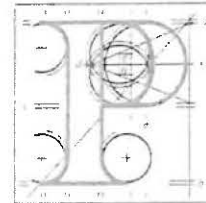


**Our Case Number:** ABP-317742-23



**An  
Bord  
Pleanála**

Nina & Peter Brennan  
Narrow Meadow  
Dublin Road  
Shankill

**Date:** 24 July 2024

**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 correspondence in relation to the above mentioned case. The Board will take into consideration the points made in your submission.

If you have any queries in relation to the 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,



Breda Ingle  
Executive Officer  
Direct Line: 01-8737291

CH08

**Teil**  
**Glaao Áitiúil**  
**Facs**  
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64 Sráid Maoilbhríde  
Baile Átha Cliath 1  
D01 V902

64 Marlborough Street  
Dublin 1  
D01 V902

## Sinead Singleton

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**Subject:** FW: Case no. ABP-317742-23 & ABP-317780-23 Core Bus Corridor Scheme  
**Attachments:** Bord Pleanala NTA BusConnects Scheme July '24.pdf

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**From:** Nina Brennan <[REDACTED]>  
**Sent:** Monday, July 15, 2024 1:35 PM  
**To:** LAPS <[laps@pleanala.ie](mailto:laps@pleanala.ie)>  
**Subject:** Case no. ABP-317742-23 & ABP-317780-23 Core Bus Corridor Scheme

**Caution:** This is an **External Email** and may have malicious content. Please take care when clicking links or opening attachments. When in doubt, contact the ICT Helpdesk.

To whom this may concern

Attached is our response to the recent submission by the NTA to An Bord Pleanala in connection with the above.

Can you confirm receipt of this email and attachment by return email, please.

Kind regards.

Nina & Peter Brennan.

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

Nina & Peter Brennan  
'Narrow Meadow'  
Dublin Road  
Shankill  
Co. Dublin.

12<sup>th</sup> July 2024

Re: Case No. ABP – 317742 – 23; Case No. ABP 317780 – 23 Plot List: 1101 (1).1d, 1101 (2).2d

Dear Sir/Madam,

We refer to the recent correspondence of 17<sup>th</sup> June last received from An Bord Pleanála in connection with the above. Our response concerning the proposed development and related CPO is set out below for information and attention.

It is noted that while the NTA in their documentation submitted to An Board Pleanána list our, (and indeed other objectors), comments for response, the actual information provided is generalised and does not address in any meaningful or detailed manner the substance of the concerns raised to the proposed development. In summary therefore, we again list the following key points underpinning our objections to the development as follows:

1. The focus of our submission on this occasion is directed with respect to the stretch of road from Stonebridge Road up to St. Anne's RC Church roundabout, this has a length of no more than 200 metres. There are currently four property driveway entrances together with the church car park and pedestrian openings along the road length. Three pedestrian light crossings exist in addition to the frequently used bus stops, one on each side of the road.
2. The existing layout provides for footpaths, a 1.3 metre-wide cycle lane and road lane on each side.
3. The current plan presented proposes installation of a new bus lane for the outward bound bus journey from Dublin City Centre towards Bray with a segregated two-way cycle lane and including the footpath along this stretch of the roadway. This bus lane is not continuous, ending at the St Anne's RC Church roundabout and on through Shankill village to the Quinn's Road roundabout, a length of almost one kilometre. In the original plan layout, the NTA proposed the installation of a new bus lane at this road location for the inward bound journey towards Dublin City Centre. This was subsequently abandoned in further plan iterations, presumably due to the constraints encountered.
4. It is our continuing contention that based on the conditions and circumstances pertaining along this stretch of roadway, the installation of the proposed new bus lane and cycling infrastructure for the outward-bound journey towards Bray cannot achieve the stated objectives of the Core Bus Corridor Scheme given:
  - The proposed new bus lane will not be continuous having to end at St. Anne's RC Church roundabout for a distance of one kilometre before any further connecting section can be installed. This, together with other presenting real-time factors such as the regularly used three pedestrian crossings throughout the day and numerous buses having to halt at the bus stop at St. Anne's RC Church, particularly during peak hours travelling time, will result in no tangible journey time saving being possible along this stretch of 200 metres roadway. The welcomed proposed speed reduction to 30K/H on the run from Loughlinstown roundabout



to the Quinns Road roundabout will further impact on any potential for suggested journey-time saving at this location.

- It is unclear what specific modelling, metrics or data generation has been applied to justify the proposed unnecessary costly and disruptive installation of a bus lane on this stretch of roadway for the outward bound journey towards Bray. This information, with specific reference to the said stretch of roadway, must be presented and considered, together with the real-time factors outlined above, in any determination process for deciding on a grant of permission or otherwise for the installation of the proposed bus lane at this location. The decision to abandon the proposed bus lane for the inward bound journey towards Dublin City Centre on this stretch of roadway is also considered to be a relevant issue. As previously noted, the expectation in terms of development objectives priority hierarchy, one would assume, is related to the peak hours inward bound journey towards Dublin City Centre. Yet in acknowledging the constraints, the NTA subsequently removed the proposed bus lane installation for this journey direction. Clearly the same logic must be applied with respect to the proposed bus lane installation on this stretch of road towards Bray.
- The proposed replacement of the existing 1.3 metre wide cycle lane running uninterrupted on this stretch of roadway from the Loughlinstown roundabout to the St. Anne's RC Church roundabout with an unsegregated and two-way segregated cycle lane, in order to facilitate the installation of the proposed bus lane for the out-bound journey towards Bray, is viewed as a retrograde development. The two-way cycle lane running along the stretch of roadway from Stonebridge Road to St. Anne's Church roundabout is considered a danger to pedestrians, particularly young school-going children, parents and older people using the footpath, and cyclists travelling in different directions. The existing layout of this stretch of roadway outlined above as having several driveway openings over its two hundred meters length will present an additional hazardous situation at this location for all concerned.
- With no bus journey time saving or benefit for pedestrians and cyclists being possible from the development proposed on this stretch of roadway clearly it should not proceed. It is accepted that developments contributing to the greater good, notwithstanding the positive and negative circumstances that might be presented to individual concerns, should be prioritised. However, the development proposed on this stretch of road way results in only negative consequences in terms of loss of amenity, effect on the environment, diminishing the character of the area, impact on local residents, significant unnecessary outlay of public funds and finally, attempting to fix a problem that does not exist.

As pedestrians, cyclists, public transport users and private car drivers we welcome any well planned and properly implemented development works that can achieve more pleasant, safer, shorter duration and climate friendly journeys. The NTA state in its Scheme documentation the potential to deliver such journey profile over the Bray to Dublin City Centre Core Bus Corridor Scheme full route parameters, however it is the case that the proposed development of the section from Stonebridge Road, through Shankill Village and on to the the Quinn's Road roundabout will not contribute any improvement input given existing constrains. Clearly the proposed development along the identified stretch of road should not be given permission to proceed notwithstanding that other Scheme sections might be approved.

Our objection to the CPO for acquisition of part of our property being pursued by the NTA for an unnecessary development remains. The CPO maps compiled by the NTA and supplied to us do not show correctly the extent of our property intended for acquisition. In the unlikely event that An Bord Pleanála grant permission for the CPO we are seeking this be conditioned as follows:

1. The full extent of our property affected to be identified in the CPO maps confirming land being acquired.
2. At a minimum, the full re-instatement of our front entrance in its entirety with respect to:
  - The frontage to our property
  - The use of the existing entrance stone walls, piers and capping stones

- The use of our existing wooden gates, vehicular and pedestrian, as currently in situ with respect to material, structure and automated opening mechanism
  - Services such as electricity, gas, telephone/broadband, water, waste etc.
3. Prior to any CPO approval, the NTA to engage with us and produce detailed drawings confirming:
- The full extent of our property intended for acquisition and
  - The fact that the entrance as currently configured can and will be reinstalled.
- This must happen prior to any CPO approval and commencement of development as a later interaction following any CPO approval, should difficulties present, would result in the NTA having the option not to proceed as we require with respect to the full reinstatement of the entrance to our property as currently configured. The assurance listed in the NTA submission concerning the reinstatement of our entrance is a generalised statement, used with respect to the response to other objectors, and is deemed insufficient.
4. Proper and correct compensation to be paid immediately, at the time of acquisition, in respect of any part of our property acquired permanently or on a temporary basis as part of a proposed and unnecessary development.
5. A full and inclusive commitment, detailed in a binding agreement to be provided to us by the NTA, covering all aspects of the matters covered in points 1 to 4 above prior to the determination by An Board Pleanána of the Scheme and CPO application.

Please have regard for the views and position outlined by us in considering and determining the course of action for the proposed development and the CPO related to and affecting our property.

Yours sincerely,



Nina & Peter Brennan