

Councillor Marie Baker
38 Avondale Lawn
Blackrock
Co. Dublin
A94 X6V3

Date: 18 July 2022

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

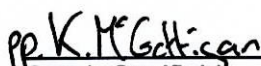
Dear Madam,

An Bord Pleanála has received your submission in relation to the case mentioned above and will take it into consideration in its determination of the matter. Please accept this letter as a receipt for the fee of €50 that you have paid.

Please be advised that copies of all submissions / observations received in relation to the application will be made available for public inspection at the offices of An Bord Pleanála when they have been processed by the Board.

For further information on this case please access our website at www.pleanala.ie and input the 6-digit case number into the search box. This number is shown on the top of this letter (for example: 303000).

Yours faithfully,



Sarah Caulfield
Executive Officer
Direct Line: 01-8737287

BL50A



Councillor **MARIE BAKER**

38 Avondale Lawn, Blackrock, Co. Dublin A94 X6V3

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12th July 2022

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

Case ref. 313509

To whom it may concern

As an elected representative of the Blackrock Ward on Dún Laoghaire Rathdown County Council I wish to make the following observations in relation to the BusConnects Belfield/Blackrock application.

1. During the non-statutory public consultations the route through Blackrock was named Blackrock to Merrion. It seems unfair to me that when the planning application is submitted that the route is renamed Belfield/Blackrock to City Centre Core Bus Corridor, surely a more consistent approach is required so that the public can engage with the process. Also, this route does not connect to Belfield so I believe it is wrongly described as such.

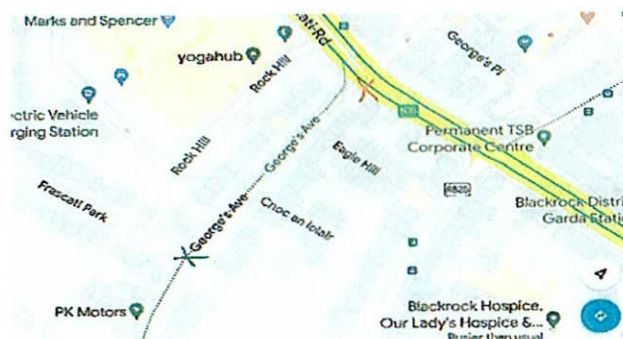
2. Repeatedly, throughout the documentation, Frescati Road is wrongly named as Frascati Road. All the nameplate signs spell the name as Frescati Road.

3. The application is very hard to find on the An Bord Pléanala website. If you search for "Blackrock" or "Belfield/Blackrock" no search results ensue.

4. Proposed cul de sac George's Avenue/Frascati Park

(a) This proposal was not included in either of the non-statutory public consultations. It is grossly unfair on residents of the area to include this in a planning application without advance consultation.

(b) The sign erected on Frescati Road is hidden by vegetation and in my opinion is positioned in the wrong location (red X) given that the cul de sac is to take place at the location marked by the blue X, see below image



(c) There are over fifty homes on or off the section of George's Avenue/Frascati Park plus the households on Eagle Hill off this road that will be directly affected by this cul de sac. As they will not be allowed to exit onto Frascati Road it will mean that vehicles from these homes will have to do a U-turn/exit onto Frascati Park, causing unnecessary inconvenience and congestion in the narrow network of local roads.

(d) Though a provision for emergency vehicles and bin trucks has been made to exit onto Frascati Road, how are delivery trucks visiting homes on this section meant to do a U turn in what is a very narrow road?

(e) The displaced traffic from the cul de sac section and neighbouring homes will be forced to use Frascati Park or Sydney Avenue to exit onto Mount Merrion Avenue. Turning right out of either of these roads is currently difficult, hazardous, with poor sight lines.

(f) The alternative route for this displaced traffic is to use Avoca Place and Convent Road so as to access Carysfort Avenue and onwards to Blackrock. Avoca Place is barely a one carriageway road and is unsuitable for extra traffic. Carysfort NS is situated on Convent Road which is part of the NTA's Safe Route to School project and will also soon have traffic further curtailed when the School Zone initiative is implemented.

(g) Currently, when the pedestrian/cycle lights are red on Frascati Road and all the traffic is stopped, vehicles exiting from George's Avenue/Frascati Park are able to get out onto Frascati Road without impacting on pedestrians/cyclists/buses or other traffic.

(h) The reason given for the inclusion of the cul de sac is to address noise pollution concerns resulting from traffic modelling projections, to me this is a spurious reason.

(i) Local residents are being unnecessarily discommoded by this cul de sac proposal, which I believe is neither warranted nor of value. I would request that it be omitted from the scheme.

5. I believe that the planning fee of €50 is too high for many households particularly in the current economic environment.

Yours sincerely,



Marie Baker