

Mary Magrath
2 Seaview Terrace
Donnybrook
Dublin
Dublin 4
D04 E8Y1

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

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64 Sráid Maoilbhríde	64 Marlborough Street
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An Bord Pleanála,
(Strategic Infrastructure Division),
64 Marlborough Street,
Dublin 1.

AN BORD PLEANÁLA	
LDG-	<u>05242-22</u>
REF-	<u>313509-22</u>
12 JUL 2022	
Fee: €	<u>50</u>
Type:	<u>case</u>
Time:	<u>16:43</u>
By:	<u>hazel</u>

2 Seaview Terrace,
Donnybrook,
Dublin. 4
DO4 E8Y1
10th July 2022

RE: Belfield / Blackrock to City Centre Core Bus Corridor Scheme

Case Number : 313509

Dear Sirs,

With reference to the above Bus Corridor Scheme , I wish to lodge an objection please.

One would get the impression that there is 'no joined up thinking' with regard to this proposal.

By that I mean, it seems that the NRA and Bus corridor proposals are not liaising at all with Government Authorities , T.D.s for the area, the local community , Hospital Managements , St. Michael's Boys School Junior and Secondary with over 1.000 pupils.

When one speaks of the obvious problems to one party, the answer is more or less,: It is our job to improve the Traffic Management, it's not our problem the fact that the National Maternity will greatly increase the volume of traffic, need for parking etc. in an already very congested , densely residential suburban area, or it is not our problem the schoolboys of St. Michael's will be more vulnerable to accidents off their bikes , particularly the Junior schoolboys, or it is not our problem the proposed scheme will irrevocably destroy the residential nature of Nutley Lane.

It ought to be noted too, that now that it is agreed the National Maternity Hospital Project will be built on the St. Vincent's Campus it will not only be serving the Dublin area but the whole country. According to statistics of a few years ago, it was estimated that that hospital cares for 100.000 Outpatients annually. Being realistic too, which woman giving birth can be expected to travel to a Maternity Hospital on a bus! And patients will be coming to OutPatients from the areas outside Dublin, elderly, sick and vulnerable people, how can one expect them to come on buses?

As it stands, the traffic on Nutley Lane is often at a standstill. There is daily congestion at all junctions on Nutley Lane, but especially at the entrance to St. Vincent's Hospitals. This entrance is the main

entrance for ambulances, and for most persons coming to the hospital for any reason. Again, what patient needing to attend the Emergency Department will be able to go on a bus?

The East- West access road within the Hospitals (bearing in mind we are speaking of St. Vincent's Private Hospital too) are regularly clogged to a standstill. What will happen the traffic volumes with an extra National Maternity Hospital on campus? The proposed scheme does nothing to relive any of that.

There is a huge conflict too for so many residents trying to enter and exit their homes and side roads.

The increased noise, nuisance, pollution and vibration by the introduction of a major traffic route (not a mere road development) through the Nutley areas will have a profound impact on the structure of the houses, as well as on the amenities immediately adjoining the proposed four lane highway in terms of excavations, disposal of waste arising from construction, potential alteration of the underlying hydrology (and any consequential effects on structural stability of nearby buildings) and construction traffic.

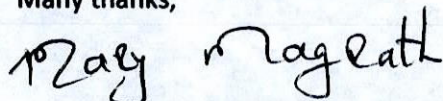
RTE have sold a lot of land recently to Property Developers. Once they manage to get planning Permissions to build houses and apartments , this will hugely affect volumes of traffic in all the surrounding areas too, is this being taken into account?

The current proposal, if implemented , is likely to have an adverse , and potentially catastrophic, impact on the property values on those houses on Nutley Lane, and the area in general, and will be a serious interference with the owner's property rights. Again, this is clearly an adverse consequence of what is being proposed.

It has been mentioned that the Bus Corridor Scheme is the brain-child of a Canadian Expert Civil Engineer. Probably, this gentleman has worked his plans out from his office only, and never seen the Nutley area in reality!.

I appeal to those of you in Bord Pleanala to listen to the objections and concerns submitted to you about this scheme. Please visit the area and understand the concerns and long term implications of this project. Then, please be fair and practical in your decision.

Many thanks,



Mary Magrath (on behalf of Brosna Educational Properties, owners of Nos 1 and 2 Seaview Terrace, Nutley Road.)

(50 enclosed)