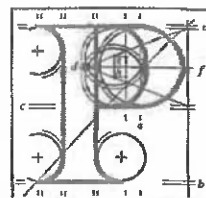


Our Case Number: ABP-317121-23



An
Bord
Pleanála

Deirdre & Pamela Scully
255 Swords Road
Santry
Dublin 9
D09 RK31

Date: 14 September 2023

Re: BusConnects Swords to City Centre Bus Corridor Scheme
Swords to Dublin City Centre

Dear 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 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,


Niamh Thornton
Executive Officer
Direct Line: 01-8737247

HA03A

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Glaos Áitiúil	LoCall	1800 275 175
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64 Sráid Maoilbhríde	64 Marlborough Street
Baile Átha Cliath 1	Dublin 1
D01 V902	D01 V902

OBSERVATION to :

An Bord Pleanála

re. Case No. 317121 Swords to City Centre Bus Corridor

From:

**Deirdre & Pamela Scully,
Joint owners of Property with CPO
on part of front garden**

**255 Swords Rd.,
Santry,
Dublin 9.
D09RK31**

AN BORD PLEANÁLA	
LDG- _____	
ABP- _____	
12 SEP 2023	
Fee: € _____	Type: _____
Time: 16:46	By: H. Ann

for Bus Corridor Swords to City Centre

We object to the proposed CPO being placed on our front garden and we outline three main reasons as follows :

1/ Health Issue

The proposal to place a CPO on part of our front garden will result in an unacceptable hazard to human health. The buses will be will be 4 to 5 metres from our front door. A person's auric field can extend out several metres beyond the body and close proximity of any disturbing activity on a constant basis especially traffic through this human auric field has a detrimental effect on the cells in the body and in time will lead to cancers. The proximity of noise pollution, air pollution and vibrational damage to the foundations of the house are all attendant issues of serious concern .

The buses are a 24 hr. constant presence on this Swords Rd.. It is unconscionable to imagine that the traffic flow would come any nearer to the house. As we are so concerned about the threat to our health we have put our house up for sale. Therefore, we are making this submission really on behalf of the next family to live in our house and on behalf of our neighbours who may be totally unaware of the detrimental health consequences associated with auric field disturbance (one of us -Pamela -is a professional energy therapist). We, as owners of 255 , have had to make the monumental, heart wrenching decision to move out of our old home which our parents bought in 1956 and which we dearly love.

2/ Destruction of Village Streetscape and Acceleration of Climate Breakdown

This proposed development of what is effectively a 'motorway' through the old village of Santry will cause the destruction of the natural street landscape and the consequent destruction of the natural rhythm of village life.

The taking of metres from residents' gardens will result in the destruction of trees and natural hedging and other vegetation so essential for carbon sequestration in this era of climate breakdown. I know that there is a proposal to replant but the same sequestration is not possible with new planting as years of growth are necessary for effective sequestration. The planting in our garden has developed and matured over sixty years and the NTA talks of 'replacement of greenery' as if the removal (with a culpable lack of discrimination) of greenery, especially mature trees and hedges, can easily be replaced. This action is going to accelerate climate change, however marginally.

3/ ONE-WAY SYSTEM (REDUCING CONGESTION & SAVING MONEY)

Part One

The destruction of Santry village and the attendant CPOs on people's gardens could have been avoided if the original proposal for a one-way had been adopted and better planned. A one-way system would also have reduced traffic congestion and have cost a lot less money.

However, there was business and political pressure at the original decision-making time and residents with CPOs on their gardens were not the main consideration. The local, elected Fine Gael politician Noel Rock, with an office in the village struck up a campaign on behalf of the business community and Lorcan Rd. residents to oppose the first proposal with a poster campaign 'One Way, No Way', funded by public money and before any local public meetings were called to consult with residents directly affected. This is a matter of public record and the former deputy, Noel Rock, used public money for this campaign.

Part Two

I attended an information evening delivered by the NTA online in the Covid period -7th Dec. 2021-during which they outlined four particular elements underpinning their policies but which they are not following in the case of the destruction of Santry village, as follows:

- 1/ Pedestrians need to be supported for safe walking.
- 2/ Cars will have to take longer journeys to facilitate other road users.
- 3/ 90% of respondents to their consultations agree that there needs to be a reduction of the reliance on the private car for travel.
- 4/ Climate change requirements must be taken into consideration.

All four of the above statements are being ignored by the NTA in relation to opting for a motorway through Santry village.

We propose that An Bord Pleanála look again at the one-way option.

Two Further Details for Consideration:

- 4/ A DETAIL which begs the question -why widen in the first place?

At the bottom of Santry village going towards the city, the Shantalla Rd. Bridge has to be crossed and so, even at the moment, the buses do not use the bus lane on the last lap of the journey down the Swords Rd. to cross this bridge. Opposite our house, the buses move out of the bus lane as it exists at the moment and into the car lane so as to align with the road lane (the car lane) which allows the buses to climb over the bridge and progress towards the city. No matter how wide the road is made, the buses will still have to move into the car lane to cross the bridge.

It is also proposed to "lift the tree canopy" beside the Shantalla Bridge for a cycle lane? Why? A cycle lane to where? Cyclists obey no rules and will still cycle up the main road on the pathway which they do constantly at the moment. Meanwhile, once again the trees will have been removed! And furthermore, the drawings do not indicate the cycle paths, so where are they going?

5/ Why Two 'Motorways'?

Bus Connects spent an inordinate amount of money on getting a visiting consultant to draw up new routes for buses in the light of the development of the new corridors. The consultant proposed a series of 'local link buses' for certain routes. These local buses could be used to go through Santry. As the bus corridor is really designed to knock some minutes off the bus journey to Swords, the main buses could happily go up the motorway to Swords. Then

it would be unnecessary to plunder the village of Santry with a four-lane roadway parallel to the motorway that already exists!

Thurs. 12th Sept '23

Deirdre Sully
Patricia Sully

