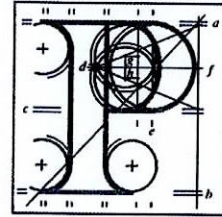


Our Case Number: ABP-313509-22



**An
Bord
Pleanála**

Susan and Cyril Mulligan
8 Wellington Road
Ballsbridge

Date: 10 July 2023

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

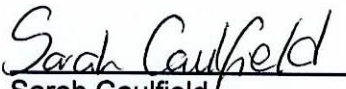
Dear Sir / Madam,

An Bord Pleanála has received your recent submission in relation to the above mentioned proposed development and will take it into consideration in its determination of the matter.

Please note that the proposed development shall not be carried out unless the Board has approved it with or without modifications.

If you have any queries in relation to the 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

AA02

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Lálthreán Gréasáin
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Tel
LoCall
Fax
Website
Email

(01) 858 8100
1800 275 175
(01) 872 2684
www.pleanala.ie
bord@pleanala.ie

64 Sráid Maoilbhríde
Baile Átha Cliath 1
D01 V902

64 Marlborough Street
Dublin 1
D01 V902

Sarah Caulfield

From: Sarah Caulfield
Sent: Monday 10 July 2023 11:04
To: [REDACTED]
Subject: RE: Ref No: ABP - 313509-22

Dear Susan & Cyril,

The Board acknowledges receipt of your email and submission in relation to the above-mentioned application.

Kind Regards,
Sarah

From: Cyril mulligan [REDACTED]
Sent: Tuesday, July 4, 2023 10:50 PM
To: Bord <bord@pleanala.ie>
Subject: Ref No: ABP - 313509-22

Susan and Cyril Mulligan, 8 Wellington Road, Ballsbridge

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

With regard to the above, I would like to make the following submission in addition to my original response for your consideration.

This bus route up Pembroke Road/Baggot Street will make complete nonsense of the preservation orders for the period houses, Georgian/Victorian, along this proposed bus route. When you consider the mature trees, driveways, gates, railings, etc. which will be removed as a result.

Cutting down mature trees which gives the area/road such a beautiful tree-lined avenue appearance, doesn't bare thinking.

The gardens which are an integral part of a residential property are to be tampered with and narrowed and re-configured to have a very negative visual effect and take away from the entire appearance of the house/property.

Baggot Street Village will become a pass-through with cars and other vehicles will be unable to stop to collect or deliver.

Where are the delivery trucks/vans that service the shops, pubs and restaurants, etc. going to park to make deliveries if the road becomes a bus lane? Some might think it would be possible to park on Wellington/Raglan Road and transport kegs, crates, large boxes, crates of beer and all the other types of goods required for a commercial village.

A considerable amount of houses on Pembroke/Raglan/Wellington do not have off-street parking and rely on parking permits for residents and visitors.

This new corridor would remove all parking for residences on one side of Pembroke Road which in turn, would require them to park on the nearest available roads to them, i.e. Wellington/Raglan Road. This in turn would reduce the availability to the existing residents on both roads. If it were possible to use Wellington and Raglan for the use of parking of commercial deliveries to the Baggot St. Village at the end of both roads, how would it be possible to

transport kegs and cases and large packages along the footpaths all the way up and have to cross the roads to the shops/restaurants. This would reduce more parking spaces for residents.

The Baggot St. Bridge, which is much narrower than the main road would also cause a bottleneck with 3 roads converging on one another in a very short distance.

It makes no sense for this bus corridor to turn up Pembroke Road when the more sensible route would be to continue down Northumberland Road which for the most part has free traffic flow and is by far the most direct route to the city centre.

Regards,
Susan and Cyril Mulligan