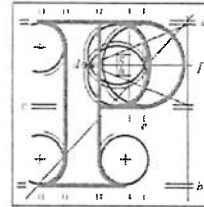


Our Case Number: ABP-317780-23



**An
Bord
Pleanála**

Rhoda Draper
118 Stillorgan Road
Donnybrook
Dublin 4
D04 CC01

Date: 05 October 2023

Re: Bray to City Centre Core Bus Corridor Scheme Compulsory Purchase Order 2023
Bray to Dublin City Centre

Dear Sir / Madam,

An Bord Pleanála has received your letter of objection in relation to the above mentioned compulsory purchase order.

In respect of same, please note that in circumstances where:

- (i) no objections are received by the Board within the period provided for making objections, or
- (ii) all objections made are subsequently withdrawn, or
- (iii) all objections made relate exclusively to matters which can be dealt with by a property arbitrator the Board will inform the local authority as appropriate and, in such circumstances, the local authority can itself confirm the order with or without modification or refuse to confirm the order in accordance with the provisions of section 216 of the Planning and Development Act, 2000, as amended.

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 on this matter in due course.

If you have any queries in the meantime 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,

PP Klaudia Wixarska

Sarah Caulfield
Executive Officer
Direct Line: 01-8737287

CH02

Tel	Tel	(01) 858 8100
Glaos Áitiúil	LoCall	1800 275 175
Facs	Fax	(01) 872 2684
Láithreán Gréasáin	Website	www.pleanala.ie
Ríomhphost	Email	bord@pleanala.ie

64 Sráid Maoilbhríde	64 Marlborough Street
Baile Átha Cliath 1	Dublin 1
D01 V902	D01 V902

From: Sarah Caulfield <s.caulfield@pleanala.ie>
Sent: Wednesday, October 4, 2023 4:31 PM
To: Rhoda Draper <[REDACTED]>
Cc: Klaudia Wieszowska <klaudia.wieszowska@pleanala.ie>
Subject: RE: Observation re Plot List 1009(1).2d - Easement Plot List: DA

Dear Rhoda,

The Board acknowledges receipt of your email and attached objection in relation to ABP-317780-23.

Kind Regards,
Sarah

From: Rhoda Draper <[REDACTED]>
Sent: Wednesday, October 4, 2023 3:34 PM
To: LAPS <laps@pleanala.ie>
Subject: Observation re Plot List 1009(1).2d - Easement Plot List: DA

Dear Sir/Madam

I attach my observation (in PDF format) re the effect of a CPO of my main entrance.

For instant reference, my name, address and phone numbers are as follows:

Rhoda Draper
Rostellan
118 Stillorgan Road
Donnybrook
Dublin 4
D04 CC01

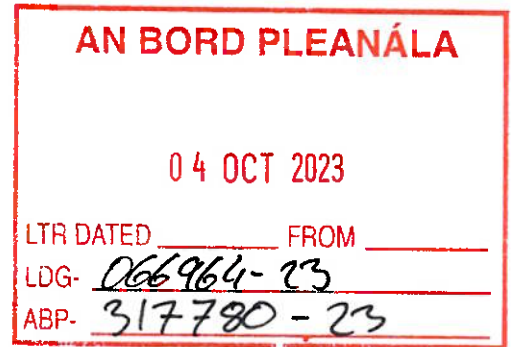
Landline: [REDACTED] Mobile: [REDACTED]

Kind regards,

Rhoda Draper

Rostellan
118 Stillorgan Road
Dublin 4
D04 CC01

Tel: [REDACTED]
Mobile: [REDACTED]
e-mail: [REDACTED]



27 September 2023

**Reference : Plot List 1009(1). 2d—Easement Plot List: DA
Bray to City Centre Core Bus Corridor Scheme
Compulsory Purchase Order 2023**

Dear Sir/Madam,

I refer to your correspondence dated 10th August 2023 related to the above-mentioned Compulsory Purchase Order.

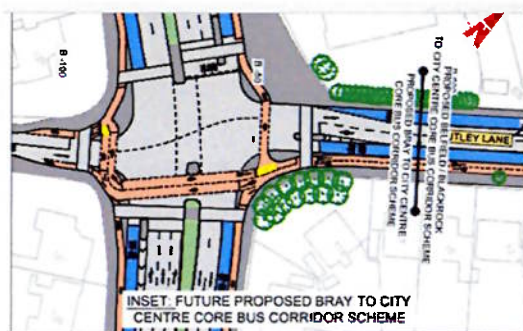
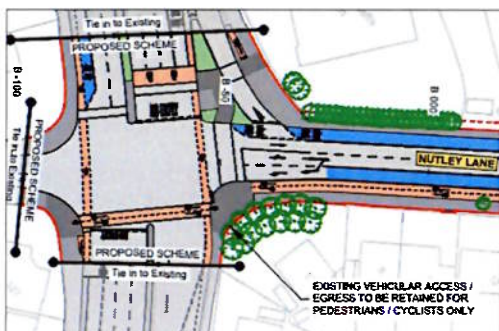
Last July, I lodged a submission objecting to the proposed CPO of the same plot by the Blackrock/Belfield to City Centre Scheme. Although many of those listed objections differ slightly from this City Centre to Bray route, I really cannot see how my continuing to use my Stillorgan Road entrance, southbound, would impact the cycle or bus lanes in any way, as these plans do not appear to have changed from the current arrangement. It also appears that all the other Stillorgan Road dwellers will continue to access their houses by crossing the bus and cycle lanes as before. However, a CPO of my Stillorgan Road entrance, necessitating my having to take the filter from Stillorgan Road in order to access my Nutley Lane gateway eastbound, would be problematic (as you can see from the photographs on Page 2). I must immediately stop to wait for the endless line of westbound traffic to clear the front of my entrance (risking being rear-ended by following traffic) —by which time the eastbound traffic will be backing up onto the Stillorgan Road from both directions.

I will continue by copying my July submission re Blackrock/Belfield below (the quotation marks indicate the published online responses to my previous Objection):

“the proposed bus lane is curtailed on the approach to the Stillorgan Road junction to facilitate left turners onto the Stillorgan Road. A two-way cycle track is also proposed on the southern side of Nutley Lane.”

Firstly, the diagram at Figure 3.27 is extremely unclear. I see the cycle lane peters out and becomes a large grey patch outside my boundary wall. The exact position of my gateway does not impede the continuation of this cycle lane in any way.

Figure 3.30—Your response “The introduction of the dedicated cycle crossing across the southern approach of the Stillorgan Road will result in cyclist waiting in the area in front of the current access point along the path of travel to access the property” makes no sense as, according to your diagram 3.27 (Below L.), and in a subsequent more detailed drawing I found online (Below R.), the path of travel across the Stillorgan Road happens well in advance of my gateway and it is not workable for cyclists to be waiting there rather than on Nutley Lane where, I presume, the traffic lights will be situated. Also, there is no indication of your traffic signal infrastructure on your diagram.



I might also point out that neither at present, nor at any future time, I do I enter, or envisage entering, my property while traffic or vulnerable road users are actually moving across the entrance —and I presume that traffic lights in both directions will continue to operate and that cyclists will be expected to obey them—as at present.



Re the dangers presented by using the current exit onto Nutley Lane as an entrance: These dangers must also have been in the minds of the Dublin City Council when they painted a **solid (non-crossable) white line** in front of both that driveway and that of my neighbours in No. 8 Nutley Lane (see Figure 3.31). Incidentally, because of these dangers, the residents of No. 8 inform me that they do not enter their house from the Stillorgan Road direction; they currently have to drive eastwards to the large box junction at Nutley Park, U-turn and drive back westwards to access their driveway without crossing the white line—so they do not currently use their entrance from Stillorgan Road as you suggest. Because of the impossibility of turning right through the stationary line of traffic coming onto Stillorgan Road from Nutley Lane, and the consequent back-up caused at the Stillorgan Road junction, this proposed layout with a bus lane and two adjoining cycle lanes is simply not feasible for accessing or exiting our properties. Exiting is quite difficult even now, without the existence of a double cycle lane and bus lane.

You mention the vehicular link exists in my garden between the Stillorgan Road entrance and the Nutley Lane exit implying that it would still be possible to park there. In fact, without a major upheaval and re-landscaping of the garden, it would be extremely difficult for a driver having entered from Nutley Lane to cross the lawn, turn on the opposite side and re-exit onto Nutley Lane—so that never happens.

It was noted that throughout the project there had been “several communications with regard to the proposals”. It should also be noted that these communications were almost entirely devoid of any useful information on the part of the NTA. I would like to have had the opportunity to talk to one of your designers at the site of the proposed road alterations to better illustrate my concerns. In the early stages, one of the engineers from Arup did call, *unannounced*, at a time when I was out and simply left a note. I consider this—and your current diagrams to be less than satisfactory.

Finally, it appears that older people are now being encouraged to use eBikes—much heavier and harder to control when starting. As such a person, the idea of a double cycle lane without access to supportive left-side kerbs at traffic lights fills me with horror—a sentiment that is echoed by many of my cycling acquaintances.

Regards,

Rhoda Draper

Rhoda Draper

