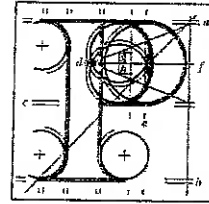


Our Case Number: ABP-317742-23



**An
Bord
Pleanála**

Mairead Divilly
15 Eaton Wood Avenue
Corbawn Lane
Shankill
Dublin 18
D18CY98

Date: 16 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

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

Tel	Tel	(01) 858 8100
Glaó Áitiúil	LoCall	1800 275 175
Facs	Fax	(01) 872 2684
Láithreán Gréasáin	Website	www.pleanala.ie
Ríomhphost	Email	bord@pleanala.ie

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

15 Eaton Wood Avenue, Corbawn Lane, Shankill, D18CY98

[REDACTED]

[REDACTED]

An Bord Pleanála
64 Marlborough Street
Dublin 1

10 October 2023

Re **BRAY SCHEME No 317742 (Bray to City Centre Bus Corridor)**

Dear Sir/Madam,

I wish to comment on the above proposed scheme.

Shankill is a village and a community as well as an area of outstanding natural beauty. We are also very proud of our trees which have been here for over 100 years. We currently enjoy an excellent bus service with no significant traffic delays.

The Bray Scheme No 317742 as proposed by the NTA is environmentally disastrous and socially unacceptable.

Benefits of Bypass

The M11 bypass made Shankill the community that it is today. The current proposal will undo the benefits of the bypass and is not in line with the Governments policy to prioritise 'major projects which provide for local bypasses and Compact Growth in Ireland's villages and towns.

Biodiversity and Trees

The consequence of the proposed scheme is a loss of over 400 healthy trees and over 2.5km of hedgerows. Replacement of these trees will take decades to grow to maturity. In fact, it is recognised that it is extremely difficult to get new trees established due to the extremely dry summers which we are now experiencing as well as other factors. So existing trees are a valuable amenity and need to be retained. Furthermore, the proposals are not in line with Dun Laoghaire-Rathdown Tree Strategy 2023-2030 which clearly outlines the significant role of trees in climate action and biodiversity as well as air quality and health and wellbeing. Dun Laoghaire Council's policy is 'to manage and retain healthy trees which were planted historically in residential verges and are now mature'.

Improved access to transportation

The proposed scheme does not sufficiently demonstrate any significant improvement in bus journey times through Shankill. The time saving per the NTA is 5.9 minutes and 7.3 minutes north and south bound over the entire Bray to City Centre route. The route selection was made in 2017 which is 6 years ago and there have been major changes since then but in particular, the decision by the TII in relation to bus lanes on the N-M11.

15 Eaton Wood Avenue, Corbawn Lane, Shankill, D18CY98

[REDACTED]

[REDACTED]

Route Option 2A, which was a dedicated bus corridor parallel to the M11, was originally deemed to be the most advantageous under the Environmental criteria as the loss of immature woodland along the M11 was considered to be less significant when compared to the loss of stone boundary walls, tree lines, hedgerows and mature trees along the Dublin Road. The criteria for dismissing Option 2A which follows a similar route to the N-M11 bus lanes is no longer valid. Therefore, Option 2A should now be considered as it avoids the high cost, environmental impact and social disruption of the current proposal.

I would also like to request an oral hearing.

Yours sincerely,



Mairéad Divilly