



Jack McEvoy and Freeda McEvoy
83 Nutley Lane
Donnybrook
Dublin 4
D04 V8Y1

Date: 18 July 2022

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

Dear Sir / 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
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BL50A

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Case Number 313509.

UCD Ballsbridge to City Centre (Part of Belfield/Blackrock to City Centre Core Bus Corridor Scheme).

Observations of Jack McEvoy and Freeda McEvoy of 83 Nutley Lane, Donnybrook, D04V8Y1.

We have been living in Nutley Lane for over thirty years.

We attended the NTA Community forums and I (Jack McEvoy) also attended at a number of meetings directly with the NTA representatives as part of a sub group representing the Nutley Lane residents. These direct meetings were specifically held to discuss the concerns of the Nutley Lane residents in relation to the potential impact of the Bus Connects proposal on the environment in which we as a community live.

We made a number of considered proposals directly to the NTA 'none' of which were included in the preferred option chosen by Bus Connects ie (NL2) .

In fact the preferred option chosen by the NTA (NL2) is almost the exact same as its proposal prior to the Community Forum and Direct meetings with the Nutley Lane representatives.

It is clear that the various meetings held with the Nutley residents were part of a PR exercise by the NTA to exhibit inclusiveness but in reality, they continued on their own exclusive agenda as detailed in option NL2.

Option NL2 would remove over 80 mature trees and very significant hedgerows along the whole length of Nutley Lane from Merrion Rd to the top Nutley Lane. The hedgerow at St Vincent's Hospital is a beautiful beech hedgerow full of biodiversity. These mature trees and hedgerows remove Carbon Dioxide from the local environment and also act as buffers to reduce noise levels and vibrations.

The proposal in NL2 to replace the trees and hedgerow running along Elm Park Golf Club with a concrete wall will significantly increase noise and vibration levels and Carbon Dioxide emissions.

In fact the preferred option of the NTA/Bus Connects is the least favourable of the six options in relation to the impact on the environment as per the extract below from the NTA submission to An Bord Pleanala .

"In terms of the sub-criteria under the Environmental criteria, due to the four-lane cross within preferred option it ranked less well than those options proposing three -lane and two lane cross sections under Flora & Fauna ,Landscape & Visual, and Land Use Character due to the required removal of the hedgerow on the eastern boundary "

"Due to the retention of two-way general traffic within the preferred option it ranked worse than those options proposing a reduction in general traffic under Air Quality and Noise & Vibrations"

It seems to me that the NTA/bus Connects have had one agenda from the beginning and that is to put all car, bus and cycle traffic up and down Nutley Lane and that all other alternative routes were never seriously considered.

One of the stated aims of the NTA is to create easy access to UCD .

It is a mystery to me why cycle routes on Woodbine Road and Trimleston are not the preferred option as this route leads directly into the main entrance of UCD.

Also I can not understand why none of the car ,bus or cycle traffic is proposed for Ailesbury Road which is a wide road ,I can only presume that it is because there are a number of embassies on this road.

We live in a close knit active community and we have extensive knowledge of the area ,I feel that our views have been largely ignored and the juggernaut of the NTA wants to push ahead with its original plans regardless of the views of this community.

The NTA is indeed a large organization, and they employ a wide variety of expertise internally but also a very significant number of external consultants. They have very big budgets, and we are a small community group trying to ensure that our community and its environment are not destroyed. It seems to have developed to be an unequal contest rather than a partnership.

I am an avid cyclist and welcome the safety impacts of protected cycle lanes, I am also regular bus user and I support improvements in both of these areas but these improvement should not lead to the destruction of communities .

The Nutley group has made alternative proposals to the NTA which would include three vehicle lanes which would allow for bus priority at all times.

We recommend that the option NL2 be withdrawn and that the NTA consider the alternative options NL3 and NL4 .

Yours sincerely,

Jack McEvoy.