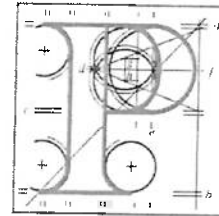


**Our Case Number:** ABP-317742-23

**Planning Authority Reference Number:**



**An  
Bord  
Pleanála**

MOLA Architecture  
c/o Michael O'Carroll  
2 Donnybrook Road  
Dublin 4  
D04 NN50

**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 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.

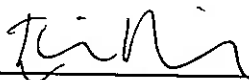
Please note that the proposed road development shall not be carried out unless the Board has approved it or approved it with modifications.

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,



Eimear Reilly  
Executive Officer  
Direct Line: 01-8737184  
HA02A

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# MOLA

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**AN BORD PLEANÁLA**  
LDG- 067613-23  
ABP- 217742-23  
10 OCT 2023  
Fee: € — Type: —  
Time: 12.17am By: Courier

10<sup>th</sup> October 2023

An Bord Pleanála  
Strategic Infrastructure Division  
64 Marlborough Street  
Dublin 1, D01 V902

**Re: Bray to City Centre Core Bus Corridor Scheme – CPO 2023  
Plot List: 1018(1).1e**

Dear Sir/Madam

As occupier of No 2 Donnybrook Road, I wish on behalf of MOLA Architecture Ltd., to object to the proposed Compulsory Purchase Order of the above lands to the front of the premises.

## Grounds for Objection

### 1. Business Concerns

MOLA Architecture is an architectural and interior design studio employing over 50 permanent staff. Given the nature of the business the four parking spaces on these lands at No. 2 Donnybrook Road were a fundamental consideration in our choosing to relocate to Donnybrook and are essential to the daily conduct of our business. Their removal therefore will significantly and adversely affect that business for the following reasons:

- The car-parking spaces are used daily on a pre-booking system whereby staff members attending building sites for regular inspections or attending meetings outside of Dublin, etc, which are a considerable distance from the office and are generally

- 
- inaccessible using public transport, are enabled to bring their cars to the office before and after attending such activities.
- The spaces facilitate staff members who work remotely on a permanent basis (in locations such as Drogheda, Carrick-on-Shannon, Cork, Claremorris and Derry/Donegal), but who attend the office for one day per week or fortnight for briefing or in-person meetings.
  - The spaces have been allocated regularly to clients who regard that convenience and the office's accessibility as important parts of the service we provide.
  - The four parking spaces and those adjoining to the south them on Donnybrook Road are a significant attraction to existing and potential customers for MOLA and the other businesses, with clients/customers deciding on impulse, or arbitrarily because of the highly visible nature of the shopfronts and the availability of parking spaces, to call in.

## 2. Unnecessary Acquisition of Lands

The compulsory purchase of the strip of parking fronting No.s 2 to 12 Donnybrook Road as proposed by the NTA is not only unnecessary for the roll-out of overall Core Bus Corridor Scheme but is wasteful of public resources and damaging to already struggling business in these premises for no meaningful public gain:

- The car parking spaces referred to above constitute an indent along the east side of Donnybrook Road measuring approximately 45m in length before culminating in the immovable built form/abutment of No.22 to 24 Donnybrook Road (The former Kiely's Public House) to the south. No CPO's are proposed to the frontages of the houses further north on the road (ie No.s 128 to 142 Morehampton Road) which would have created a more usable stretch of widened roadway albeit at the cost of many much loved mature trees and private front gardens.
- The intended removal of car parking spaces along the opposite (western) side of Donnybrook Road/Morehampton Road, while likely to be detrimental to businesses operating in this location, has at least a logical basis as it forms a continuous, extended strip of widened road over three hundred metres in length. This potential is not mirrored on the east side of the road where the pain to be endured by businesses is of dubious advantage to the overall scheme.
- No amount of road-widening through CPO acquisitions and removal of publicly owned parking spaces to the north of

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Donnybrook Village will overcome the very acute bottleneck that occurs at the former Kiely's Public House and continues southwards through the village. Indeed it could be argued that a gradual or progressive narrowing of road space over an extended distance is much more effective in dealing with the eventual bottleneck than a dramatic and instantaneous narrowing immediately north of the village. The bottleneck impact will therefore remain and be possibly more exaggerated in impact than is currently experienced.

### 3. Impact on Donnybrook as a place to run a business

It is evident that Donnybrook has emerged from the years of the pandemic in a state of quite apparent and dramatic commercial decline. Businesses have been closing or relocating, for many macro, and more localised, economic reasons to the point where the usual inter-dependencies no longer exist and the village is no longer a destination. However, the many residential developments now under construction in the area and the anticipated influx of over a thousand new residents provides a source of hope for survival of the remaining small shops and F&B outlets in Donnybrook. This hope for the future is now likely to be neutralised, unfortunately, by the likely adverse effects of the proposed removal of car-parking for the entire length of the village.

I would urge An Bord Pleanála to take a fine-grained approach and give consideration to the need to retain the vitality of Donnybrook and preserve one of Dublin's most important sub-urban villages, weighing necessity against simplistic, broad-brushstroke pragmatism, when deciding on the justification for each and every CPO proposed by the NTA.

Yours faithfully



Michael O'Carroll  
Director  
MOLA Architecture

cc      Ralph Bingham      MOLA Architecture