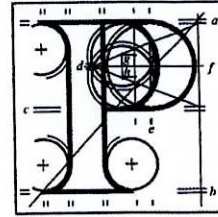


Our Case Number: ABP-313892-22



An
Bord
Pleanála

Jackie and Bernard Smyth
151 Navan Road
Dublin 7
D07F5T6

Date: 21 July 2023

Re: Bus Connects Blanchardstown to City Centre Core Bus Corridor Scheme
Blanchardstown to Dublin City Centre

Dear Sir / Madam,

An Bord Pleanála has received your recent submission in relation to the above mentioned proposed development and will take it into consideration in its determination of the matter.

Please note that the proposed development shall not be carried out unless the Board has approved it with or without modifications.

If you have any queries in relation to the 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,

Eimear Reilly
Executive Officer
Direct Line: 01-8737184

AA02

Teil	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

Jackie & Bernard Smyth

AN BORD PLEANÁLA

LDG- _____
ABP- _____

12 JUL 2023

Fee: € _____ Type: _____
Time: _____ By: post

512

151 Navan Road,
Dublin 7,
D07 F5T6

July 10th, 2023

An Bord Pleanála,
64 Marlborough Street,
Dublin 1.
D01 V902.

We are writing again to reiterate our strong objection to the compulsory purchase order of part of the front drive of 151 Navan Road, Dublin 7, D07 F5T6, being sought under the Bus Connects development.

We are not at all satisfied with the responses given so far on issues raised, especially around parking and safety. Our safety concerns are chiefly regarding children living in the house. Our firm conclusion is that the road safety audit undertaken does not apply to our concerns.

Two of the children living on the property have extra needs and zero road safety awareness and will both run from the front door to the road given the slightest opportunity. The end result will bring us 2.7 metres closer to the road and cycle lanes - and during the building stage, 5.2 metres closer. That takes up most of the available space. It is a massive imposition on our ability to live at a property that has taken a lifetime of work to pay for and maintain.

The National Transport Authority response tells us that it is not illegal to reverse out onto a main road, if Bus Connectsb is pushed through despite our concerns. We find this suggestion to be irresponsible and dangerous, even if such reversing is not technically illegal. We received a suggestion which allows for parking of up to four cars with some space to make a turn. This does not comfortably allow for the five cars usually at the residence, or for any visitors.

Furthermore, the proprietor Bernard Smyth is elderly and paralysed after a stroke - and thus very isolated and reliant on visitors. Most of his friends are also elderly and will find it very difficult or impossible to visit him when they can no longer assess parking space on the property. This isn't some sort of remote possibility - the development proposed will radically degrade his standard of living through the few social possibilities Bernard has left at this vulnerable stage of his life.

No alternative parking has been suggested or organised, and on top of that, no answer has been given about the amount of compensation being suggested. These proposals obviously degrade the market value of the property.

Additionally, we would be very upset to see the mature trees being cut down on the Navan Road both from the point of view of reduced air quality and the mature, hard-won aesthetics of the area.

Please give proper attention to our concerns and address them fully in a timely fashion.

Yours most sincerely,

Bernard Smyth (resident),
Jackie Smyth (resident),
Peter Smyth (family member and carer),
Jennifer Smyth (family member and carer)

The principle of how residents can access/egress their property is unchanged by the scheme proposals. The existing access/egress scenario is similar to the proposed with the requirement for a vehicle to be driven across a cycle lane/cycle track and footpath. However, it is not illegal to reverse from a driveway onto a road; in accordance with Statutory Instrument S.I. No. 182/1997 - Road Traffic (Traffic and Parking) Regulations, 1997 Section 12 (3) "A driver shall not reverse from a place adjacent to a public road onto a public road save where it is clear to the driver that to so reverse would not endanger other traffic or pedestrians."

