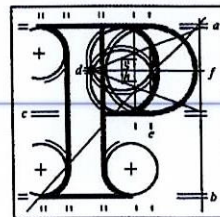


Our Case Number: ABP-313509-22

Planning Authority Reference Number:



**An
Bord
Pleanála**

Sarah Staunton
20 St Johns
Sandymount
Dublin
Dublin 4
DO4T6X6

Date: 13 July 2022

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

Dear Madam,

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

Tell
Glaao Áitiúil
Facs
Láithreán Gréasáin
Ríomhphost

Tel (01) 858 8100
LoCall 1890 275 175
Fax (01) 872 2684
Website www.pleanala.ie
Email bord@pleanala.ie

64 Sráid Maoilbhríde
Baile Átha Cliath 1
D01 V902

64 Marlborough Street
Dublin 1
D01 V902

HA29N.313509

Board at An Bord Pleanála
(Strategic Infrastructure Division)
64 Marlborough Street,
Dublin 1,
D01 V902.

AN BORD PLEANÁLA	
LDG-	
ABP-	<u>313509-22</u>
12 JUL 2022	
Fee: €	<u>500</u> Type: <u>CARD</u>
Time: <u>1337</u>	By: <u>HAND</u>

Sarah Staunton
20 St Johns
Sandymount
D04 T6X6

Re: BusConnects Dublin - Belfield / Blackrock to City Centre

To whom it may concern,

I want my opposition to the proposed BusConnects Dublin - Belfield / Blackrock to City Centre noted. I am a concerned citizen who has lived and worked in the area for many years. I have strong ties to the community, having served on a Residents Association and other community-based committees. Businesses have employed me on and around Baggot Street. I socialise in the area and frequent local businesses. The proposal lacks substance in several areas, the most obvious being the environmental and daily living impacts on citizens.

The impact of the proposed routes on Georgian Dublin is minimised in the proposal. This is a key attraction for tourists and one that will be needed to sustain the industry following the initial post-pandemic boost. The proposed scheme will effectively kill any opportunity for UNESCO World Heritage Status for Georgian Dublin. The bridges at Baggot Street are protected structures and waterways Ireland has previously stated that no development work is recommended in order to preserve the historical structures and flora fauna, birds and wildlife who have made these areas their habitat.

Running a bus corridor immediately parallel to an already popular, well-utilised DART line seems flawed logic. Both transport routes would be feeding from the same trough they would in effect be competing with each other and other areas already under-serviced will continue to be disadvantaged.

The proposal by passes the most direct route from UCD to the city centre. This means that the existing donnybrook area and the high-density developments that have started or are proposed to start will not be serviced by this scheme, this does not seem logical.

With regard to the scheme having a positive impact on servicing the new National Maternity Hospital and indeed the wider St Vincent's campus of medical services again logic is flawed. Proposing that women in the throes of labour or a medical emergency related to their unborn child should take a bus to the hospital seems at best inconsiderate and at worst discriminatory. In my view, the same is true when it comes to the sick. It would seem little consideration has been given to the practicalities of attending a hospital and how difficult navigating buses is for the people attending hospitals.

The closure of Pembroke Road & Baggot Street to cars including taxi's is a completely anti-business policy in my view. It begets a policy of driving local businesses out of the

community and leaves the community underserved. It discriminates against those who for health reasons need to drive or be driven and excludes them both from commerce and socialisation. The population surrounding Pembroke and Baggot Street is both an ageing one and a youthful one. The proposal really seems to lack any substantive investigation into the needs of the local and local adjacent tax-paying citizens.

The passenger numbers in the proposal are based on pre-covid projections pushing forward on the basis of these numbers seems disingenuous and fool hardy given the mass exodus from the city and the failure of these numbers to return.

As a cyclist and a driver it seems unfathomable that a scheme cannot cater for both types of travel.

The lack of a feasible plan for additional bus depots is deeply concerning. As locals, we are already being impacted by the lack of foresight into bus terminals and depots. Directly outside where I live the area surrounding St Johns Church is being used as both a bus terminal and depot. At times, I have counted 7 buses parked around the Church area. These cause an obstruction to residents trying to leave the estate and people trying to navigate around the church down onto St Johns Road or up onto Park Avenue. This is extremely dangerous. Buses are parked throughout the night and often have their engines idling in the middle of the night. This can be heard in the houses.

The investigative studies into the impact of the scheme on the SACs is lacking in depth in my view. Any local will attest to the brent geese regularly feeding and residing in the marsh area in Booterstown, near Blackrock Park, on Sandymount Strand, in Pembroke Cricket Club, by the Wastewater treatment plant and others. The conclusions reached regarding the other flora fauna, otters, animal life and birds again seem based on cursory investigations rather than the exhaustive investigations that the spirit of the various EU directives espouse. While I don't suggest dishonesty on the part of the consultants a deeper investigation would be prudent as the environmental damage is likely irreversible. With regard to the effect of the works on the water table and drainage into the various marine SACs, the proposal mentions attenuation measures however it does not give detail on these measures. The preservation of the integrity of these extraordinary environmental features should be paramount in any scheme of this size and the effects on the water quality of the bay would massively affect a great number of city residents. The lack of detail on the attenuation measures is deeply concerning.

I trust that the concerns raised will be given due attention and thank you for investigating.

Sincerely



Sarah Staunton

