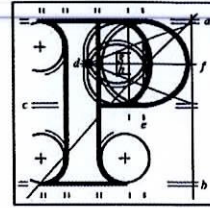


Our Case Number: ABP-313509-22



**An
Bord
Pleanála**

David Bradley & Marie-Therese Cooney
8 Nutley Lane
Donnybrook
Dublin 4
D04 P1H2

Date: 13 July 2022

Re: BusConnects Belfield/Blackrock to City Centre Core Bus Corridor Scheme
Co. Dublin

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. A receipt for the fee lodged is enclosed.

Please note that the proposed road development shall not be carried out unless the Board has approved it or approved it with modifications.

The Board has also received an application for confirmation of a compulsory purchase order which relates to this proposed road development. The Board has absolute discretion to hold an oral hearing in respect of any application before it, in accordance with section 218 of the Planning and Development Act 2000, as amended. Accordingly, the Board will inform you in due course on this matter. The Board shall also make a decision on both applications at the same time.

If you have any queries in relation to this matter please contact the undersigned officer of the Board.

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

Yours faithfully,

Sarah Caulfield
Executive Officer
Direct Line: 01-8737287

HA02A

Tel	Tel	(01) 858 8100
Glaó Áitiúil	LoCall	1890 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

8 Nutley Lane
Donnybrook
Dublin 4
D04P1H2

Strategic Infrastructure Development Section
An Bord Pleanála
64 Marlborough Street
Dublin 1
D01 V902

10 July 2022

Observations and Objections
An Bord Pleanála Case Reference 313509
Belfield / Blackrock to City Centre Core Bus Corridor Scheme

Dear An Bord Pleanála team,

We live at 8 Nutley Lane (Eircode D04P1H2) with our 4 children. We wish to raise the following observations and concerns about the planning proposal submitted by the NTA for the Belfield / Blackrock to City Centre Core Bus Corridor Scheme at our home.

Bi-directional cycle Lane:

Our primary concern is the insertion of a bi-directional cycle lane outside our entrance.

- This will significantly impact access to our home. We have two children who require access to disability services – therapists, teachers and other staff attend on a regular basis.
- The positioning of the double cycle lane also imposes an unfair additional risk of liability on us. This poses a serious safety risk. Safety should be the first priority here.
- In terms of mitigating this, the original plan placed the double cycle lane across the road and not in front of homes, which is obviously safer. On that side, it crosses much fewer entrances, and these entrances have greater space and visibility.

Traffic Volumes:

The increase to a 4-lane vehicle carriageway adds significantly to the noise, disruption and impact of traffic at our home, close to the junction.

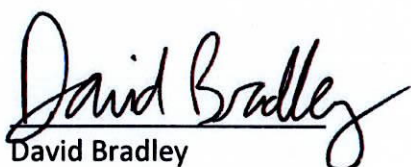
- The bus lane towards the N11 will simply function as a car left turn lane at the point where our house is, meaning that there will essentially be a permanent line of cars in a bus lane outside our gate.
- In terms of mitigating this, an alternative proposed layout reduced the car traffic lane to one direction, which would reduce the throughput of vehicles and the overall impact of the scheme.

More generally - Impact on community and environment:

The primary goal of these works is to facilitate rapid and high volume transport corridors through established Dublin residential areas to allow individuals to transit to city centre from more remote residences.

- In this regard, the NTA is treating a longstanding community and residential area as a service thoroughfare and utility space.
- It appears inherently inequitable to assign selected established residential areas for conversion to corridors in this regard. The natural consequence of establishing same is to concentrate future development more peripherally along these routes, thereby ensuring exacerbation of the impact over time.
- The environmental and amenity impact e.g. on very established trees etc. has been publicised already.
- In terms of mitigating this, proposals or compensations to improve the environmental, community and "liveability" issues associated with the scheme (e.g. incorporation of green spaces, parks, playgrounds etc.) would seem fair.

Yours Sincerely,


David Bradley


Marie-Therese Cooney