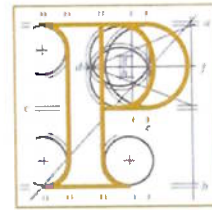


Our Case Number: ABP-317121-23



**An
Bord
Pleanála**

Greater Dorset Street Together
c/o Kelliher Miller Architects
10 Blessington Court
Dublin 7

Date: 15 February 2024

Re: BusConnects Swords to City Centre Bus Corridor Scheme
Swords 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.

If you have any queries in the meantime, please contact the undersigned officer of the Board on 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,

Breda Ingle
Executive Officer
Direct Line: 01-8737291

HA0

Teil	Tel	(01) 858 8100
Glaao Áitiúil	LoCall	1800 275 175
Facs	Fax	(01) 872 2684
Láithreán Gréasáin	Website	www.pleanala.ie
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64 Sráid Maoilbhríde	64 Marlborough Street
Baile Átha Cliath 1	Dublin 1
D01 V902	D01 V902



8TH FEBRUARY 2024

REFERENCE NUMBER ABP-317121-23

Swords to City Centre Core Bus Corridor Scheme

COMMENTS ON:

NTA Observations on the Proposed Scheme November 2023

AN BORD PLEANALA	
LDG-	
ABP-	<u>317121-23</u>
08 FEB 2024	
Fee: €	Type:
Time: <u>11.19</u>	By: <u>hand</u>

2.4 Proposed Scheme at Dorset Street

2.4.3.1 Removal of the central reserve (median)

'Removal of the central reserve in order to accommodate the cycle tracks and widen the footpaths on either side was considered during the design, but was determined to be contrary to the needs of the Proposed Scheme.'

There is a clear policy from both Bus Connects and Dublin City Councils to cement Dorset Street as a major transport route both through and to the city.

As local business owners and residents we have accepted this as an unavoidable consequence for the greater good.

The above extract clearly demonstrates that the NTA is washing its hands of its responsibilities to the communities it is impacting.

At the very least we expect that state bodies with power and funds to do their utmost to mitigate the disadvantages imposed by this policy set out to do so. As a group we have proposed one such measure: reallocation of the median space.

The simple act of improving the allocation of space on the route is a huge win for the community without any impact on the Transport Policy.

The NTA engineers see no issue with removing the median further along the route so we know it is possible.

'Street Replacement of trees from the central reserve with new trees in the footpaths is not straightforward.'

The existing trees were planted in special sacks under instruction from Dublin City Council Parks Department to allow for their future removal and replanting in more appropriate locations. Their location currently does not offer any air or sound pollution advantages to residents. They need to be located close to footpaths to create any advantage.

'It was considered that removal of the central reserve and trees and the disruption of the existing footpaths that are generally in good condition would have a negative impact on the urban realm and carbon footprint of the Proposed Scheme.'

The current public realm along Dorset Street is very poor and needs urgent attention. We now have this opportunity. Currently there is a sense of dereliction. There are many empty business premises at street level. We need a change to the public realm to reverse the decline. The area is also one of the most densely populated areas in the country. It is the home of an inner city population which deserves to be respected.

'Most of the construction required will involve raising carriageway levels and installation of segregating kerbs or flexible bollards.'



This design solution will further add to the street clutter and reduce the street to a hostile thoroughfare. Our solution is to use planting where possible to segregate cycle paths and pedestrian traffic from vehicles. We want less bollards, not more. We want traffic calming measures through considered design solutions eg changes in materials, not a greater emphasis on the carriageway nature of the street which the proposal shall create.

2.4.4.4 Increased emissions

'The air dispersion modelling assessment has found that the majority of all modelled receptors are predicted to experience negligible impacts due to the Proposed Scheme'

We expect any major investment to strive to improve the air quality, not retain the status quo. We are starting from a poor quality base. The reallocation of current planting from the vehicle route to the areas where pedestrians and residents can benefit from cleaner air and less sound pollution is a simple win.

A handwritten signature in black ink, appearing to read 'Katherine Kelliher', with a long, sweeping horizontal line extending to the right.

Katherine Kelliher
Kelliher Miller Architects
10 Blessington Court, Dublin 7

On behalf of Greater Dorset Street Together