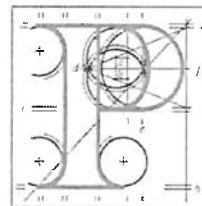


(F)

Our Case Number: ABP-317742-23

Planning Authority Reference Number:



An
Bord
Pleanála

Paul Wilcock
55 Clanmawr
Shankill

D18 T8W7

Date: 09 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.

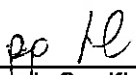
Please note that the proposed road development shall not be carried out unless the Board has approved it or approved it with modifications.

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

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Paul Wilcock
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Shankill
Co. Dublin
D18 T8W7
Tel: [REDACTED]

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

9th October 2023

The Bray to City Centre Core Bus Corridor Scheme (the Proposed Scheme)

Dear Sir or Madam,

I wish to make an observation as follows on the Bray to City Centre Core Bus Corridor Scheme (the Proposed Scheme).

As a local resident of Shankill, living in a housing estate off Corbawn Lane, my primary concern is the Bus Connects proposal to remove car access to Corbawn Lane from the R119 Dublin Road at St. Anne's Church (Sheet 43 General Arrangement Plan).

Currently, Corbawn Lane provides direct car access onto and from the Dublin road via the Shankill Four-Arm Roundabout for multiple estates and hundreds of homes as well as a Lidl shopping centre, a pharmacy, a medical centre, a nursing home, the beach and Garda Station. See Figure 1.



Figure 1 - All of the properties and amenities directly accessible from Dublin Road via Corbawn Lane

The Bus Connects plan is to re-route all traffic currently entering directly Corbawn Lane from the Dublin Road to having to enter via Shanganagh Road and then Beechfield Manor.

The proposed re-routing will replace the current direct access from the South to Corbawn Lane and all of these facilities and homes with two successive signalised right hand turns with short turning lane lengths. See Figure 2.

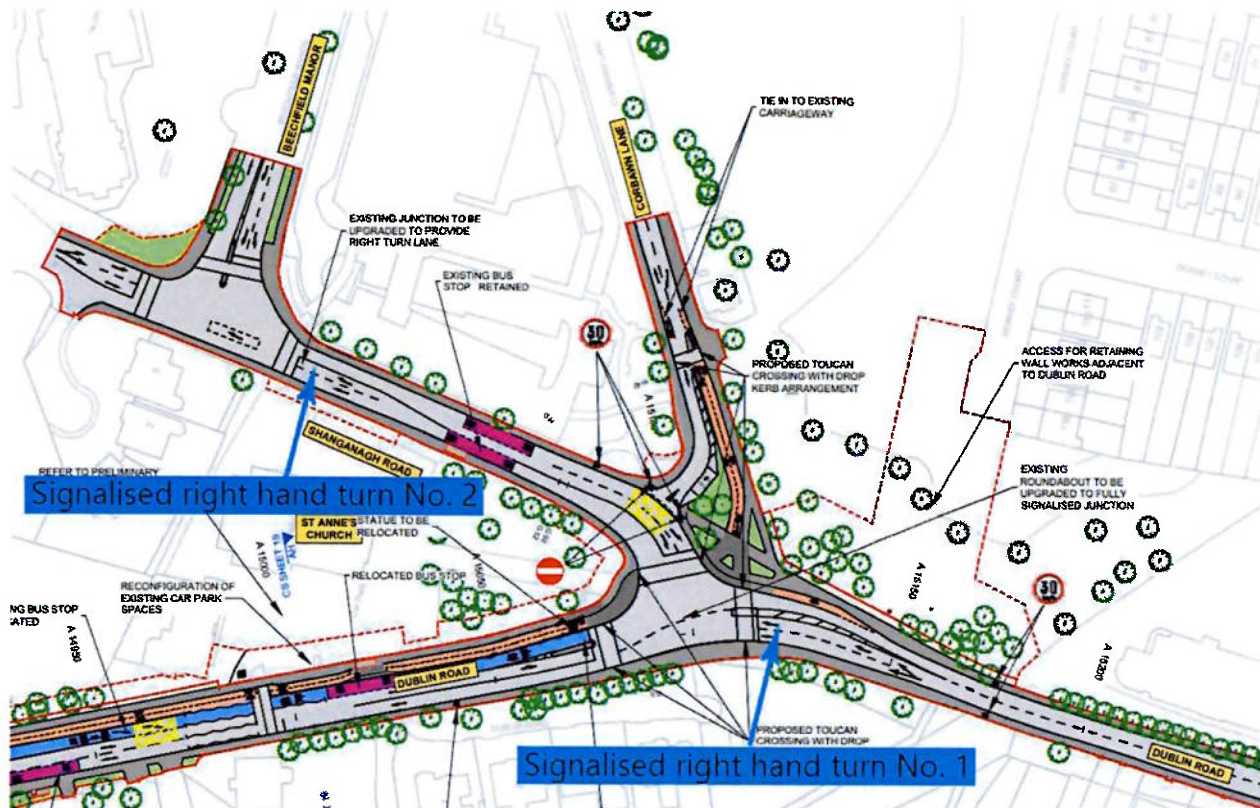


Figure 2 - Direct road access to Corbawn Lane replaced with two successive right-hand signalised turns.
Extract from BCIDB-JAC-GEO_GA-0013_XX_00-DR-CR-0043.

The creation of two successive signalised junction movements will create a traffic nightmare for a significant number of Corbawn and Beechfield Manor residents, as well as others well beyond Corbawn Lane.

I believe that with the new high density housing developments recently completed and currently underway in Shankill (Eaton Brae House, Shanganagh Castle, Woodbrook) there will be even greater demand for local car access to the Shankill Lidl. I believe that the Bus Connects Project has not adequately catered for this additional car traffic from the South. The two successive signalised right-hand turn lanes will fill up at peak hours blocking all traffic, including buses, from the south. The increased traffic to the Lidl store and local amenities exacerbated by the successive signalised junctions will restrict access for all residents along Corbawn Lane to go about their daily business.

The solution is to provide direct access into Corbawn lane from the Dublin Road junction. This will reduce the traffic impact and will maintain the current left hand turn access into and out of the Shankill Lidl.

There is currently no right hand turn permitted from the Shanganagh Road onto Beechfield Manor. This is to ensure that the traffic flow for Shankill Lidl is to enter via Corbawn Lane from the Dublin Road and exit via Beechfield Manor so that traffic is taking left hand turns, reducing the traffic on each road and reducing conflicts (see Figure 3). This road traffic flow should be maintained.



Figure 3: Current left-turn traffic flows for Shankill Lidl

Therefore, considering the above, I do not believe that the local impacts of the changes to the Shankill Four Arm Roundabout have been adequately considered and strongly object to the current proposal to close off direct access to Corbawn Lane from the Dublin Road and ask that this proposal be reconsidered to provide direct signalised access to Corbawn Lane from Dublin Road.

Sincerely,

P.J. Wilcock

Paul Wilcock