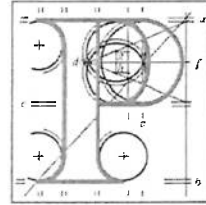


Our Case Number: ABP-317742-23

Planning Authority Reference Number:



**An
Bord
Pleanála**

Kylie O'Grady and Carl Faichney
51 The Bridge
Shankill
Co. Dublin
D18WK23

Date: 13 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 (including your fee of €50) 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.

If you have any queries in the mean time, 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,

Sarah Caulfield
Executive Officer
Direct Line: 01-8737287

HA02

Teil (01) 858 8100
Gíao Áitiúil 1890 275 175
Facs (01) 872 2684
Láithreán Gréasáin www.pleanala.ie
Ríomhphost bord@pleanala.ie

Tel (01) 858 8100
LoCall 1890 275 175
Fax (01) 872 2684
Website www.pleanala.ie
Email bord@pleanala.ie

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

Attn: An Bord Pleanala
64 Marlborough Street
Dublin 1

10 October 2023

Submission by:

Kylie O'Grady and Carl Faichney
51 The Bridge, Shankill, Co. Dublin D18WK23

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

Please find observations and objections below to the proposed BusConnect works between Loughlinstown roundabout and Wilford roundabout (Bray North) that will significantly affect the village of Shankill.

We strongly oppose the proposed plans for the following reasons:

1. Unjustified use of public funds, unjustified environmental and community impact and unjustified disruption to public and businesses given no evidence that proposals will result in any improvement in bus journey times through Shankill. Of note, time saving as per NTA is 5.9 minutes and 7.3 minutes north and south bound over the entire Bray to City Centre route which is negligible considering the cost, disruption and overall of the project.

2. Other projects (bus corridor on N11, new DART station, cycle lane improvement, Luas extension) are addressing future transport needs in a far more sustainable way and the preserve the integrity of the village – one of the few true villages remaining in Dublin. No doubt part of this will be continuing the excellent bus service through Shankill on existing infrastructure with minor changes.

3. With several significant developments underway in Shankill (new DART station, several new housing developments, recreational area development), Shankill is growing as a community for residents both old and new while remaining a desirable place to live even as it's population expands. This project will reduce quality of life due to:

- Increased traffic and bottlenecks within the BusConnect plan
- Loss of stone boundary walls, tree lines, hedgerows and mature trees along the Dublin Road [Note: Proposal involves 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.]
- Difficult road crossing
- Noise pollution
- Air quality (Drumcondra previously showed >100% improvement in air quality due to trees)

4. This implementation of this plan is not indicated as N11/M11 Bus Priority Scheme to service locations south of Bray will decrease passenger numbers on Dublin Bus services through Shankill

5. Any plan to proceed with this proposal would be in breach of the Aarhus Convention due to inadequate public consultation, and generally going against the will of the vast majority of the residents in Shankill (online petitions etc.).

To address these concerns, we would like to request an oral hearing

Respectfully,

Kylie O'Grady and Carl Faichney

[Redacted]

[Redacted]