 slips (Wilford Roundabout) Dublin Road	New three-arm signal-controlled junction
<b>Moderate Junctions (Signalised)</b>	
Stonebridge Road Dublin Road	Modified three-arm signal-controlled junction with bus priority
Corbawn Lane Shanganagh Road Dublin Road	New three-arm signal-controlled junction with bus priority
Shanganagh Road Beechfield Manor	Modified three-arm signal-controlled junction
Quinn’s Road Cherrington Road Dublin Road	New four-arm signal-controlled junction
Dublin Road Olcovar	New three-arm signal-controlled junction with bus priority
Dublin Road Shanganagh Castle	New three-arm signal-controlled junction with bus priority
Dublin Road Woodbrook Downs	New four-arm signal-controlled junction with bus priority

#### 4.5.3.7 Parking and Loading Bays

There are no changes to the parking and loading provisions proposed along Section 3 – Loughlinstown Roundabout to Bray North (Wilford Roundabout) as a result of the Proposed Scheme. The existing car park at St Anne’s Church, which is impacted by the Proposed Scheme, will be reconfigured to accommodate the equivalent number of parking as existing, subject to agreement with the landowner.

#### 4.5.3.8 Landscape and Urban Realm

##### 4.5.3.8.1 Loughlinstown Roundabout to St Anne's Shankill, Including Stonebridge Road

**Existing Character:** This area has an outer suburban character. The route typically bounds residential properties with a mix of boundary types including timber fences, hedges, railings and walls, as well as mature trees behind. The built form is generally two-storey houses, some with high boundaries. In places the existing road widths are narrow. Two schools are located on Stonebridge Road. St Anne's Church is a significant local landmark in the area. This section also links with the Shankill Dublin Area Rapid Transit (DART) station area.

**Design Proposals:** It is proposed to replant native planting to repair edges of woodland where tree loss occurs due to kerb realignment along Dublin Road. Footways are to be reinstated with asphalt and concrete kerbs to match the existing. Where stone wall boundaries are proposed to be reinstated and set back, the materials are to match existing utilising any existing stone where possible.

At the Stonebridge Road junction, reinstating boundary treatments in a consistent manner and providing replacement trees and ornamental planting within private properties will be the focus for landscape proposals. Engagement has taken place with landowners and further discussions will be held at detailed design to agree final proposals. Footways will be surfaced in asphalt and concrete kerbs to match the existing.

The cycle path and footpath along the north side of Stonebridge Road is routed through the proposed residential development site. Although some tree removal is required, the overall impact on the group is minimised. 'No-dig' construction methods are to be utilised where the paths run through root protection areas.

Reconfiguration works outside of the Proposed Scheme land take boundary are proposed to be undertaken as accommodation works subject to further liaison and agreement with the property owner. Image 4.11 shows an example of how the urban realm improvements could be undertaken in the accommodation works area associated with St Anne's Church. The church forecourt and grounds can be redesigned to adjust the parking layout to ensure no net loss of spaces as well as including a tree avenue towards the southern elevation. A new stone boundary wall and associated ornamental planting and concrete paving can be created as a focal point at the pedestrian entrance to accommodate the re-positioned statue. The surrounding footways that form part of the Proposed Scheme are to be reinstated with concrete paving and kerbs will match existing.



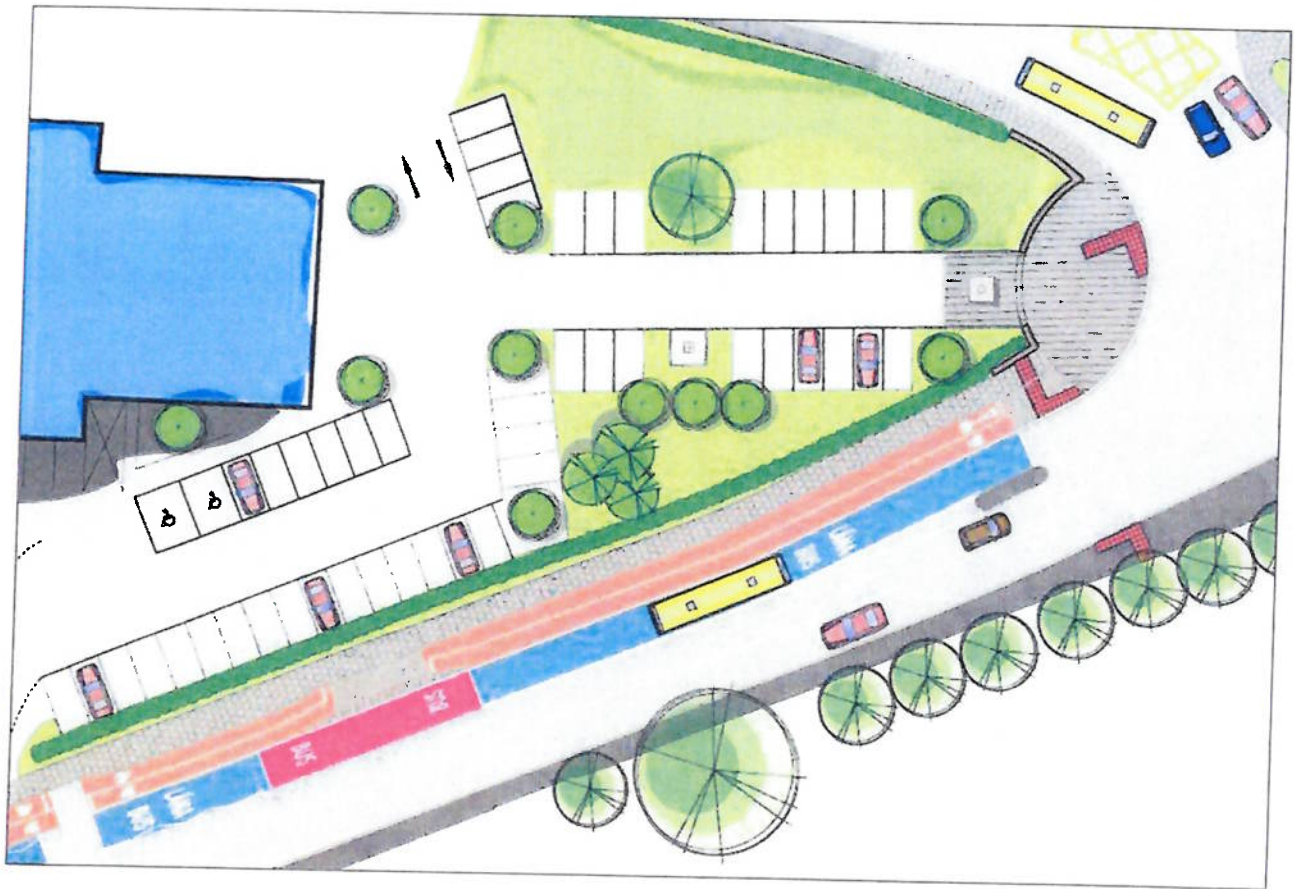


Image 4.11: St Anne's Church Grounds

#### 4.5.3.8.2 St Anne's Shankill to Cherrington Road, Including Shankill Village

**Existing Character:** This section comprises a narrow road leading into the Shankill Village Centre with retail on the western side and residential properties on the eastern side. The retail area comprises two-storey, fine grain retail frontages in a Village setting. Small trees are present within planters along retail side and mature trees line the residential edge. 'Heritage' style lighting in black is laid through the village centre.

**Design Proposals:** Through Shankill Village, four pedestrian crossings on Dublin Road will be enhanced by introducing concrete set paving. This will be applied at a pedestrian crossing at the Quinn's Road junction and one just south of Corbawn Lane which will define the start / end to the village core. Two further pedestrian crossings within the village will be treated in the same manner. Other proposed interventions through the village centre are minimal. A local enhancement is to plant two new street trees within new low level planting beds rather than in existing containers. Footways will be locally widened at identified pinch points. Raised tables will be provided to enhance pedestrian crossings at local side roads within the village.

#### 4.5.3.8.3 Quinn's Road to M11 Diverge (Wilford Roundabout)

**Existing Character:** This section has a suburban character with narrow carriageway widths in some sections. The main residential areas are set apart from the roadway by areas of green space. Significant lengths of this section of road are tree lined. A small retail area is located at the Barbeque Centre. High fences and hedges are present along parts of the route. Shanganagh Park and Cemetery are local landmarks. There are numerous property entrances and listed structures along the route.

**Design Proposals:** All trees along Cherrington Drive are to be retained along this section of Dublin Road. Asphalt footpaths with concrete kerbs are proposed to match the existing. Concrete setts are proposed at the driveway crossover into the Barbeque Centre.

South of Castle Farm entrance, the footpath is to be routed to the rear of existing mature trees to minimise vegetation loss. The wall is to be rebuilt to a reduced level and set to the back of the footpath utilising the existing stone material where possible. A 'no-dig' construction method is to be utilised where the path runs through root protection areas.

Where property boundaries are impacted by kerb realignments, walls will be reinstated to match existing along with replacement planting behind.

The landscape proposals have been coordinated with the Shanganagh Castle housing development proposals, just north of Shanganagh Park. Cycle path and pedestrian connections have been aligned and the footway has been positioned to maximise the space for new tree planting along the frontage.

The interface with the Shanganagh Park masterplan has been considered in consultation with the local authority. It is proposed to route the two-way cycle path through the park, utilising in part the existing footpaths. Paths will tie into proposals for the wider park masterplan, while a footpath will also be retained along the roadside to provide a more direct route. Some tree losses are required to accommodate bus and coach stops. Mitigation tree planting opportunities along the boundary are possible that accord with the masterplan proposals.

Land take into the western boundary of the cemetery is required to help retain some of the mature trees in the grass verge adjacent to the carriageway. An over mature row of conifers within the cemetery is to be replaced in consultation with the local authority. A more suitable native hedge is proposed following engagement with the local authority.

The stone piers and railings forming the boundary of Crinken Church remain untouched. The proposed alignment along the west side results in tree loss to the front face of the woodland block which will be repaired with a band of native planting set behind the reinstated stone wall. The alignment south of Woodbrook Downs widens to the east only, therefore protecting all trees and stone walls on the west side. New tree planting and rebuilt stone walls is focussed on the east side providing a consistent landscape approach through this section. The new proposals on the east side will tie into the Woodbrook Strategic housing development site and the associated new junction opposite Woodbrook Downs (see Image 4.12). Liaison has taken place with the development organisation and the local authority regarding boundary treatments and tie-in proposals.

The historic gated entrance into the Woodbrook Estate remains unaffected by any carriageway widening. The surface treatment of the wide footway in front of the gates is enhanced with stone setts and wide granite kerbs. South of the gated entrance the proposed southbound bus stop and carriageway widening in close proximity to Woodbrook College results in the loss of some mature trees, with set-back of the wall also required. The alignment through this section has been considered carefully to minimise tree loss and retain a row of mature trees set further back. Replacement native planting is proposed to re-establish the vegetation belt along this side. The proposed wall reinstatement north of the M11 diverge junction will be detailed to match the stone material seen elsewhere along this section.

Immediately south of Wilford roundabout the Woodbrook Estate is impacted with the demolition of Woodbrook Side Lodge. A new lodge is to be rebuilt in a more central position within the plot and designed to meet current building regulations in a style similar to the existing. The boundary wall, and pedestrian and vehicle gated access points will also be rebuilt utilising existing materials where possible.



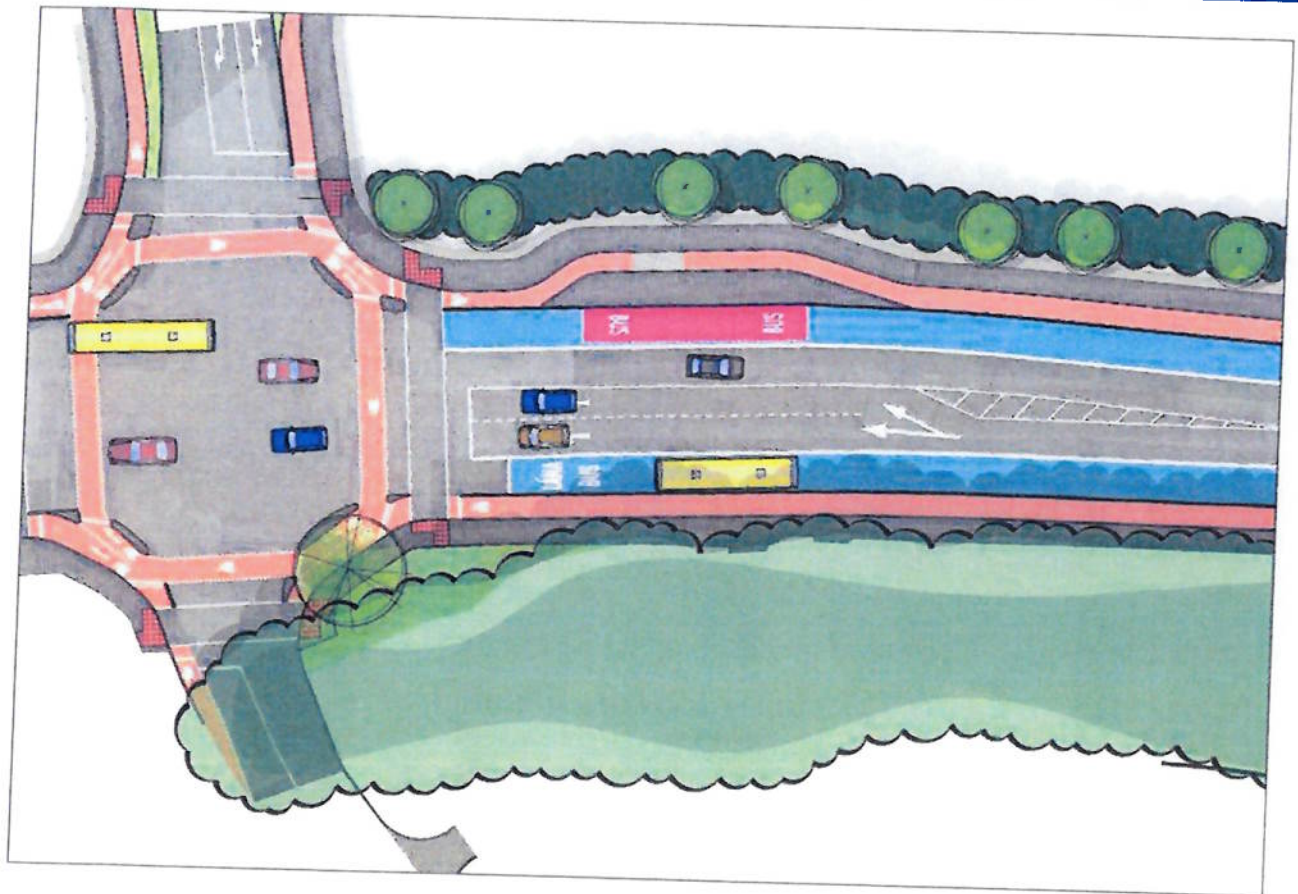


Image 4.12: New Woodbrook Estate Junction with New Landscape Treatment Along the East Side of the Carriageway

#### 4.5.3.9 Land Acquisition and Use

Temporary land acquisition is required to facilitate works within this section of the Proposed Scheme at various locations as outlined below:

- A number of green areas along this section of the Proposed Scheme;
- The Paddocks, St Rita's, Dublin Road;
- Clonmore, Dublin Road;
- Thingwall, Dublin Road;
- Fairymount, Dublin Road;
- Kendor, Dublin Road;
- Coltsfoot, Dublin Road;
- Woodbank Housing Estate, Dublin Road;
- Bari, 4 Rathmichael Lawns, Dublin Road;
- 3 Rathmichael Lawns, Dublin Road;
- Cailma, Dublin Road;
- Rathmichael National School, Stonebridge Road;
- Rathbeg Residential Development Site, Stonebridge Lane;
- Northlands, Rathmichael Park, Dublin Road;
- Kiltuc, Dublin Road;
- Narrow Meadow, Dublin Road;
- Carezza, Dublin Road;
- St Anne's, Dublin Road;

- St Anne's Church and St Anne's Resource Centre;
- 1,2 and 3 Sherrington Lodge;
- Olcovar Housing Estate;
- Paved area at the Lidle/ Costa Coffee;;
- Access to Barbeque Centre, Dublin Road;
- Crinken Lodge, Dublin Road;
- Crinken Lane, Dublin Road;
- Plot between Aughmore Lane Estate and Allies River Road;
- Plot between Allies River Road and The Orchard Lodge, Dublin Road;
- Shanganagh Park;
- Shanganagh Cemetery;
- The Orchard, Dublin Road;
- Shanganagh Marble and Stone Centre, Dublin Road;
- Askefield House, Dublin Road;
- Askefield Lodge, Dublin Road;
- Beauchamp House, Dublin Road;
- Crinken Church, Dublin Road;
- Beauchamp Lodge, Dublin Road;
- Proposed Woodbrook Housing Estate, Dublin Road;
- Woodbrook Estate, Dublin Road;
- Woodbrook College, Dublin Road;
- Wilford Cottage, Dublin Road; and
- Wilford House, Dublin Road.

All temporary land acquisition is to be reinstated once works are completed.

Permanent land acquisition is also required within this Section in a number of locations as follows:

- A number of green areas along this section of the Proposed Scheme;
- Clonmore, Dublin Road;
- Thingwall, Dublin Road;
- Fairymount, Dublin Road;
- Kendor, Dublin Road;
- Coltsfoot, Dublin Road;
- Woodbank Housing Estate, Dublin Road;
- Rathmichael National School, Stonebridge Road;
- Rathbeg Residential Development, Stonebridge Lane;
- Northlands, Rathmichael Park, Dublin Road;
- Kiltuc, Dublin Road;
- Narrow Meadow, Dublin Road;
- Carezza, Dublin Road;
- St Anne's, Dublin Road;
- St Anne's Church and St Anne's Resource Centre;
- Olcovar Housing Estate;
- Crinken Lodge, Dublin Road;
- Crinken Lane, Dublin Road;
- Plot between Aughmore Lane Estate and Allies River Road;
- Plot between Allies River Road and The Orchard Lodge, Dublin Road;

- Shanganagh Park;
- Shanganagh Cemetery
- Shanganagh Marble and Stone Centre, Dublin Road;
- Askefield House, Dublin Road;
- Beauchamp House, Dublin Road;
- Crinken Church, Dublin Road;
- Beauchamp Lodge, Dublin Road;
- Proposed Woodbrook Housing Estate, Dublin Road;
- Woodbrook Estate, Dublin Road; and
- Woodbrook College, Dublin Road.

The impacts on residential amenity arising from land acquisition in Section 3 of the Proposed Scheme are addressed in Chapter 10 (Population). Similarly, the impacts on landscape amenity arising from land acquisition in Section 3 of the Proposed Scheme are addressed in Chapter 17 (Landscape (Townscape) & Visual).

#### 4.5.3.10 Rights of Way

Table 4.19 outlines the locations where existing rights of way will be affected by the Proposed Scheme.

Table 4.19: Existing Rights of Way Affected

Location	Chainage	Existing Situation	Proposed Change
Woodbank Estate	A14700	Existing Private Right of Way for ESB substation	Private Right of Way to be acquired and access to be temporarily restricted during the works
Rathmichael Park	A14800	Existing Private Right of Way for ESB substation	Substation to be set back as part of the works and Private Right of Way to be acquired
Eastbourne	A14930	Existing Private Right of Way for Utility cabinets	Utility cabinets to be setback as part of the works and Private Right of Way to be acquired
Linden	A14950	Existing Private Right of Way for Utility cabinets	Utility cabinets to be setback as part of the works and Private Right of Way to be acquired
Ashdown	A14970	Existing Private Right of Way for Utility cabinets	Utility cabinets to be setback as part of the works and Private Right of Way to be acquired
St Anne's	A14950	Existing Private Right of Way for Utility cabinets	Utility cabinets to be setback as part of the works and Private Right of Way to be acquired
St Anne's Resource Centre / St Anne's Church	A15000	Existing Private Right of Way for Utility cabinets	Utility cabinets to be setback as part of the works and Private Right of Way to be acquired
Olcovar Apartments and Housing Estate	A15850	Existing Private Right of Way for Utility cabinets	Utility cabinets to be setback as part of the works and Private Right of Way to be acquired
Crinken Lane	A16050	Existing Private Right of Way in favour of Crinken Lodge	Existing access to be set-back as part of the works and Private Right of Way to be acquired. Access to be temporarily restricted during the works
Shanganagh Castle Housing Development	A16270	Existing Private Right of Way in favour of Department of Justice	Existing access to be set-back as part of the works and Private Right of Way to be acquired. Access to be temporarily restricted during the works
Shanganagh Park	A16275	Existing Private Right of Way for Utility cabinets	Utility cabinets to be setback as part of the works and Private Right of Way to be acquired

### 4.5.4 Section 4 – Bray North (Wilford Roundabout) to Bray South (Fran O'Toole Bridge)

#### 4.5.4.1 General Overview of the Proposed Scheme

From the M11 junction (Wilford Roundabout) to the Lower Dargle Road, it is proposed to continue with a bus lane, general traffic lane and a segregated cycle track in each direction. All junctions have been developed further to provide improved cycle movements. It is proposed to replace the Wilford Roundabout with a new signalised junction. The Corke Abbey Avenue / Old Connaught Avenue junction with the Dublin Road has been designed to cater for the proposed bus and cycle lanes, and to remove the left turn slips in and out of Corke Abbey Avenue. The design for the Upper Dargle Road junction with the Dublin Road has removed the northbound left turn slip



from the Dublin Road. The junction with the new road at Chapel Lane has also been upgraded to a signalised junction, including improved cycle and pedestrian movements.

The proposed works will impact the existing Woodbrook Side Lodge, which is a heritage structure located at the southern end of the Woodbrook Estate in Bray. It is proposed to demolish the existing lodge and build a new lodge building further east of its present location in order to allow for road widening in that area. In order to reduce the heritage impact associated with the demolition, it is proposed to reuse some of the materials from the existing lodge within the new lodge, where it is fit for reuse. Refer to the Woodbrook Side Lodge Plans and Elevations drawings (BCIDB-JAC-BLD\_ZZ-0013\_XX\_01-DR-AA-0001, BCIDB-JAC-BLD\_ZZ-0013\_XX\_02-DR-AA-0001) in Volume 3 of this EIAR for detail on the proposals to rebuild the Woodbrook Side Lodge residential property. This EIAR has assessed the impacts associated with the demolition and subsequent construction of a replacement lodge building. However, in order to ensure a worst-case scenario has been assessed, where relevant an assessment has also been done of a scenario in which the building is not replaced.

The proposed works will impact the existing Circle K Petrol Station on the eastern side of the Dublin Road. In order to make space for the wider cross-section at this location, the outer four pumps will be removed, and the canopy size will be reduced. The remainder of the petrol station will be reinstated. Refer to Chapter 5 (Construction) and the Circle K General Arrangement drawing (BCIDB\_JAC\_SPW\_AW-0013\_XX\_00\_DR\_0001) in Volume 3 of this EIAR for detail on the proposals at this location.

At the end of the Proposed Scheme at the tie-in to the Fran O'Toole Bridge, the northbound bus lane starts just after the Lower Dargle Road junction so the tie-in at the Proposed Scheme termination consists of a southbound bus lane and two general traffic lanes and cycle track in both direction, on the immediate Castle street approach to the Fran O'Toole Bridge, where the Proposed Scheme will end. This layout has been developed to coordinate with the proposed Bray Bridge Improvement Scheme.

It is proposed to retain the existing kerb lines wherever possible and adhere to the design standards from the PDGB along Section 4 of the Proposed Scheme. Bus stop locations have been reviewed, and in certain areas adjusted, to ensure optimum spacings. Coach laybys have been proposed at certain locations along the route to reduce instances of loading coaches blocking the bus lane.

#### 4.5.4.2 Deviations from Standard Cross Sections

The width of the cross-sectional elements as outlined in Section 4.6 have been reduced (from published guidance, e.g. DMURS (Government of Ireland 2013)) at a number of constrained locations across the Proposed Scheme. The deviations within Section 4 – Bray North (Wilford Roundabout) to Bray South (Fran O'Toole Bridge) are detailed in Table 4.20.

Table 4.20: Reduced Standard Cross Sections on Section 4 – Bray North (Wilford Roundabout) to Bray South (Fran O'Toole Bridge)

Location	Design Element	DMURS	Design	Justification
A18165 – A18290	Cycle track (both directions)	2.0m	Varies Approx. 1.75m	Cycle track locally narrows over a length of 125m to 1.75m to accommodate the bus stop and minimising impact to the adjacent proposed development site.
A18355 – A18480	Cycle track (both directions)	2.0m	Varies Approx. 1.5m	Cycle track locally narrows over a length of 125m to 1.5m to tie into existing.
A18460 – A18512	Cycle track (northbound)	2.0m	Varies Approx. 1.2m – 1.8m	Cycle track narrows locally to 1.2m over a 10m length on road at Castle Street Shopping Centre due to boundary constraints at entrance off Lower Dargle Road. This is to avoid land take at Belton Terrace.

#### 4.5.4.3 Bus Lane Provision

An overview of the bus lane provision as part of the Proposed Scheme is set out in Section 4.6. As outlined within that section, full bus priority through the use of dedicated bus lanes is not possible at all locations, and SCP is used in a number of junctions in Section 4 of the Proposed Scheme as listed in Table 4.21.

**Table 4.21: Proposed SCP Junctions in Section 4 of the Proposed Scheme**

Junction Location	Priority Type
Dublin Road / M11 Junction	Two dedicated right turn lanes have been identified as required for southbound traffic from the Dublin Road onto the M11. Impacts to the existing building line on the northbound side of the road and to the Woodbrook Estate retaining wall and adjacent mature trees running along the southbound side of the road also need to be minimised. To facilitate this, SCP is provided instead of a dedicated northbound bus lane at this location. Approx. Chainage A17140 to A17380 Northbound.
Dublin Road / Upper Dargle Road Junction	There are local pinch points at Raven Hall shopping centre and other nearby properties. In addition, a two-way cycle track tie-in must be accommodated on the southbound side at this location. Bus priority takes place over a small distance of approximately 30m in the northbound direction and 20m in the southbound direction to avoid further land take and associated impacts. Approx. Chainage A18100 to A18130 Northbound Approx. Chainage A18150 to A18170 Southbound

#### 4.5.4.4 Bus Stops

The different types of bus stop (island, shared landing area and inline) are described in Section 4.6. None of the six proposed bus stops within this section of the Proposed Scheme are Island Bus Stops. The bus stop locations and types are outlined in Table 4.22 and shown in the General Arrangement series of drawings (BCIDB-JAC-GEO\_GA-0013\_XX\_00-DR-CR-9001) in Volume 3 of this EIAR. Further details of bus stop design are included in the PDGB (NTA 2021) in Appendix A4.1 in Volume 4 of this EIAR.

**Table 4.22: Proposed Bus Stop Locations in Section 4 of the Proposed Scheme**

Inbound / Outbound	Bus Stop Name	Bus Stop Number	Chainage	Bus Stop Type	Bus Shelter
Inbound	St Cronan's Road	4154	A18410	Shared Landing	New bus shelter
Inbound	Castle Street Shopping Centre	-	A18290	Layby	New bus shelter
Inbound	Roseville Court	4416	A17960	Shared Landing	New bus shelter
Inbound	Old Connaught	4201	A17675	Shared Landing	New bus shelter
Outbound	Old Connaught Avenue	4129	A17790	Shared Landing	New bus shelter
Outbound	Castle Street	4130	A18210	Shared Landing	New bus shelter
Outbound	Dwyer Park	4131	A18390	Shared Landing	New bus shelter

#### 4.5.4.5 Cycling Provision

The specific proposals for cycling facilities in Section 3 of the Proposed Scheme are described below. Provision for cyclists at the signal-controlled junctions are described in Section 4.6.

Segregated cycle facilities will be provided in both directions from the M11 Wilford junction to the end of the Proposed Scheme at Fran O'Toole Bridge.

These cycle tracks follow a 2022 GDACNP Primary Route. Cycle facilities are currently only intermittently provided, and are composed of a mix of advisory cycle lanes and shared bus lanes along this section of the Proposed Scheme, however these will be reconfigured and upgraded to the arrangement set out in the PDGB (including 120mm upstand kerb between cycle track and traffic lane).

A tie-in is provided to a Secondary Route within the 2022 GDACNP at the Old Connaught Avenue / Dublin Road junction, and at the Upper Dargle Road / Dublin Road Junction.

#### 4.5.4.6 Junction Information

An overview of the approach to junction review and design is provided in Section 4.6.7. The major and moderate junctions within Section 4 – Bray North (Wilford Roundabout) to Bray South (Fran O'Toole Bridge) of the Proposed Scheme are outlined in Table 4.23.



**Table 4.23: Major and Moderate Junctions (Signalised) Within Section 4 of the Proposed Scheme**

Junction Location	Description
<b>Major Junctions (Signalised)</b>	
N/A	N/A
<b>Moderate Junctions (Signalised)</b>	
Dublin Road Corke Abbey Avenue	Modified four-arm signal-controlled junction with bus priority
Chapel Lane Dublin Road	New four-arm signal-controlled junction with bus priority
Upper Dargle Road Dublin Road	Modified four-arm signal-controlled junction with bus priority

#### 4.5.4.7 Parking and Loading Bays

Changes to the parking and loading provisions along Section 4 – Bray North (Wilford Roundabout) to Bray South (Fran O'Toole Bridge) as a result of the Proposed Scheme are shown in Table 4.24 and Table 4.25 respectively.

**Table 4.24: Section 4 – Bray North (Wilford Roundabout) to Bray South (Fran O'Toole Bridge): On-Street Parking Change Impact Summary**

Location	Type of Parking	Existing	Proposed	Change
Dublin Road	Commercial (car sales)	76	62	-14
	Commercial (impacted business)	19	9	-10
	Disabled Permit	0	1	+1
Castle Street	Designated Paid	132	119	-13
	Disabled Permit	5	5	0
	Commercial (car sales)	16	13	-3
	Commercial (businesses)	15	4	-11
Approximate adjacent informal parking within 200-250m		352	352	0
Total		615	565	-50

**Table 4.25: Section 4 – Bray North (Wilford Roundabout) to Bray South (Fran O'Toole Bridge): Existing and Proposed Loading Bays**

Location	Type of Parking	Existing	Proposed	Change
Castle Street	Loading bays (Designated)	2	6	+4
Total		2	6	+4

#### 4.5.4.8 Landscape and Urban Realm

##### 4.5.4.8.1 M11 Diverge (Wilford Roundabout) to Old Connaught Avenue

**Existing Character:** The M11 Diverge is a wide roundabout with existing grassed area, planting and stone boundary walls. South of the roundabout is of outer suburban character with one and two-storey residential edges, with large front gardens in front of houses with some high fences and edges. Out of town commercial lots feature in this section. Residential properties set back from the road edge.

**Design Proposals:** The M11 Diverge roundabout has been redesigned as a T-junction with proposed surrounding landscape areas including new native trees and species-rich grassland to enhance biodiversity. Any changes to stone wall will be reinstated to match existing where required.

Properties are impacted on the east side of Dublin Road as the Proposed Scheme enters the edge of Bray. Woodbrook Side Lodge and the boundary wall will be demolished and rebuilt. The Windsor Bray Nissan dealership protruding forecourt display area will be reduced in size and any railings / bollards reinstated appropriately to ensure the existing security function is retained. A number of residential gardens will be impacted which will result in replacement garden hedges, boundary walls and garden restoration proposed on a like for like

basis and will be agreed in detail with landowners at the next design stage. Footway surface treatment is asphalt through this section.

Along Dublin Road, north of Old Connaught Avenue where the houses are set back from the road, new street trees are proposed to be planted on the reinstated grass verge to mitigate for loss of trees elsewhere.

#### 4.5.4.8.2 Old Connaught Avenue to Castle Street (End of Route)

**Existing Character:** There are retail areas in several parts of this section, including the Industrial Yarns Complex. One to three-storey residential properties are present approaching the Village Centre. There is a significant change in topography towards the Village Centre. Castle Street has a local Village Centre character with retail and mixed uses. The street is relatively wide with narrow footpaths and car parking along Castle Street. A recently upgraded small area of urban realm exists close to Fran O'Toole Bridge.

**Design Proposals:** A local enhancement of urban realm is proposed at Upper Dargle Road junction with low planters and integrated seats, and enhanced pedestrian crossings. Footpaths are to be resurfaced in concrete paving with granite or conservation kerbs at the junction continuing south to the end of the section. North of Upper Dargle Road footways will be asphalt with concrete kerbs. New roadside tree planting is proposed within the green space fronting Lidl with linked tree pits designed to utilise surface water as part of a SuDS system.

Bray retail area footways will be enhanced with high quality concrete paving with wide granite or conservation kerbs. A new boundary railing is proposed between the setback footpath and shopping centre car park. The existing public space near the bridge is to be retained with adjustment to paving as required.

As part of the accommodation works required to adjacent impacted businesses at locations such as the Dargle Centre, urban realm improvements will be introduced where appropriate and where space allows. Typically, this could be new shrub planting, replacement paving and realigned boundary railings or walls.

#### 4.5.4.9 Land Acquisition and Use

Temporary land acquisition is required to facilitate works within this Section of the Proposed Scheme at various locations as outlined below:

- A number of green areas along this section of the Proposed Scheme;
- Woodbrook Side Lodge, Dublin Road;
- Plot of land adjacent to Cois Cairn, Dublin Road (Construction Compound BR1);
- Windsor Motors Bray, Dublin Road;
- Green areas adjacent to 1-4 and 8-14 Dublin Road;
- Front gardens at Meentogues (5 Dublin Road), Brookvale (6 Dublin Road) and St Anthony's (7 Dublin Road);
- Paved area in front of shops at St Peter's Road / Dublin Road junction;
- AXA Insurance, Dublin Road;
- Ford Motors and Circle K, Dublin Road;
- Area in front of Lidl, Industrial Yarns Complex, Dublin Road;
- Thin strip of land (cycle track) at Dublin-Wicklow Border, Dublin Road;
- North Wicklow Educate Together Secondary School, Dublin Road;
- Old Everest Centre Site, Castle Street;
- Dargle Shopping Centre, Castle Street;
- Development Site, Castle Street – to facilitate reinstatement works;
- 79 Castle Street;
- Castle Street Shopping Centre, Castle Street; and
- Plot at Ravenswell Road.

All temporary land acquisition is to be reinstated once works are completed.

Permanent land acquisition is also required within this Section in a number of locations as follows:

- A number of green areas along this section of the Proposed Scheme;
- Woodbrook Side Lodge, Dublin Road;
- Windsor Motors Bray, Dublin Road;
- Green areas adjacent to 1-4 and 8-14 Dublin Road;
- Front gardens at Meentogues (5 Dublin Road), Brookvale (6 Dublin Road) and St Anthony's (7 Dublin Road);
- AXA Insurance, Dublin Road;
- Ford Motors and Circle K, Dublin Road;
- Area in front of Lidl, Industrial Yarns Complex, Dublin Road;
- Thin strip of land (cycle track) at Dublin-Wicklow Border, Dublin Road;
- North Wicklow Educate Together Secondary School, Dublin Road;
- Old Everest Centre Site, Castle Street;
- Dargle Shopping Centre, Castle Street;
- Development Site, Castle Street – to facilitate reinstatement works;
- Castle Street Shopping Centre, Castle Street; and
- Plot at Ravenswell Road.

The impacts on residential amenity arising from land acquisition in Section 4 of the Proposed Scheme are addressed in Chapter 10 (Population). Similarly, the impacts on landscape amenity arising from land acquisition in Section 4 of the Proposed Scheme are addressed in Chapter 17 (Landscape (Townscape) & Visual).

#### 4.5.4.10 Rights of Way

Table 4.26 outlines the locations where existing rights of way will be affected by the Proposed Scheme.

**Table 4.26: Existing Rights of Way Affected**

Location	Chainage	Existing Situation	Proposed Change
Windsor Bray Renault	A17500	Existing Private Right of Way for ESB Sub Station	ESB Substation located within the lands of Windsor Bray to be removed and relocated as part of the works and Private Right of Way to be acquired
Fitzpatrick Motors	A17825	Existing Private Right of Way for Utility cabinets	Utility cabinets to be setback as part of the works and Private Right of Way to be acquired
Dargle Shopping Centre	A18240	Existing Private Right of Way for Utility cabinets	Utility cabinets to be setback as part of the works and Private Right of Way to be acquired
Dargle Shopping Centre	A18250	Existing Private Right of Way for Utility cabinets	Utility cabinets to be setback as part of the works and Private Right of Way to be acquired

## 4.6 Key Infrastructure Elements

The following sections provide a description of the main infrastructure elements of the Proposed Scheme. The following have been designed following guidance relating to the design principles for urban streets, bus facilities, cycle facilities and urban realm encapsulated in the PDGB as outlined in Section 4.4.

### 4.6.1 Mainline Cross-Section

Traffic lane widths will follow the guidance outlined in DMURS (Government of Ireland 2013), with the preferred width of traffic lanes on the Proposed Scheme being:

- 3.0m in areas with a posted speed limit  $\leq 60$ km/h; and
- 3.5m in areas with a posted speed limit  $> 60$ km/h.

Along a section of the N11 National Road where the Proposed Scheme makes use of the existing bus and general traffic infrastructure, and the posted speed limit of 60km/h for general traffic and 60km/h for bus lane traffic, under the TII Publications, the preferred width of the traffic lane increases:

- 3.5m in areas with a posted speed limit of 60km/h or as per existing lane width.

Along a section of the N11 National Road where the Proposed Scheme makes use of existing bus and general traffic infrastructure, the posted speed limit increases to 80km/h for general traffic and 60km/h for bus lane traffic, under the TII Publications; the preferred width of traffic lanes increases:

- 3.5m in areas with a posted speed limit =80km/h or as per existing lane width.

Along the N11 National Road section, at approaches to junctions, minimum entry lane width considered is 3.0m.

Traffic lane widths of 2.75m are permissible but not desirable and should only be allowed on roads with a very low HGV percentage. In some locations these lane widths have been considered for auxiliary turning lanes where appropriate.

The desirable minimum width for a single direction, with flow, raised adjacent cycle track is 2.0m. Based on NCM this allows for overtaking within the cycle track. The minimum nominal width is 1.5m. The desirable width for a two-way cycle track is 3.25m with a 0.5m buffer between the cycle track and the carriageway. The minimal nominal width of cycle track along the N11 National Road 80km/h section is 1.75m as per TII Publications.

2.0m is a desirable minimum width for footpaths, with 1.2m being a minimum width at pinch points over a 2m length of the path. The minimum nominal width is 1.8m. The minimum nominal width along the N11 National Road 80km/h section is 1.3m as per TII Publications. An example of the typical BusConnects road layout (without multiple traffic lanes in each direction or median) is shown in Image 4.13.

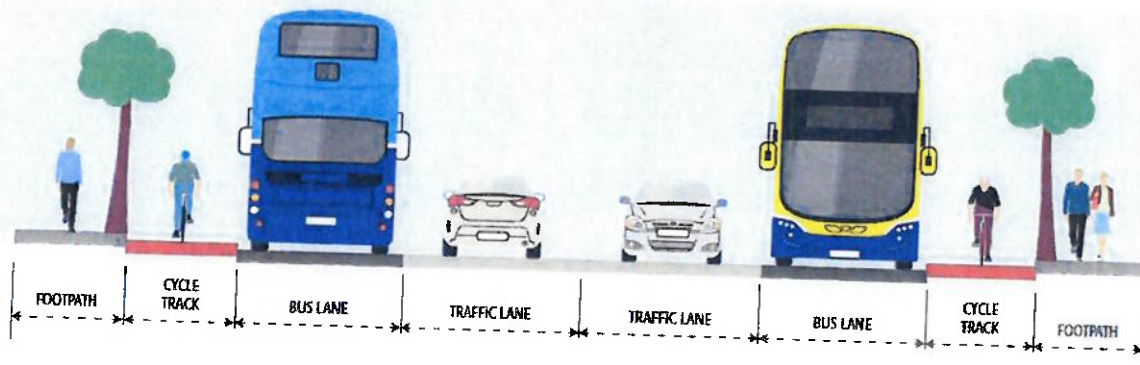


Image 4.13: Typical BusConnects Road Layout (PDGB)

The cross-sectional design of the mainline has been developed to achieve the desirable width criteria contained within the PDGB wherever reasonably practicable. Where these criteria are not achievable, for instance due to physical constraints at pinch points, the widths have been reduced as shown in Table 4.27.



**Table 4.27: Cross-Sectional Design Parameters (PDGB)**

Design Element	Desirable Minimum Standard	Minimum Width	Permitted Reductions at Constraints
Footpath	2.0m	1.8m	1.2m (over distances <2m as per PDGB in Appendix A4.1 in Volume 4 of this EIAR)
Cycle Track (one-way)	2.0m	1.5m	1.2m (over distances <2m as per PDGB in Appendix A4.1 in Volume 4 of this EIAR)
Cycle Track (two-way)	3.25m + 0.5m (buffer)	Refer to NCM Width Calculator 0.3m (buffer)	Reduced at bus stops.
Bus Lane	3.0m	3.0m	N/A
Traffic Lane	3.0m (≤60kph) 3.25m (>60kph)	3.0m	2.75m (low heavy goods vehicle flow)

For the Proposed Scheme the width of the bus lanes and traffic lanes have not been reduced below 3.0m. The width of the cross-sectional elements detailed in Table 4.27 have been reduced at a number of constrained locations across the Proposed Scheme. These deviations from the standards are outlined for each section of the Proposed Scheme in Section 4.5.

Along the N11 section of the Proposed Scheme with the proposed speed limit equal to 60km/h between Mount Merrion Avenue/N11 junction and Kill Lane/ N11 Junction in particular, the design seeks to minimise largescale changes to the existing infrastructure where it is deemed to be suitable for use in its existing case:

- Along this section of the N11 National Road the Proposed Scheme makes use of the existing pedestrian and cyclists infrastructure, and the footpath and cycle tracks have been improved where practical. The Proposed Scheme provides for new footpath link along the section of the N11 between the junction with Priority Drive and Hill Road.
- Along this section of the N11 National Road where the Proposed Scheme makes use of the existing bus and general traffic infrastructure, the preferred width of traffic lanes adopted is 3.5m or as per existing lane width.

For the N11 section of the Proposed Scheme, with the proposed speed limit greater than 60km/h (80km/hr) between the N11 between Kill Lane/ N11 Junction and Loughlinstown Roundabout, the design seeks to minimise largescale changes to the existing infrastructure where it is deemed to be suitable for use in its existing case:

- Along this section N11 National Road where the Proposed Scheme makes use of the existing pedestrian and cyclists infrastructure to minimise large scale changes to the existing infrastructure, the footpath and cycle tracks have been improved at Bus stop locations considering safety or as per existing;
- The Proposed Scheme between N11 between Cornelscourt (junction with old Bray Road) to Kilbogget Junction (ch 9+800 to ch: 12+050) retains the existing pedestrian arrangement and new footpath is not proposed, as it was considered a non-desired pedestrian link based on the pedestrian movement along this stretch and is aligned with the local development plans. Alternative walking routes exist on adjacent quieter roads.
- Along this section N11 National Road where the Proposed Scheme makes use of the existing bus and general traffic infrastructure, the preferred width of traffic lanes adopted is 3.5m.

Where the existing road geometry does not meet the design standards, this has been highlighted each section of the Proposed Scheme in Section 4.5.

The existing junctions along the N11 section have been designed to provide safety for pedestrian and cyclists, while giving priority to buses and coaches. The existing left turn slip lanes have been removed and junctions have been design as Protected Junctions layout.



Road. A minor retaining wall (RW014) will be constructed along the Dublin Road, south of Corke Abbey Avenue. Boundary walls and fencing will be relocated along Dublin Road, and accesses will be modified. Urban realm enhancement works will be carried out at the Dublin Road, Upper Dargle Road Junction. Various utility diversions and/or protections will be required; including electricity overhead lines, water distribution, and gas mains. Vegetation and trees will be removed, and trees will be replanted along Dublin Road. The expected construction duration will be approximately 9 months.

### 5.3.4.3 Section 4c: Upper Dargle Road to Bray South (Fran O'Toole Bridge)

Section 4c encompasses a length of approximately 350m along Dublin Road and Castle Street, between Upper Dargle Road and Ravenswell Road. The construction activities at Section 4c will comprise widening, reconstruction and resurfacing of the roads, footpaths, and cycle tracks, and new kerbs. Construction activities will also consist of additional signage, new road markings, new and amended traffic signal infrastructure, new street furniture and landscaping works. A principal retaining wall (RW017) will be constructed along the east side of Castle Street, south of Upper Dargle Road. Boundary walls and fencing will be relocated along Castle Street. A pine tree at the entrance to the North Wicklow Educate Together Secondary School (Ravenswell Grounds) on Castle Street will be protected. Various utility diversions and/or protections will be required; including electricity overhead lines and underground cables, water distribution, and gas mains. Trees and vegetation will be removed along Castle Street.

Accommodation works will be carried out at Castle Street Shopping Centre Car Park. All works associated with the Proposed Scheme in this location are confined to the existing carriageway, apart from minor widening into the existing shopping centre car park on the northbound side of the carriageway and reconfiguration of the Castle Street Shopping Centre Car Park which includes re-surfacing and lining works. The construction works will be carried out in a phased manner to keep the car park operational. The expected construction duration will be approximately 9 months.

## 5.4 Construction Programme

An indicative programme for the Proposed Scheme is provided in Table 5.2. The total Construction Phase duration for the overall Proposed Scheme is estimated at approximately 36 months. However, construction activities in individual sections will have shorter durations as outlined in Section 5.3. The programme identifies the approximate duration of works at each section. The location of each section/sub-section along the Proposed Scheme is shown in Figure 5.1 in Volume 3 of this EIAR.

**Table 5.2: Proposed Scheme Construction Programme**

Section Ref.	Approximate Construction Duration	Approximate Length (m)	Year 1				Year 2				Year 3			
			Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Section 1a	15 months	1,300												
Section 1b	15 months	1,300												
Section 2a	15 months	5,800												
Section 2b	12 months	5,700												
Section 3a	12 months	1,270												
Section 3b	9 months	500												
Section 3c	18 months	1,800												
Section 4a	12 months	300												
Section 4b	9 months	400												
Section 4c	9 months	350												

In order to achieve the overall programme duration, it will for the most part, be necessary to work on more than one section/sub-section at any one time. The programme has been prepared with a view to providing as much separation as practicable between sections under construction at any given time. This has been done in order to minimise traffic disruption and facilitate the ease of movement of sustainable modes, bus services and goods along the Proposed Scheme.

### **5.5.3 Road and Street Upgrades**

#### **5.5.3.1 General**

The Proposed Scheme will be constructed in a manner which will minimise, as much as practicable, any disturbance to residents, businesses and road users. Road and street upgrade works will be completed in a staged manner, as described in Section 5.8.3, whereby traffic of all modes will be managed to ensure construction can continue while ensuring the safety of all road users, and personnel, and maintaining flow of all modes of traffic wherever practicable.

#### **5.5.3.2 Parking and Access**

When roads and streets are being upgraded, there will be some temporary disruption/alterations to on-street and off-street parking provision, and access to premises in certain locations along the Proposed Scheme. Local arrangements will be made on a case-by-case basis to maintain continued access to homes and businesses affected by the works, at all times, where practicable. Details regarding temporary access provisions will be discussed with residents and business owners prior to construction starting in the area. The duration of the works will vary from property to property, but access and egress will be maintained at all times. The location of temporary land acquisition, proposed gates, and the relocation of existing gates are shown in the Fencing and Boundary Treatment drawings (BCIDB-JAC-SPW\_BW-0013\_XX\_00-DR-CR-9001) in Volume 3 of this EIAR.

Access will be maintained for emergency vehicles along the Proposed Scheme, throughout the Construction Phase.

#### **5.5.3.3 Earthworks**

Topsoil and subsoil will be excavated as part of the Proposed Scheme, for foundations, bus stop shelters, signs, public lights, traffic signal poles, tree pits, etc. This topsoil and subsoil may be temporarily stored at the Construction Compounds for reuse where practicable, in line with the principles of circular economy. The Proposed Scheme will aim to minimise the amount of materials brought onto the Proposed Scheme in so far as practicable. The acceptability of earthworks material for reuse will be determined, by testing and analysis, to determine if materials meet the specific engineering standards for their proposed end-use.

All earthworks will be managed having regard to the Guidelines for the Management of Waste from National Road Construction Projects (TII 2017), and Number 10 of 1996 – Waste Management Act, 1996, as amended (hereafter referred to as the Waste Management Act. The management of materials is discussed in Chapter 18 (Waste & Resources) of this EIAR. The overall estimated quantities of demolition, excavation, and reuse materials for the Proposed Scheme are outlined respectively in Table 18.8, Table 18.9, and Table 18.13 in Chapter 18 (Waste & Resources) of this EIAR. The overall estimated quantities of imported materials for the Proposed Scheme are outlined in Table 19.10 in Chapter 19 (Material Assets) of this EIAR.

#### **5.5.3.4 Cellars**

Excavations within the City Centre will be minimal, thereby reducing the risk of interference with existing cellars along the Proposed Scheme. At certain locations, cellars and coal holes extend outwards from buildings into adjoining footpaths or streets. Cellars, coal holes and light wells have been identified at Section 1a. However, it is not anticipated that proposed works will impact directly on any cellars.

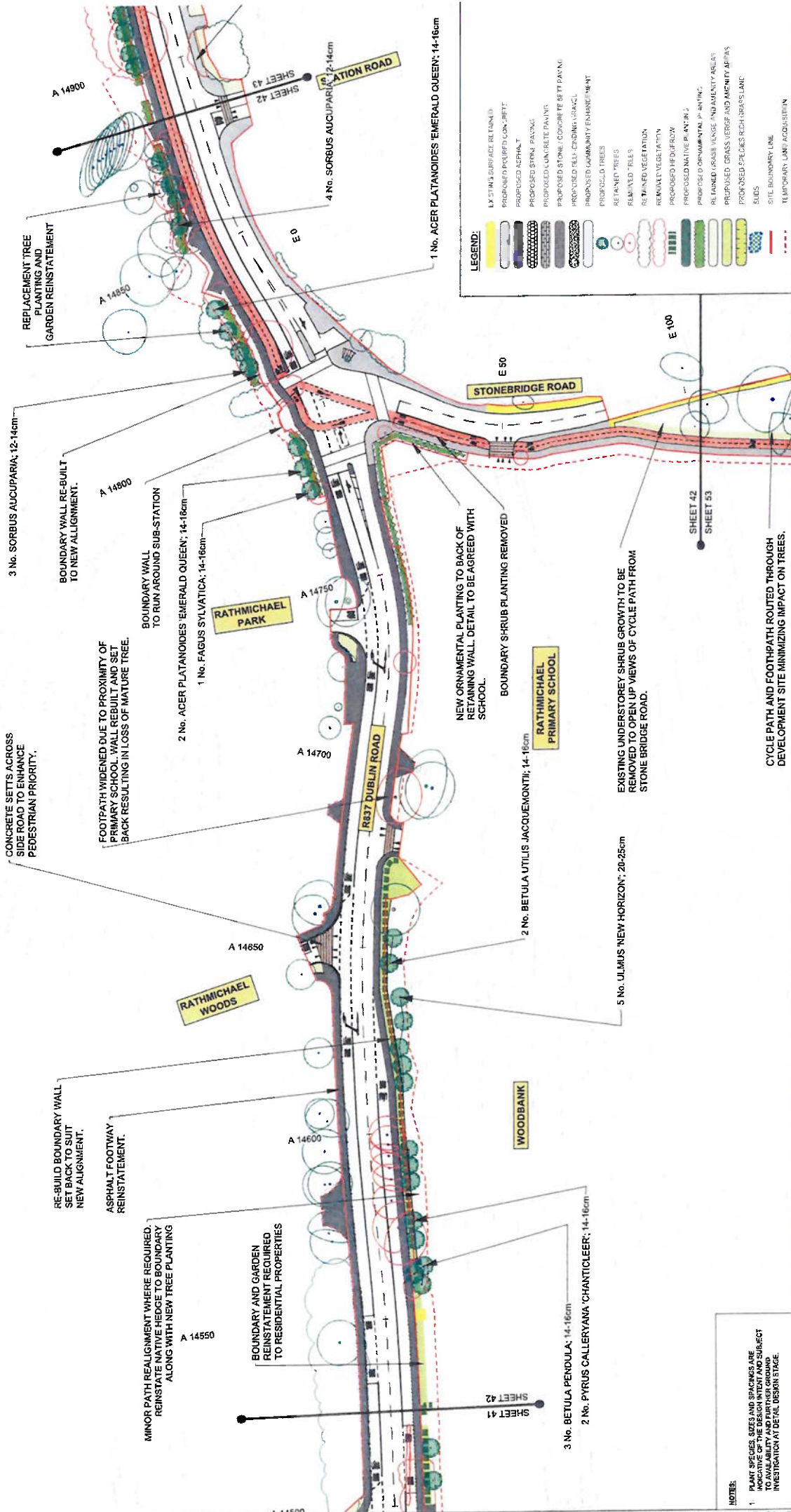
#### **5.5.3.5 Drainage**

Adjustment or upgrade works will be required to service chambers and manholes, gullies, etc. Access manholes located in the footways will be lowered or raised to match the proposed carriageway levels, where the carriageway will be widened into the existing footways.

Specific controls and mitigation measures will be put in place to manage runoff and minimise pollution to receiving water bodies during the Construction Phase of the Proposed Scheme. Further information with regards to drainage, and drainage design is included in Chapter 4 (Proposed Scheme Description), Chapter 13 (Water), Chapter 19 (Material Assets) and the Surface Water Management Plan (SWMP) in Appendix A5.1 CEMP in Volume 4 of this EIAR.







**LEGEND:**

- 1.5m SURFACE RETAINING WALL
- PROPOSED POLYPROPYLENE CURB
- PROPOSED ASPHALT
- PROPOSED STONE PAVING
- PROPOSED CONCRETE PAVING
- PROPOSED STONE/CONCRETE SETTING
- PROPOSED BELL-CORDING GRATE
- PROPOSED LAMINATE ENHANCEMENT
- PROPOSED TREES
- RETAINED TREES
- RETAINED TREES
- RETAINED VEGETATION
- RETAINED VEGETATION
- PROPOSED PEDESTRIAN
- PROPOSED NATIVE PLANTING
- PROPOSED ORNAMENTAL PLANTING
- PROPOSED GRASS VERGE AND AMENITY AREAS
- PROPOSED SPECIES RICH GRASS LANE
- SLOES
- SITE BOUNDARY LINE
- TEMPORARY LANT/ACQUISITION

**NOTES:**

- PLANT SPECIES, SIZES AND SPACINGS ARE TO BE DETERMINED AT DETAIL DESIGN STAGE.
- CONCRETE SETTS ACROSS SIDE ROAD TO ENHANCE PEDESTRIAN PRIORITY.
- FOOTPATH WIDENED DUE TO PROXIMITY OF PRIMARY SCHOOL. WALL REBUILT AND SET BACK RESULTING IN LOSS OF MATURE TREE.
- BOUNDARY WALL RE-BUILT TO RUN AROUND SUB-STATION.
- BOUNDARY WALL RE-BUILT TO NEW ALIGNMENT.
- ASPHALT FOOTWAY REINSTATEMENT.
- MINOR PATH REALIGNMENT WHERE REQUIRED. REINSTATE NATIVE HEDGE TO BOUNDARY ALONG WITH NEW TREE PLANTING.
- BOUNDARY AND GARDEN REINSTATEMENT REQUIRED TO RESIDENTIAL PROPERTIES.
- NEW ORNAMENTAL PLANTING TO BACK OF RETAINING WALL. DETAIL TO BE AGREED WITH SCHOOL.
- BOUNDARY SHRUB PLANTING REMOVED.
- EXISTING UNDERSTOREY SHRUB GROWTH TO BE REMOVED TO OPEN UP VIEWS OF CYCLE PATH FROM STONE BRIDGE ROAD.
- CYCLE PATH AND FOOTPATH ROUTED THROUGH DEVELOPMENT SITE MINIMIZING IMPACT ON TREES.

**Programme Title:** CORE BUS CORRIDORS INFRASTRUCTURE WORKS  
**Client:** NTA  
**Project Code:** 08/05/2023  
**Date:** 08/05/2023  
**Scale:** 1:500 @ A1  
**Drawn:** EC  
**Checked:** ACW  
**Approved:** RS  
**Author:** RS

**Jacobs**  
 Engineering Design  
 Project Code: 08/05/2023  
 Scale: 1:500 @ A1  
 Drawn: EC  
 Checked: ACW  
 Approved: RS

**NTA**  
 National Transport Authority  
 Dublin  
 Project Code: 08/05/2023  
 Scale: 1:500 @ A1  
 Drawn: EC  
 Checked: ACW  
 Approved: RS

**Project Ireland 2040**  
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**Project Ireland 2040**  
 Building Ireland's Future

**Project Ireland 2040**  
 Building Ireland's Future





## Niall Sudway

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**From:** Paula Whelan <paularoy2@yahoo.com>  
**Sent:** Tuesday 3 October 2023 09:34  
**To:** Niall Sudway  
**Subject:** Fw: FORMAL COMPLAINT - GDPR Breach - Failure to Engage - Formal Complaint

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Hi Niall

For your file and in case you want to include it in the formal objection which we will now need to submit before the deadline later this month.

I'm available for a call at your convenience.

Kind regards

Paula

Sent from Yahoo Mail for iPhone

Begin forwarded message:

On Tuesday, October 3, 2023, 9:31 a.m., Paula Whelan <paularoy2@yahoo.com> wrote:

To Whom it Concerns

I am now resending the attached email and requesting that it be treated and responded to as a formal complaint against the NTA/TFI.

Having yesterday received a phone call from Mr Colin Griffin of the NTA which was a wholly unsatisfactory response to my attached email I have been left with no choice but to escalate matters.

Mr Griffin was unable or unwilling to give me any written assurances regarding the impact of the temporary CPO the NTA are applying for in respect of the entrance to my property.

Mr Griffin could not explain why he and his colleague Mr Wyne were comfortable giving certain verbal assurances on the phone but unwilling to repeat them in writing. He referred me to the email sent by Mr Wyne to my surveyor, Mr Sudway (since the date of my attached email). I pointed out that the email did not answer any of my property-specific concerns regarding access to my driveway, the impact of works to the adjacent footpath, the length of the temporary CPO or reparation that might be required post works. Mr Griffin was unable or unwilling to address any of that beyond assuring me that at some point after approval of the CPO they would be engaging with me. He was unwilling to confirm that in writing to me. In fact, he actively encouraged me to object to the NTA's application, rather than addressing my reasonable concerns in order to avoid the need for such an objection.

Regarding the NTA's misuse of my personal mobile phone number, Mr Griffin referred to the public consultation I had attended at the request of the Bus Connects project managers at which I had given my number in the one to one meeting. I pointed out that the informal consultation and

meeting he was referring to took place over four years ago in March 2019. I had provided that number in the very particular context of that consultation process which had ended later that year. I had not given any permission for my number to be used for any other purpose nor for it to be kept on file indefinitely in breach of GDPR data removal requirements.

Having chosen to call me from his private mobile number rather than his official NTA land line phone, Mr Griffin told me that our conversation was not therefore recorded. This is a further reason for my sending this follow up email. Is it NTA policy that employees are permitted to use their private phones when carrying out NTA business?

I await your formal reply.

Paula Whelan  
087 8524320

Sent from Yahoo Mail for iPhone

On Thursday, September 21, 2023, 6:32 p.m., Paula Whelan <paularoy2@yahoo.com> wrote:

To Whom It Concerns

This email is to advise you that today at 2.42pm I received an unsolicited and unauthorised phone call on my private mobile phone number from a man who identified himself as Oliver Wynn of the NTA.

He said that he was calling me because he had received a letter from a surveyor representing me. I told him that I was aware that my professional chartered surveyor, Niall Sudway, had issued the letter on my behalf because I had appointed Mr Sudway to act for and advise me on the temporary CPO notice served on me by the NTA.

I asked why he was calling me instead of replying to the letter from Mr Sudway. He said he had no authority from me to deal with Mr Sudway. I pointed out that Mr Sudway's letter clearly stated that his firm were acting for me and had all my case number and property details. I confirmed that the NTA could deal with Mr Sudway as he had my authority to act for me.

I asked if Mr Wynn would now respond to the letter from my surveyor with the information requested to enable us to determine if we would need to make a formal objection to the CPO notice. He referred me instead to the NTA website where I could find information about the bus connects project.

I asked if that would answer my specific questions regarding my property, particularly continuing access to my driveway, the extent of the works on that driveway, the likely length of the temporary period etc., and Mr Wynn said that the website did not have that kind of property-specific information.

He then told me that I would not need to worry and that the works on my driveway would only be lowering the level of the driveway and footpath and that the NTA would be 'getting on board' with me to go through that when works were commencing. I asked if he would set that out in writing in a response letter to my surveyor now that I had confirmed that Mr Sudway was acting for me and he again referred me to the NTA website.

I then asked how Mr Wynn had got hold of my private mobile phone number and he was unable to explain that beyond saying that it must have been on file. I asked how he had understood that he had permission under GDPR to contact me in this unsolicited manner and he was unable to explain.

This is wholly unacceptable behaviour. I today called the NTA to make a formal complaint. I asked to speak to Oliver Wynn's line manager (named to me by Mr Wynn as Colin Griffin) but that request was denied.

I demand a full explanation of this behaviour and a formal apology. More importantly I insist that you reply in writing to the letter you have received from Mr Sudway. In the absence of that reply Mr Sudway will proceed with a formal objection to the Planning Board in respect of the temporary CPO and share both his information request letter and this email in that objection communication.

I await your response.

Paula Whelan  
087 8524320 (only given for the purpose of the matter set out in this email)

Sent from Yahoo Mail for iPhone