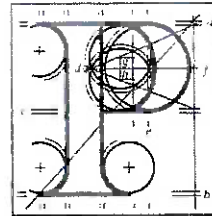


**Our Case Number:** ABP-317742-23



**An  
Bord  
Pleanála**

Ruth Stewart  
115 Stillorgan Road  
Donnybrook

D04 T2K6

**Date:** 12 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.

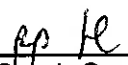
Please note that the proposed road development shall not be carried out unless the Board has approved it or approved it with modifications.

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,

  
\_\_\_\_\_  
Sarah Caulfield  
Executive Officer  
Direct Line: 01-8737287

HA02A

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Láithreán Gréasáin	Website	<a href="http://www.pleanala.ie">www.pleanala.ie</a>
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64 Sráid Maoilbhríde	64 Marlborough Street
Baile Átha Cliath 1	Dublin 1
D01 V902	D01 V902

115 Stillorgan Road,  
Donnybrook,  
Dublin 4  
D04 T2K6

An Bord Pleanála  
64 Marlborough Street  
Dublin 1  
D01 V902

Re; Bus Connects Bray to City Centre

To whom it may concern

We are in favour of improvements to the cycle route, bus lanes and footpaths. We believe however that the scheme as it stands provides these at the expense of biodiversity, green space, street trees and public amenity while private car infrastructure is unaffected, let alone reduced.

This seems to go against the stated aims of the Government, Dublin City Council's Tree Strategy, Dun Laoghaire Rathdown Council's Urban Forestry Strategy and the National Biodiversity Action Plan whose first objective is to 'Adopt a Whole of Government, Whole of Society Approach to Biodiversity'.

It is unlikely that there will be another opportunity to improve the environmental, acoustic and air quality of this road for many years after this project is implemented so we believe there is a missed opportunity to be much more ambitious in relation to the environmental and sustainability aspirations of the proposals with resulting improvements to the quality of the road for user well-being and nature.

This could be ameliorated by the provision of additional street trees to remove carbon from the air, the reduction in removal of existing trees, the planting of dense hedging in the centre medians to improve road acoustics, the introduction of further soft landscaping zones for improved biodiversity corridors and by choosing to reduce the space allocated for private car transport where necessary to achieve this.

We also believe that a reduced speed limit of 30km/hr would improve the environmental conditions on the road while having a minimal impact on the destination times of the vehicles due to the present density of traffic.

We specifically draw your attention to the following drawings;

#### General Arrangement Drawings

**GA Sheet 08 of 54** – The existing turn ban noted at Donnybrook Church is incorrect. This is allowed to allow access to and from the Church. The bus stop opposite the church travelling towards the City Centre is well used by residents of Beech Hill and Beaver Row and should not be removed if the intention is to encourage people to use the bus system instead of driving. Why is no cycle infrastructure improved at this junction? The pedestrian crossing to the new Dodder Greenway is welcomed. It would be helpful to improve the traffic light sequencing at the Stillorgan Road/ Anglesea Road/Beaver Row junction to prioritise pedestrians.

**GA Sheet 10 of 54** – The existing U turn noted at the turn into RTE is incorrect. This is currently a U Turn Ban. However it is not close enough to the junction and is regularly ignored causing great danger to pedestrians.

Why is a cycle path shown on Airfield Park – a cul de sac? Is a new crossing proposed between 10 Airfield Park and RTE? This is not labelled but is drawn so it is difficult to comment. If significant new traffic is proposed to enter the proposed residential development at RTE this should be taken account of in the infrastructure. The bus stop should therefore not be moved away from the bridge.

#### Landscape Drawings

**Sheet 09** - Five mature trees are shown to be removed but no alternative trees are proposed. This is likely to result in a reduction of environmental quality to the air, noise and landscape.

**Sheet 11 – 11** Significant mature trees are shown to be removed in order to move the bus stop and narrow the central meridian. Again no alternative trees are to be proposed in this area resulting in a loss of environmental, visual, air and acoustic quality.

**Typical Cross Section 05 of 22** – This is an ideal section. In most places the central median as proposed is too narrow for tree planting and in many cases it is proposed to remove trees by narrowing the median. This seems to take a car-centric approach instead of improving the environment for cyclists, pedestrians and residents.

Kind regards,

Ruth Stewart and Sean Schoales