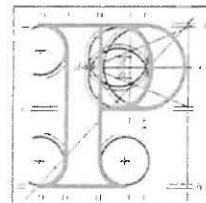


Our Case Number: ABP-317742-23



An
Bord
Pleanála

Damien and Berna MacKenna and Others
The Cottage
Lower Road
Shankill
D18C5X4

Date: 24 July 2024

Re: BusConnects Bray to City Centre Core Bus Corridor Scheme
Bray to Dublin City Centre.

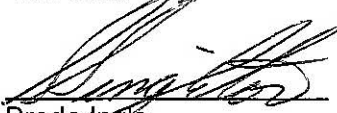
Dear Sir / Madam,

An Bord Pleanála has received your recent correspondence in relation to the above mentioned case. The Board will take into consideration the points made in your submission.

If you have any queries in relation to the matter please contact the undersigned officer of the Board at laps@pleanala.ie

Please quote the above-mentioned An Bord Pleanála reference number in any correspondence or telephone contact with the Board.

Yours faithfully,


Breda Ingle
Executive Officer
Direct Line: 01-8737291

CH08

Teil
Glaao Áitiúil
Facs
Láithreán Gréasáin
Ríomhphost

Tel (01) 858 8100
LoCall 1800 275 175
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Website www.pleanala.ie
Email bord@pleanala.ie

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

Sinead Singleton

Subject: FW: ABP 317742-23

From: Damien Mac Kenna <[REDACTED]>
Sent: Monday, July 15, 2024 5:29 PM
To: LAPS <laps@pleanala.ie>
Cc: [REDACTED] Ber <[REDACTED]>
Subject: ABP 317742-23

Caution: This is an **External Email** and may have malicious content. Please take care when clicking links or opening attachments. When in doubt, contact the ICT Helpdesk.

BAP 317742-23

Damien & Berna MacKenna
The Cottage
Lower Road
Shankill
D18C5X4

Geraldine Darcy
Richards Cottage
Lower Road

I refer to my submission of 10 October 2023 to An Bord Pleanála, on behalf of myself, my wife Berna and neighbours Geraldine and Sean Darcy, in which we objected to the proposed NTA BusConnects proposal to instigate a community and environmental vandalism surrounding the village of Shankill. We outlined clearly the reasons for our objections which have not been addressed in the NTA's Report despite their agreement to address local residents' concerns. A proposed alternative route alongside the M11 motorway between the Wilford Roundabout and Loughlinstown Roundabout was not considered sufficiently. While cycle lane infrastructure improvement is planned for the entire route, it is not evident for the section through Shankill Village.

The NTA's perception of community support for the project omits conditional support meaning certain community wishes are being ignored in the plan.

One of the main objections is the extensive removal and destruction of ancient mature trees that provide carbon friendly environmental benefit between Loughlinstown roundabout and Wilford roundabout. Promised replacement of trees will be near to impossible and impracticable. The resulting concrete desert will be unacceptable to Shankill Residents.

The stated acknowledged negative effects in the NTA report are concentrated within the above mentioned section. The main negative impact from creating four traffic lanes plus 2 cycle lanes through the pedestrian busy village of Shankill is completely ignored.

Prior to the construction of the N11 Dual Carriageway, the villages of Stillorgan, Cornelscourt and Cabinteely were bypassed to redirect commuter traffic away to preserve the community sense of those villages. Loughlinstown village at one time was a vibrant community and the N11 Dual Carriageway reduced it to a motorised thoroughfare. This is not what the community of Shankill want or expect for their village.

Please consider the above before granting unconditional authorisation to the NTA to proceed with their community destructive plan for a non-stop bus corridor.

Kind Regards

Damien & Berna MacKenna

Geraldine Darcy