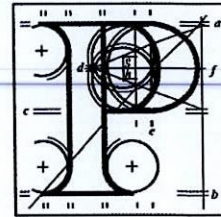


Our Case Number: ABP-313509-22

Planning Authority Reference Number:



**An
Bord
Pleanála**

Mark O Byrne
99 Butterfield Ave
Rathfarnham
Dublin
Dublin 14
D14TV77

Date: 13 July 2022

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

Dear Sir,

An Bord Pleanála has received your observation or 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 the Local Authority and 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

Teil	Tel	(01) 858 8100
Glao Áitiúil	LoCall	1890 275 175
Facs	Fax	(01) 872 2684
Láithreán Gréasáin	Website	www.pleanala.ie
Ríomhphost	Email	bord@pleanala.ie

64 Sráid Maoilbhríde	64 Marlborough Street
Baile Átha Cliath 1	Dublin 1
D01 V902	D01 V902

Objection to the proposed the Belfield / Blackrock to City Centre Core Bus
Corridor Scheme

Case reference HA29N.313509 Co. Dublin

11/07/2022

99 Butterfield Avenue,
Rathfarnham
Dublin
D14TV77

AN BORD PLEANÁLA	
LDG-	
ABP-	<u>313509-22</u>
12 JUL 2022	
Fee: €	<u>50.00</u> Type: <u>CARD</u>
Time: <u>13:37</u>	By: <u>WAND</u>

I would like to formally submit my objection to this proposed bus corridor. The main focus of my objection is based around what I believe would be the destruction of the Baggot Street village neighbourhood area. I understand that the development of public transport, pedestrian and cycling infrastructure is important for the city, however, in my opinion the drastic restriction of vehicular access to this busy local neighbourhood would have an extremely detrimental effect. Short term parking and easy close proximity set down is vital to all the businesses along this route especially in the Baggot Street village area. The proposed route is also not in keeping with the purported aim of the project, which is to provide direct access to Merrion square. There are other more direct routes which would not cause any of the disruption that is being proposed.

I do not understand and strongly object to the proposal to veer up Pembroke Road instead of continuing straight along Northumberland Road over Mount St bridge to Merrion square.

Cutting off and restricting traffic to all streets leading to upper Baggot I believe will in effect strangle this community, neighbourhood and its businesses.

I have been a Firefighter and Paramedic with the Dublin Fire Brigade for 18years. Access to this part of the proposed route is vital for the provision of our service and not only that but is constantly used by our crews to facilitate refreshment stops when time permits. The double yellow lines outside Donnybrook Fare providing what is essentially a working loading bay, set down area for any and all services required on the street. If this is removed to provide a buss corridor I believe the effect would be nothing short of catastrophic for local businesses. I would like to highlight what I believe is the importance of this and hope it is taken into account when considering the proposed route. Why not continue to use Northumberland Road/Lower Mount Street as a

principal bus route into the city? The direct route from Belfield UCD into city centre is through Donnybrook and via Morehampton Road to Leeson Street and St. Stephen's Green

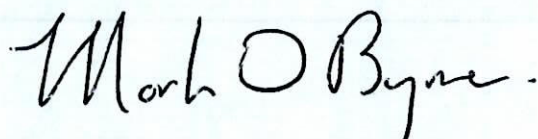
I support the alternative suggestion that is an additional flat pedestrian bridge would be put in place across the Grand Canal from Mespil Road to Wilton Place

I am also roundly in support of the proposed alternative plan by the Pembroke Road Association, The Newton Report and The Newton Plan.

The Pembroke Road Association together with the Upper Baggot Street Traders Association has already put their names to a submission by Tom Philips Associates Planners of The Newton Plan to the NTA in January 2022. The Newton Plan is included in this submission.

I request that you strongly consider these points and the alternative suggestions proposed when considering approval for this bus corridor.

Sincerely,

A handwritten signature in black ink that reads "Mark O'Byrne". The signature is written in a cursive style with a large, looped 'O' and a trailing flourish.

Mark O'Byrne