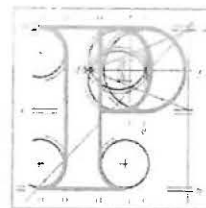


Our Case Number: ABP-317742-23



An
Bord
Pleanála

Courtenay Pollard
49 Woodbank
Shankill
Dublin 18
D18 EF22

Date: 25 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.

Please note the Board's decision to determine the application without an oral hearing is not open for further consideration. It was also decided not to grant an extension of time for submissions, i.e. that submissions were to be received by the Board not later than **5.30p.m., Monday 15th July, 2024.**

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
Glao Áitiúil
Facs
Láithreán Gréasáin
Ríomhphost

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

Sinead Singleton

Subject: FW: ABP-317742-23

From: Courtenay Pollard <[REDACTED]>
Sent: Monday, July 15, 2024 3:04 PM
To: LAPS <laps@pleanala.ie>
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.

From sender: Courtenay Pollard, 49 Woodbank, Shankill, Dublin 18

Dear Sir / Madam,

I write to you with a submission in accordance with section 217B of the Planning and Development Act 2000 in relation to the submission dated 24th May 2024 received by the NTA.

Please accept my points here below in relation to the above subject:

I do not believe that our concerns as a community have been addressed in the NTA's report. **This is despite us being told that ALL points would indeed be reviewed and considered.**

Trees: Firstly, the volume and number of trees to be removed is much higher than stated in the report. There is also a statement about substantial replanting of trees however no provision has been made to accommodate this promise as no provision of land is given. Replanting at other sections of the route may be possible but this simply is not the case in Shankill.

Alternate /duplicate bus routes: It is also highly concerning that the report gives no consideration to a key point, that of the alternative route along the M11 for certain buses. Furthermore, this route has not been investigated despite the fact that their preferred option at an early stage of their investigations was to run a route (2A) parallel to the motorway. *"Route 2A would run parallel to the M11 on a newly constructed busway from Wilford Junction through to Loughlinstown Roundabout and then along the N11 to the Wyattville Interchange;"* This option (2A) was ruled out due to cost and the difficult with land acquisition, yet now that TII are putting a bus lane on the motorway itself they have not readdress this option.

Cycling: NTA said there will be an improvement to cycle infrastructure, however this is not the case, an example being the Loughlinstown roundabout and Stonebridge Road or Corbawn Lane to the village. It is true for a lot of the route from Donnybrook to Loughlinstown but not in Shankill routes.

The report often speaks to support for the overall project from people making submissions. However, I looked into this and checked a majority of the 'Support Statements' are conditional on there being revisions to the Shankill section. Instead of saying they had received the number of statements 'supporting the project' they should have said there was a number of statements giving 'conditional support'. This is insincere and spurious on the part of the NTA.

The claim that putting bus routes and additional lighting in an area will lead to a reduction in anti-social behaviour and theft is of negligible impact in the Shankill area as the bus routes are already in place and the present street lighting is very good.

On page 669 they state "*Community facilities that are expected to have Negative, Moderate, Long-Term impacts include UCD in Donnybrook, Woodbrook College, North Wicklow Educate Together and St. John of God Carmona Services in Little Bray, and Rathmichael National School, St. Anne's Church and Resource Centre, green space at Castle Farm, and Shanganagh Park and Cemetery in Shankill.*" Six of the nine locations are in the area between Loughlinstown and Wilford roundabouts and a further two are within 100m of Wilford.

In addition, there is no mention of the negative impacts that running 4 traffic lanes and 2 cycle lanes will have, and all of the school going children - may I remind you that there are 4 schools in the area, not least approximately 8 nursery schools.

I strongly call for an oral hearing as the matter is a complex one, this is evident by the 906 page reply on the General application and a further 600 page reply on the CPO report!

As a community member I feel there are huge elements of the detail of many submissions, and significant points are simply not being addressed at all. Responses are blanket form and not individually considered and the premise on which a decision has been taken to refuse the very reasonable request by many people for an oral hearing is a serious matter.

We quite simply are not being heard and the consultation process is highly inadequate. The issues raised in our case as the Shankill community are as complex as those raised in that case and the persons who live on the Bray corridor have an equal entitlement to a proper hearing.

I ask that you reconsider the decision to deny an oral hearing to the people of Shankill, it is most unfair to do so.

I also ask for an extension to the closing date for replies as this facility was granted to the NTA on two occasions.

Finally, the report from the NTA does not distinguish between the overall route from the city centre to Loughlinstown and the part between Loughlinstown and Wilford. This too is a serious point, again which leads me to conclude that our concerns and points are being overlooked.

This is a very serious issue and deserved of further consultation and review.

Yours sincerely,

Courtenay Pollard