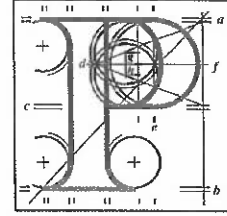


Our Case Number: ABP-316272-23



An  
Bord  
Pleanála

Philip O'Reilly  
18 Grosvenor Place  
Rathmines  
Dublin 6

**Date:** 12 July 2023

**Re:** Bus Connects Templeogue/Rathfarnham to City Centre Core Bus Corridor Scheme  
Templeogue/Rathfarnham to City Centre

Dear Sir / Madam,

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. Please accept this letter as a receipt for the fee of €50 that you have paid.

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,

Eimear Reilly  
Executive Officer  
Direct Line: 01-8737184

HA02A

Teil	Tel	(01) 858 8100
Glaao Áitiúil	LoCall	1800 275 175
Facs	Fax	(01) 872 2684
Láithreán Gréasáin	Website	www.pleanala.ie
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64 Sráid Maoilbhríde	64 Marlborough Street
Baile Átha Cliath 1	Dublin 1
D01 V902	D01 V902

<b>AN BORD PLEANÁLA</b>	
LDG-	<u>063641-23</u>
ABP-	<u>316272-23</u>
15 MAY 2023	
Fee: €	<u>50</u> Type: <u>CHQ</u>
Time:	By: <u>Retto/box</u>

18, Grosvenor Place,  
Rathmines,  
Dublin 06  
May 5<sup>th</sup> 2023

## Bord Pleanala, ref: HA29N 316272 Bus Connects Templeogue/Terenure

Dear Sir/Madam,

I make submission in respect of the above proposal.

Bus Connects is not the way to go about addressing the transport problems of Dublin or any other city for that matter. This proposal will result in a serious degree of environmental destruction for very little benefit resulting in an overall and serious negative impact.

And the transport issues of the city will remain.

Such single blinkered approaches to transport issues have been tried in the past and were shown for their serious negative impact without any worthwhile positive benefit.

In the 1950's, 60's and 70's in Dublin there was a blinkered approach to transport and road proposals were driven through the city resulting in the total destruction of areas of the city and there was no benefit whatsoever.

The resultant dereliction and destruction is a legacy that remains to this day and is not going away any time soon.

The Parnell St., North King St. Bridgefort St, High St, Patrick St and Clanbrassil St. were totally destroyed and there was no improvement in respect of transport in the city.

Likewise, the historic Cork St. area of the city was completely bulldozed and the disastrous legacy is there today for everyone to see. For the destruction that occurred, the speed of traffic on Cork St. today compared to what it was 50 years ago is no different when one travels from one set of traffic lights to the next, a distance of a few meters with the overall time of travel between Patrick St./New St. and Dolphins easily taking 20 minutes, a time which is probably longer than that of 50 years ago. And likewise, the historic area of Kevin St. was destroyed as well as parts of Bride St. to absolutely no benefit whatsoever.

A total waste of time and a criminal waste of money.

Likewise, the Bus Connects scheme is a criminal waste of money. It will be totally ineffective as it is equivalent to trying to put a quart into a pint bottle. It is trying to squeeze something into an area there is no room for and it should be recognized that it is just not going to work. The overall impact will be retrograde and wholly destructive.

Along much of its length it will result in loss of residential amenity for people living in the area of Rathfarnham and Terenure, destroying the amenity of front gardens for residents. It will result in the loss of a serious amount of historic built fabric in the form of garden railings, plinths and front garden walls as well as moving houses closer to moving traffic and pollution, destroying the residential amenity and devaluing properties along the route both financially and environmentally. It will result in the loss of historic gates and piers for no benefit whatsoever.

It will result in the loss of numerous mature trees and miles and miles of greenery, all for no benefit whatsoever and at an incredible cost both financially and environmentally.

Bus Connects is based on a flawed premise and will not deliver any results because there is not the space on the ground for it to work properly. It is well past the time that this fact was accepted and this waste of money stopped.

The environmental impact of this proposal is so negative and destructive and the potential benefits so dubious, that the whole scheme should be scrapped before more irreparable damage is done.

The transport needs of the city are such that the only solution, and the cheapest solution in the long run is the provision of an underground metro. It is glaringly obvious that no other solution is going to work and the sooner that transport policy officials realise this the better and the sooner that some worthwhile results will be forthcoming. It is past the time that the waste of money on destructive schemes that are not going work be stopped and proactive real solutions proposed for the future. For the amount of money that has been wasted on abortive transport proposals over the last 50 years, two metros could have been built in the city.

An Bord Pleanála has a roll in stopping this environmentally destructive proposal which is only going to result in a serious degree of environmental destruction and degradation, the loss of historical built heritage of over two hundred years and the destruction of residential amenities in Rathfarnham, Terenure and other areas.

It is time to stop this ineffective and blinkered approach to the transport issues of this city and embrace effective proposals which will make a real difference.

Yours faithfully,



Philip O'Reilly