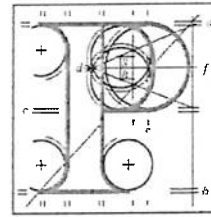


PF

**Our Case Number:** ABP-317742-23



**An  
Bord  
Pleanála**

Denis & Trish Hosford  
17 Eaton Wood Avenue  
Shankill

D18 VW84

**Date:** 12 October 2023

**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 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 at [laps@pleanala.ie](mailto:laps@pleanala.ie)

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

HA02A

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17 Eaton Wood Avenue  
Shankill  
Dublin 18  
D18 VW84

10<sup>th</sup> October 2023

An Bord Pleanála  
64 Marlborough Street  
Dublin 1

**Re: BRAY SCHEME No 317742 (Bray to City Centre Bus Corridor)  
Impact on Village of Shankill**

Dear Sir / Madam,

We wish to object to the proposed BusConnect corridor that would run through Shankill Village. We do so from having lived in Shankill since 1993 and witnessed the various development changes and traffic flows in Shankill over these years.

**Context:**

With our three children and two cars, we represent the typical family group prevalent in many areas in Shankill. We live in Eaton Wood Avenue, which will be directly and significantly impacted by the proposed changes at the junctions of Corbawn Lane / Dublin Road / Shanganagh Road and Corbawn Lane / Beechfield Manor. These changes propose introducing a traffic light management system at the junction with Corbawn Lane / Dublin Road / Shanganagh Road. There is also a plan to introduce a right-hand turn from Shanganagh Road to Beechfield Manor, which currently does not exist (and for very good reason!!).

**Traffic Congestion at Corbawn Lane / Dublin Road / Shanganagh Road:**

The roundabout at this junction requires access from 4 different traffic routes. These are from (i) Shankill Village, (ii) Dublin Road, (iii) Corbawn Lane and (iv) Shanganagh. We understand that this roundabout is to be replaced by a traffic light system that is intended to allow the bus connect corridor travel through the Village to and from Dublin Road at peak times in the morning and evening. **Unfortunately, from our personal experience, this will have the opposite effect.**

- The proposed changes at the top of Corbawn Lane need to be reviewed and considerably modified. Providing a single access point for all traffic to circa 720 homes, a divisional Garda station as well as a shopping centre, creche, pharmacy and a medical centre will cause traffic chaos on Shanganagh Road, Corbawn Lane and the Dublin Road due to traffic build-up at the junction.

- This would be the only access point for emergency services to the Corbawn area and to the section of Quinns Road east of the railway bridge. We don't believe that the exit only facility at the top of the lane will be sufficient for the volume of traffic wishing to exit the Corbawn area at peak times. This will increase pressure on Shanganagh road and the junction with Dublin Road as traffic will use Beechfield Manor to exit the area.
- Traffic will back up as far back as Corbawn Drive / Eaton Brae as all such traffic will become secondary to traffic travelling in the morning from the Village towards Dublin / Shanganagh Road and in the evening from Dublin Road to the Village / Shanaganagh Road.
- Traffic from the Village in the morning will back up as far back as Quinns Road roundabout and the BBQ Centre due to the amount of traffic congestion and pinch points that will arise from workers going to work and the lack of foresight by BusConnect of the proposed right-hand turn at Corbawn Lane / Beechfield Manor. **In fact, we believe that the traffic department of Dun Laoghaire County Council should be asked to review this proposal.**
- The proposed right-hand turn at Corbawn Lane / Beechfield Manor will cause traffic to back up in the Village in the morning, and on Dublin Road in the evening, as residents try to turn right and people shop in Lidl. This was self-evident last year when road works at this junction led to large traffic delays coming from Dublin Road and Shankill Village, despite the contractor using a Stop / Go signalling system.
- The Shankill Main Street will become a pinch point and will remain a bottleneck on the route. Having a 4-lane corridor north and south of Shankill will only serve to speed buses to bottlenecks and walking beside a 4-lane highway would not be pleasant, with noise, traffic and diminished air quality. **This is compounded by the negative impact that would be caused by the removal of so many oxygen generating trees.**

### **Impact on Trees**

Shankill is an area of outstanding natural beauty defined by its location, between the mountains and the sea with its parks and green spaces. Shankill is especially proud of its trees, which have a long history. A possible origin of the name Shankill, is "Old Wood". Shankill is a coastal strip (2Km) not wide enough to accommodate an additional four-lane highway with 8,000+ residents which is already serviced by a railway service (DART) and a motorway (M50). Shankill has many large, mature mixed woodlands, hedges and shrubs on both sides of existing roads. These trees, due to their maturity, provide many important benefits such as carbon sequestration, mitigation of air pollution, noise abatement, and habitat for wildlife to name a few. The consequences of the proposed plan are the loss of 420 healthy trees many of which are over 100 years old and the loss of almost 2.5km of hedgerows over the 3.2 Km route between Loughlinstown and Wilford roundabouts. Replacement trees shown on maps do not replace the number being removed and will take decades to grow to maturity.

### **Impact on Families:**

The following Estates will have to access the two routes mentioned above when leaving from and returning to home. The number of residents in these estates will total in excess of many

thousands, which consequently doubles in vehicle numbers (at least) when one considers that the majority of families will have at least two cars per family. The estates are:

Beechfield Manor Nursing Home	Athgoe / Clonasleigh Estates
Dorney Court Estates	Eaton Wood Estates
Holly Park / Thomond Estate	Clanmawr Estate
Eaton Brae	Corbawn Avenue / Seafield Estates
Corbawn Road / Drive (a very large estate).	

#### **Traffic Congestion at proposed junctions:**

The residents in the above estates will be travelling during busy congestion times in both morning and evening as (i) residents commute to work; (ii) children are delivered to two primary schools on Stonebridge Road; and (iii) children are delivered to numerous post-primary schools in:

Presentation (Bray),	Woodbrook College (Shankill),
Saint Laurences (Loughlinstown),	Clonkeen (Deansgrange),
Loreto (Foxrock),	Newpark (Blackrock),
Colaiste Isoagain / Eoin (Stillorgan),	Oatlands College (Stillorgan),
Holy Child (Killiney)	Loreto (Dalkey).

#### **Impact on Shopping:**

Families within these areas and the wider Shankill catchment area will wish to do their shopping in the Lidl store (entrance located on Beechfield Manor) and the two convenience stores in the Village (Tesco and Spar). Elderly residents in these areas and from Beechfield Manor Nursing Home will have to access both Lidl and the Village shops at times of high traffic congestion and confusing traffic management systems.

#### **Impact on Emergency Vehicles:**

Ambulances require access to Beechfield Manor Nursing Home on a regular basis to frail and vulnerable members of our community. Ambulances would also be called to family homes in the Estates mentioned above on an emergency basis with the need to have quick response times to these family emergencies and when taking ill family members to hospital.

Fire brigade call outs will suffer similar delays whenever the need arises. It should also be noted that all fire brigades travelling to the laneway past Shankill Tennis Club (off Quinns Road) have to access via Corbawn Drive as the DART bridge on Quinns Road is too low to allow fire engines access.

#### **M11 / N11 Bus Corridor:**

[\(https://n11m11bpis.ie/\)](https://n11m11bpis.ie/)

Having closely examined [the proposed bus route for a new M11/N11 Bus Corridor](#), we believe this makes imminently more sense compared to the NTA Shankill Bus Corridor. It is less impactful on citizen's properties, less impactful on Shankill Village, and much more viable economically compared to the high cost, environmental impact and social disruption to the fabric of the Shankill Community that NTA has planned under their proposed Bus

Corridor route. Shankill population increase on east side of M50 will be served by new railway station at Woodbrook. A bus route from this new DART Station via Wilford Roundabout and onto the new N11/M11 corridor makes eminently more sense. In fact, the N11/M11 Bus Priority Scheme to service locations south of Bray will be of benefit by decreasing passenger numbers on Dublin Bus services through Shankill.

**Request for Oral Hearing:**

Despite the many published consultations by the NTA, their proposals have not changed substantially despite the vehement objections of so many Shankill residents. This support is evident by the many subscribers to the [Shankill gofundme page](#) For this reason alone, and given the economic infrastructural costs that will be borne by the taxpayer, we believe it is essential that an oral hearing is conducted in this matter to ensure that An Bord Pleanála has a full understanding of the impact on the community of Shankill that such a proposal will bring for many years and forever.

**Conclusion:**

For all the above reasons, and those that will be submitted by other Shankill residents / representatives and resident associations, we urge An Bord Pleanála to reject these proposals. In essence, the BusConnect Planning Application will have significant unintended consequences. **Buses will not be able to get through the Village corridor in peak mornings** simply because of pinch points with traffic backing up past Quinns Road / BBQ Centre, because of the proposed right-hand turn at Beechfield Manor / Shanganagh Road junction. Equally, **buses will not be able to get through Dublin Road in peak evenings** simply because traffic will back up because of the proposed right-hand turn at Beechfield Manor / Shanganagh Road junction.

The infrastructural costs arising and consequential road works spanning close to two years will have a large impact on the quality of life in Shankill and a negligible effect for the efficiency and effectiveness of the bus corridor, simply because traffic congestion considerations at the two junctions mentioned have not been thought through in any great detail and will significantly delay buses coming through the Village or travelling along Dublin Road in both directions.

Protecting and providing for the quality of life in Shankill and traffic flows for residents, and the infrastructural cost savings for the taxpayer, must surely outweigh the desired Busconnect outcome of a saving of only 5.9 to 7.3 minutes in the entire bus journey from the entire Bray to City Centre route.

Yours sincerely

*Denis and Trish Hosford*

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Denis & Trish Hosford