

DONAL REILLY & COLLINS

SOLICITORS LLP

20 MANOR STREET, DUBLIN 7

DX 1021 Four Courts

Telephone: (01) 6773168 / (01) 6773097. Fax: (01) 6773411

Email: info@drcollins.ie www.drcollins.ie

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

Our Ref: JC/JK

30th August 2022

**Re: Blanchardstown to City Centre Core Bus Corridor Scheme.
Portal ID. 2022112
Competent Authority Reference: ABP-313892-22
Location: Blanchardstown to City Centre 10.9km and in particular the Old
Cabra Road, Prussia Street, Manor Street, Stoneybatter and environs section
thereof.
Properties affected: 20 Manor Street, 67 Prussia Street, 14 Mounttemple Road
and 1 Manor Mews. (the latter two to the south of Manor Place)**

Dear Sirs,

Please regard this letter and our attached letter of the 16th December 2020 as our submission.

The contents of our letter of the 16th December 2020 are repeated as if they were set out seriatim. They have not been addressed in the scheme presented with the exception that the two electric parking spaces appear to be reinstated but at the expense of a car parking space on the far side.

Overview

A concern was expressed that no local knowledge, or even local authority knowledge, went into the plan and this concern has only grown. The plan is good money chasing bad, rather than facing up to the fact that the initial plan drawn up for Prussia Street and Manor Street is fatally flawed.

Road Restrictions.

We have reviewed the plans showing traffic movement lodged by the Prussia Street Traders (Park Shopping Centre etc) and note now that journeys to and from our premises are now going to be much longer and more difficult than before, increasing our time on the roads.

JOHN COLLINS BCL DOROTHY WARE BCL

Orlaigh O'Dwyer BCL LLB

VAT No. IE 9528756G

Our clients similarly are going to have longer and more complicated journeys, of between twice to four times their current length, to reach and leave the relevant premises.

This will increase environmental pollution and noise traffic congestion, and runs contrary to all the good work carried out previously by the local authority in converting the area from a neglected and frankly rough area into a vibrant safe and sustainable development and centre.

Vast and draconian restrictions are being imposed on Prussia Street and Manor Street, and these are being shored up (preventing rat runs) by imposing vast and draconian restrictions on feeder roads, where the original restrictions are both unnecessary and completely disproportionate to the purpose they are supposed to serve.

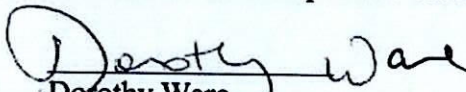
The development is more akin to a plan for a motorway through virgin land than a plan to run buses and bicycles through a 1000 year old village along an ancient two way road.

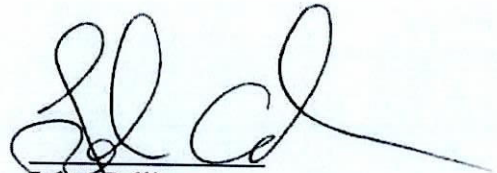
Please find our fee of €50 enclosed.

Yours faithfully,

JOHN COLLINS
DONAL REILLY & COLLINS
john@drcollins.ie

We endorse and adopt these submissions.


Dorothy Ware


John Collins

- Enclosure

Letter dated the 16th December 2020 Donal Reilly & Collins to Bus Connects.



DONAL REILLY & COLLINS

SOLICITORS LLP

20 MANOR STREET, DUBLIN 7

DX 1021 Four Courts

Telephone: (01) 6773168 / (01) 6773097. Fax: (01) 6773411

Email: info@drcollins.ie www.drcollins.ie

**Bus Connects,
Core Bus Corridors,
National Transport Authority,
DunSceine,
Harcourt Lane,
Dublin 2,
D02WT20**

Email: cbc@busconnects.ie
stoneybatterpop@gmail.com

Our Ref: JC/AC

16th December 2020

Your Ref: PC/A11_PC_315

**Re: Your Client : National Transport Authority
Matter: : Bus Connect Core Bus Corridor
No. 5. Blanchardstown to City Centre.
Detail: Maps 31 (Prussia Street) and Map 32 (Manor Street)
Properties affected: 20 Manor Street, 67 Prussia Street, 14 Mounttemple
Road and 1 Manor Mews. (the latter two to the south of Manor Place).**

Dear Sirs,

We refer to the above mentioned matter and the following is our Public Consultation Submission.

Our firm Donal Reilly & Collins is one of the few businesses on the northern part of Manor Street most of which are residences. The writer personally is the joint owner of 67 Prussia Street, which opens onto Prussia Street but has vehicular access to the rear, straddling the corner derelict property 66 Prussia Street which I do not own. I also own 14 Mounttemple Road, behind Manor Place.

The writer is also the owner of 20 Manor Street from which a solicitor's practice has operated for the last 50 years and our own practice has run for 27 years. We are beside the pharmacist in 21 Manor Street, and the An Siol community facility.

Dorothy Ware, my business partner, is the owner of 1 Manor Mews (behind Norseman Place).

Introduction.

JOHN COLLINS BCL DOROTHY WARE BCL

Orlaigh O'Dwyer BCL LLB

VAT No. IE 9528756G

Stoneybatter Village is a destination in itself. It is not a through way and should not be seen as such. Stoneybatter predates the "City Centre" these buses are making their way to.

A thousand year old village needs care, and proper consideration should be given to how it is changed. The most prominent feature of many of the changes proposed is that they are completely unnecessary.

Boundaries.

As stated below the boundaries as drawn in many places are wrong, and include privately owned land, such as in our case in front of Manor Street.

Removal of 57 Car spaces.

We are at a loss to understand the removal of so many car spaces, and in particular the removal of the electric car charging car spaces in these plans. We think this will cause you some difficulties. The residences along the road are in the main family residences, and their parking space in front functions as their driveway.

The parking spaces have a real legally grounded basis, as many of the properties are old registry of deeds titles going to the centre of the road, in keeping with the ancient nature of the road, and the former use of the spaces in front of the premises to serve the cattle markets etc.

Family life in keeping with green ideas to preserve community is still only possible for certain stages currently with a car. If the car facility is removed, these will be replaced by flats and temporary accommodation, removing the community spirit from the neighbourhood.

Much of the footpath, for example a substantial portion of 20 Manor Street flush with our neighbour 21 Manor Street frontage, is owned by the house owners, and whereas they are currently parking in the provided car parking spaces, they would be within their rights to park on the foot paths were those spaces removed. This would be far from ideal.

Some of the residents are quite old with mobility issues, depend on their car to get about, and some would have small children, and it is not possible to safely navigate a new born baby and two children under 4 from a distant car parking space to your house, or in the greater scheme of things to a destination such as a pharmacy or solicitors office. This is also relevant to access to the school on Kirwan Street by families.

Purpose.

The purpose of the move would appear to be to remove cars from this route and restrict it so far as possible to busses. However, we cannot see how taking 57 cars from the residents is going to significantly impact traffic.

Unnecessary.

Given the market town street width of Manor Street and already wide footpaths and road it is difficult to understand the reasoning behind these changes.

Much of the parking spaces removed on the maps are occupied by enormous concrete footpath islands between the cycle lane and the road.

Manor Street is uniquely wide and would easily be able to accommodate with zig zag parking (as partly inserted on the western side below Aughrim Street) not just the 57 car parking spaces removed from the residents, but also some of the car parking spaces removed from Stoneybatter where the road does genuinely narrow. It could also quite simply be left as it is.

These spaces will not significantly increase traffic, will occupy no more than currently planned concrete islands, and can be phased out if the conversion of the residents to public transport is 100% successful, but don't require all the residents and property owners to bet everything on its success. They can also slowly be converted to electrical charging, and they can relieve the double parking and car abandonment that will otherwise inevitably follow.

One of the characters of this area is there is still a significant population with very subjective interpretation of the rules, and it does not serve the smooth flow of traffic to leave these people with no reasonable options.

Flow of Traffic

Again, we don't understand the need to remove traffic from Prussia Street or Manor Street. There is rarely if ever a problem with the flow of traffic through Prussia Street caused by its layout, and in 28 years we have never seen a bus delayed as a consequence. The narrowing of Stoneybatter, and perhaps the traffic lights on Hanlons corner may slow traffic and back it up, but never in our experience has the fact the street is shared with cars been an issue, particularly in light of the bus lanes already on Manor Street.

Frankly if resource become an issue, (or good sense prevails) there would be little lost in leaving Prussia Street and Manor Street alone.

Legal title.

As conveyancing solicitors who have acted here for the last 28 years as previously outlined we believe you may have CPO issues with some of the proposed works and the local authority may not enjoy the freedom to do these works. You should liaise with the local authority as they have shown themselves reasonably aware of who actually owns what and to where. They don't seem to have assisted you in this.

Prussia Street.

In respect of Prussia Street, this functions perfectly well at the moment, the principal problem being the fast speed cars sometimes take that street, and there is no justifiable basis for change there.

As regards Joseph's road Eastern end the planned widened footpaths on map 31 will

- (a) Remove the two parking spaces for electric cars there.
- (b) Apparently block my and my co-owners rear vehicular access to 67 Prussia Street

Manor Place and Oxmanton Road.

As the writer is the owner of 14 Mounttemple Road, and our Business Partner Dorothy Ware the owner of 1 Manor Mews, we share the concern of the residents of Oxmanton Road and Manor Place becoming a new main thorough fare. It seems illogical to take cars from a purpose built road and put them onto residential streets, who have through speed bumps and other changes sought over the years to achieve the opposite.

Business Premises.

The writer's family owns a business premises in West Street Drogheda, and has seen the destruction wrought to businesses and rateable income on that street by well meaning but ill thought out pedestrianisation and one-way systems. It has still not recovered 20 years on.

Conclusion.

It is hard to believe that any local knowledge, even local authority knowledge has gone into this plan. We would strongly suggest it be revisited with a focus on community and preserving the village of Stoneybatter.

The tragedy of it, if it goes ahead, is that most of the requirements are unnecessary, and the purpose can be achieved without the slash and burn tactics being employed.

We would urge you to reconsider your plans.

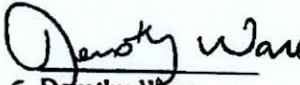
Traffic Flow.


We have not commented on the one-way system as we note these have been covered by other parties' submissions who outline the adverse impact, (e.g. Stoneybatter Pride of Place submission) and those submissions have our support.

Yours faithfully,


DONAL REILLY & COLLINS
john@drcollins.ie

We endorse and adopt these submissions.


Dorothy Ware


John Collins