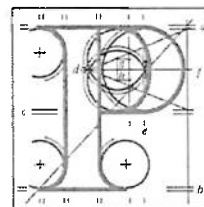


**Our Case Number:** ABP-317742-23



**An  
Bord  
Pleanála**

Jane & John Deehan  
37 Woodbank  
Shankill  
D18 DH67

**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 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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Shankill  
D18DH67

An Bord Pleanála  
64 Marlborough Street  
Dublin 1

10 October 2023

REF: BRAY SCHEME No 317742 (Bray to City Centre Bus Corridor)

Dear sir/madam,

Please see below our list of observations with regard to the proposed bus corridor. We are totally against this proposal.

- The current bus service is very good with no major delays
- Shankill Village would still pose as a bottleneck and 4 lane traffic either side of the village will just speed buses into the bottleneck
- Route Selection was made in 2017. Major changes have happened since then including decision on bus lanes on N-M11. There is also a new DART station planned in Woodbrook. Hybrid working, post pandemic, would impact predicted commuter figures. Has the data been re-examined?
- Route option 2A, a dedicated bus corridor parallel to M11 makes the most sense and also avoids big impact to suburban environment – Tree lines, hedgerows, stone walls and mature trees
- Express bus services on the N/M11 using the bus lanes makes total sense
- The Selected route will cause major social disruption and strip the neighbourhood of many trees
- The majority of population growth in Bray / DLRCOCO is west of the M50
- The proposed 4 lane traffic on the Dublin road will create additional noise, pollution and traffic in a residential area.
- Many use the footpaths to walk children to local schools. 4 lanes will create traffic hazards for pedestrians.
- The proposed route will call for the removal of existing cycle lanes. This seems contrary to DLRCOCO planning efforts, as does the un-necessary cutting down of trees (ref. DLRCOCO's "Tree strategy2023-2030). In other coastal areas of DLCoCo traffic congestion is being limited with one-way systems and dedicated cycle lanes. This proposal for Shankill ignores these planning efforts, in fact, it's the opposite. Cut down the trees, destroy the biodiversity, impact the environment and remove the cycle lanes! This does not feel like progress and nobody wants it.

- Consequences of proposed plan is the loss of 420 healthy trees many over 100 years old and the loss of almost 2.5km of hedgerows over the 3.2 Km route between Loughlinstown and Wilford roundabouts. This is very upsetting for a lot of residents of Shankill who take pride in the tree-lined area, and it's many landmark trees. The proposal for the replacement trees are lacking and would take years to replace what will be lost.
- Loss of the visual barrier as a result of the removal of a portion of woodland between M11 and R837 near Loughlinstown roundabout will expose residents to noise and pollution from 8 lanes of traffic. For a suburban location this is not acceptable, especially when an obvious solution of using the existing m/n11 bus routes exists.

*"Shankill should not become a bus lane for Bray commuters!"*

Your Sincerely,  
Jane & John Deehan