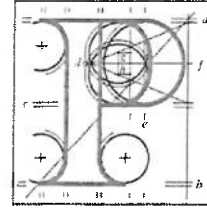


**Our Case Number: ABP-317742-23**



**An  
Bord  
Pleanála**

Mark & Christine Russell  
33 Woodbank  
Shankill  
D18 CY27

**Date:** 11 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.

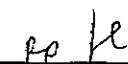
Please note that the proposed road development shall not be carried out unless the Board has approved it or approved it with modifications.

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

Teil (01) 858 8100  
Glaó Áitiúil LoCall 1800 275 175  
Facs (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

An Bord Pleanála  
Strategic Infrastructure Division  
64 Marlborough Street

09 Oct 2023

### Objection to Planning Application

Planning Application Reference:  
Address: Bray to City Centre Core Bus Corridor Scheme

Dear Sir/Madam,

We are writing to you to strongly object to the above planning application and CPO and raise some serious concerns around its stated objectives being met and its impact on Shankill, our estate, our House and quality of life.

Here we believe are several reasons why this planning application should be rejected. The most important consideration and challenge for this level of public (my) money spend must be 'the need' for the proposed scheme – this is laid out in the NTA application and CPO documentation and it fails any test even from the first paragraph.

#### NTA - Need for the Proposed Scheme

- "Sustainable transport infrastructure assists in creating more sustainable communities and healthier places to live and work while also stimulating our economic development and contributes to enhanced health and well-being when delivered effectively."
- **This is clearly not the case – how can our village of Shankill be a healthier place when the project is removing 420 Trees – rather than throw away buzz words like 'creating sustainable communities', village life and communities like Shankill are perfect examples of embracing and creating sustainability – we certainly don't need or want 4 lanes of traffic to create sustainability!**
- "Private car dependence has resulted in significant congestion in the Greater Dublin Area (GDA) that has impacted on quality of life, the urban environment, and road safety."
- **Not in Shankill it hasn't – quality of life and urban environment is maximised with village life and congestion is very rare and only during very short periods of the day**
- "Without intervention, traffic congestion will lead to longer and less reliable bus journeys throughout the region and will affect the quality of people's lives."
- **This is not accurate – saving what is argued as 5 mins of travel time has a negligent impact on the quality of peoples lives and irrelevant compared to the peace and tranquillity that comes with village life**
- "Ensure that the public realm is carefully considered in the design and development of transport infrastructure and seek to enhance key urban focal points where appropriate and feasible."
- This statement fails at every level. Evidently nothing has been carefully considered in this design and no evidence provided that enhances urban focal points – we have tree lined e lane approaches to our village of Shankill, to be replaced with ugly walls and 4 lanes plus cycle lanes which will destroy the whole aesthetic or our neighbourhood.

So in our view, the planning application doesn't satisfy the objectives of the scheme. What's also not clear in any communication is how residents or commuters have been consulted and asked whether they would spend €2b on a 5-6min journey saving that destroys the environment – what

percentage of stakeholder public have actually voted positively for this project? It certainly doesn't look like this project is compliant with the Aarhus Convention.

The N11 was created to take traffic away from Villages like Shankill – this project contravenes a by-pass strategy by encouraging extra traffic in creating four lanes.

We attended a residents public meeting recently where a number of excellent objections were raised, no doubt many of which will be detailed in the planning observations. The one which resonated best with us was articulated by our Tidy Towns Group. This group was established to provide purpose and positive mental health to a whole cohort of our community. They have proudly maintained our paths and hedgerows winning several awards. This group will be disbanded and redundant if this project is passed and allowed to destroy our Village.

In summary, we don't believe the current plans represent the will of the people and they certainly don't stand the test which the NTA set out themselves as objectives. We would urge you to reject this plan and instruct the NTA to reevaluate the need for the scheme in this area.

Thank you for reading and considering our observation.

Mark & Christine Russell  
33 Woodbank, Shankill