

John P. O'Malley  
13 Nutley Park  
Donnybrook  
Dublin 4

**Date:** 19 July 2022

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

Dear Sir,

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

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Glaos Áitiúil	LoCall	1890 275 175
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64 Sráid Maoilbhríde	64 Marlborough Street
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13 Nutley Park,  
Donnybrook,  
Dublin 4.

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

<b>AN BORD PLEANÁLA</b>	
LDG-	055415-22
ABP-	313509-22
12 JUL 2022 o.k	
Fee: €	50 Type: cheque
Time:	By: courier
11 <sup>th</sup> July 2022.	

By courier

**RE: Belfield / Blackrock to City Centre Core Bus Corridor Scheme**  
**Case Number : 313509**

Dear Sirs,

I live at 13 Nutley Park, one of the roads connected to Nutley Lane.

The Nutley area is directly and adversely affected by the proposed "road development" (as the applicant describes the scheme). I object to Nutley Lane being developed into a four lane highway as part of the proposal. This is a road engineering presentation, concentrating on bus service only, with little or no urban planning element. The creation of this traffic highway essentially divides the Nutley community in two with Elm Park Golf Club and Nutley Park on one side and the rest of the Nutley community on the other side. The proposal will adversely alter the character of, and have a negative impact on, the residential amenity of the neighbourhood for ever. All those living in the Nutley area will be directly and permanently impacted by this scheme.

There are a number of immediate concerns and points to be made (not in any particular order of importance):

1. The loss of the 56 on-street parking bays on Nutley Lane will push parking into adjacent residential roads including Nutley Park causing greater traffic congestion and severely impacting on vehicular access to houses.
2. The loss forever of the environmental, visual and amenity value of substantial mature trees and foliage, the retention of which, in the urban landscape, must surely be a priority. A very high bar should be set to critically review and dissect the environmental impact and a high level of protection of the environment should be sought.
3. The creation of some many conflict points for residents exiting / entering houses, side roads and other premises.
4. The increased noise, nuisance, pollution, vibration created by the introduction of a major traffic route through Nutley.
5. There is no evidence to show that the scheme as proposed will take a single car off the road. So Nutley Lane will be as busy as ever with car traffic plus the substantially increased bus traffic, especially when the 100,000 + outpatients start attending the new



National Maternity Hospital. Where is the traffic management plan for the Nutley area ?

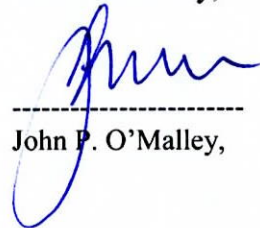
6. The current proposal, if implemented, is likely to have an adverse impact on property values on those houses on Nutley Lane, and the area in general, and will be a serious interference with the owners' property rights.
7. There has been a significant and very late change in the proposal relating to the switching of part of the proposed cycle track at the Stillorgan Road end of Nutley Lane from one side of the Lane (the RTE side) to the opposite side. This switch was not the subject of any public consultation and calls into question the whole scheme. The switch makes no sense. It is now proposed to have a cycle track running immediately outside the vehicular entrance to 8 houses (as well as creating a new obstacle for cars exiting from Nutley Park) whereas the original proposal put forward was to have the cycle track on the opposite (RTE) side where there are no houses.

The applicant's answer to all these concerns is simply that Nutley Lane is "*a suitable route*". It may well be, although we would not accept that as being true, but that does not make it the right route.

An Bord Pleanála must carry out a thorough analysis of all underlying data (including the criteria used in the Multi Criteria Analysis which appear to be based on the 2011 Census Small Area Population Statistics ? ) which seeks to justify the proposal.

Enclosed please cheque in the sum of € 50. Please acknowledge receipt of this letter and payment.

Yours sincerely,



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John P. O'Malley,