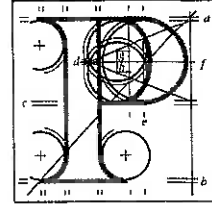


Our Case Number: ABP-317742-23



**An
Bord
Pleanála**

Nina & Peter Brennan
Narrow Meadow
Dublin Road
Shankill

Date: 02 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 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,

Sarah Caulfield
Executive Officer
Direct Line: 01-8737287

HA02A

Tel	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 Maoilbhride	64 Marlborough Street
Baile Átha Cliath 1	Dublin 1
D01 V902	D01 V902

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

AN BORD PLEANALA	
LDG- 066823 - 23	
ABP- 317742 - 23	
29 SEP 2023	
Fee: € <u>X</u>	Type: _____
Time: <u>Open</u>	By: <u>Hand</u>

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

Re: Plot List: 1101 (1).1d, 1101 (2).2d Ref: 317735-23(KA) 317679-23(HA)

Dear Sir/Madam,

We refer to the Bray to Dublin City Bus Corridor development and related Compulsory Purchase Order (CPO) 2023 application being pursued by the National Transport Authority (NTA) for the above Plot List.

Our objection to the proposed development and the related CPO is based on the following:

- The direct negative consequences that we will experience from the proposed development.
- The impact on the Shankill area and local environment.
- The level of disruption and enduring amenity loss for local residents living in the area.
- The level of costs and expenditure involved.
- The actual return achieved regarding meaningful improvement to the frequency and journey time of Dublin Bus provision travelling through the Shankill area, including along the section of the route from the traffic lights at Stonebridge Road to the existing roundabout at St. Anne's RC Church and on through Shankill village, on both the outbound to the Dublin City and inbound to Bray bus journeys.

In our previous correspondence with the NTA on the proposed Bus Corridor through the Shankill area we have highlighted several aspects that are inconsistent with responsible and proportionate planning and development that can achieve the results intended. In particular, several issues present including:

1. The originally proposed bus lane development for the inbound bus journey to Dublin City along the section of the route from St. Anne's RC Church to the traffic lights at Stonebridge Road has been abandoned in the most recent plan published. However, a bus lane is to be developed on this road section for the outbound journey from Dublin City to Bray. It is unclear of the logic in this approach. While improving bus journey travel times is of benefit generally, clearly the priority must be with respect to moving commuters to places of employment, schools etc. that are primarily in the direction of travelling on the inbound journey towards Dublin City.
2. In the Information Notice received from the NTA it states – "A key part of the BusConnects project is the development of sixteen "Core Bus Corridors" or CBCs. These corridors will **effectively deliver continuous bus lanes**, ----". The proposed bus lane development for the outbound journey from Dublin City to Bray along the section of road from the traffic lights at Stonebridge Road to beyond St. Anne's RC Church cannot deliver a continuous bus lane given the configuration of Shankill village and the layout of Shankill bridge. Hence no material bus time travel improvement will result from the proposed costly and disruptive development proposed along this section of roadway.
3. Due to the limitations on space available, the most recent NTA plan shows a two-way cycle lane, running along the footpath on the stretch of roadway noted above. How the cycle lane will work in practice is difficult to understand given the level of pedestrians, involving parents with children attending the three local schools, residents from the close by Shankill Retirement Village, the general public walking to shops, church etc, using this pathway on a continuous basis throughout the day. Experience of this type of non-segregated from the footpath cycle lane type development elsewhere confirms the hazardous situation presented for pedestrians, particularly children, using the footpath. Situated as it is proposed, the two-way cycle lane will also prove challenging for an effective road traffic management plan and will also be problematic for neighbours and ourselves entering and exiting our houses.

In essence our contention is that the proposed bus lane development for the outbound bus journey from Dublin City to Bray along the section of roadway running from the traffic lights at Stonebridge Road to St. Anne's RC Church is unnecessary, will not provide for any material improvement in bus travel time and is in effect attempting to fix a problem that does not exist. The stretch of roadway is near 200 metres in length, has two sets of pedestrian traffic lights and one bus stop at St Anne's RC Church that sees all buses on the route having to halt to enable passengers alight. Hence the proposed bus lane development will be subject to identical traffic flow conditions as currently exists. The intended removal of the existing roundabout and the replacement with traffic signals is likely to have a negative impact on vehicular steady movement and traffic flow into Shankill village and beyond to Bray. In this regard the NTA should present the traffic management study for this section of roadway, confirming the actual improvement in bus travel time that can be achieved from a costly and disruptive truncated bus lane development before any CPO process for the appropriation of land is considered.

Notwithstanding our objection to any CPO affecting our property for a proposed bus lane development that will not achieve any material benefits for improved bus travel times, in the unlikely event that a CPO is considered favourably by An Bord Pleanála, we have previously noted to the NTA our requirements concerning our entrance. We have identified to the NTA these requirements as follows:

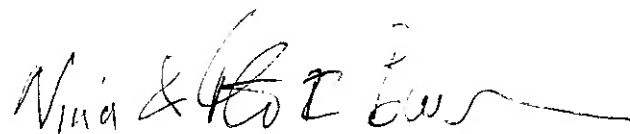
- A. At a minimum, the full re-instatement to replicate in entirety:
 - The frontage to our property
 - The entrance stone walls, piers and capping stones
 - The existing wooden gates as currently in situ with respect to traffic and pedestrian openings, material, structure and automated opening mechanism
 - Services such as electricity, gas, telephone/broadband, water, waste etc.
- B. 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.
- C. 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 A & B above.

Attached, for information purposes, are photographs and drawings showing the entrance to our property and gates.

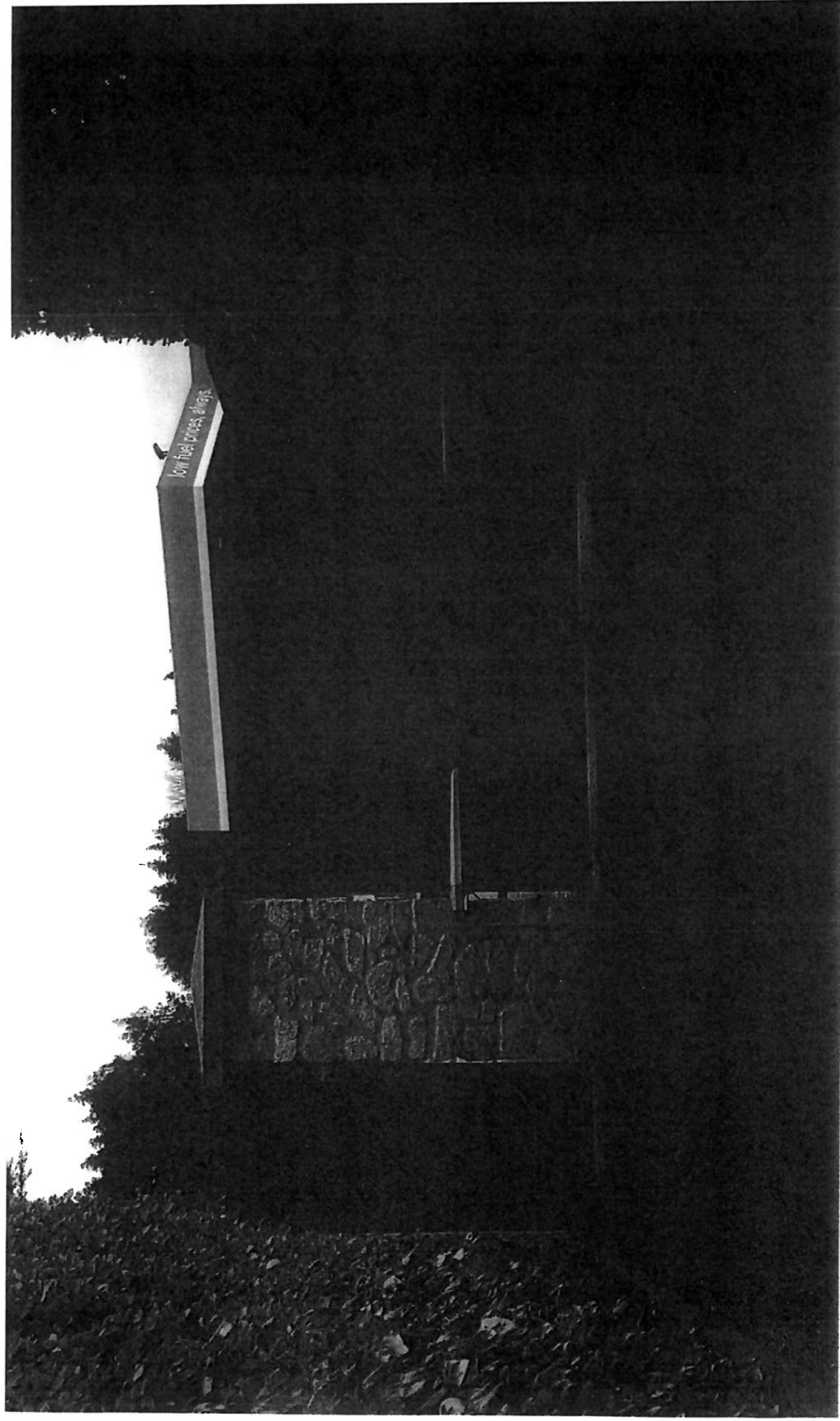
In our previous correspondence with the NTA on this proposed development, there has been no communication issued to date reassuring us that the matters listed will be addressed and completed as required. In this regard it is our position that the requirements listed are addressed and finalised within the CPO process rather than at a later date and subsequent to the possible granting of the CPO when of course there would be no guarantee of the NTA dealing in a proper manner with us or having any obligation to undertake and complete the specified works. Accordingly, it will be necessary that these matters, particularly points A & B, are conditioned into any CPO process undertaken for this proposed development.

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.

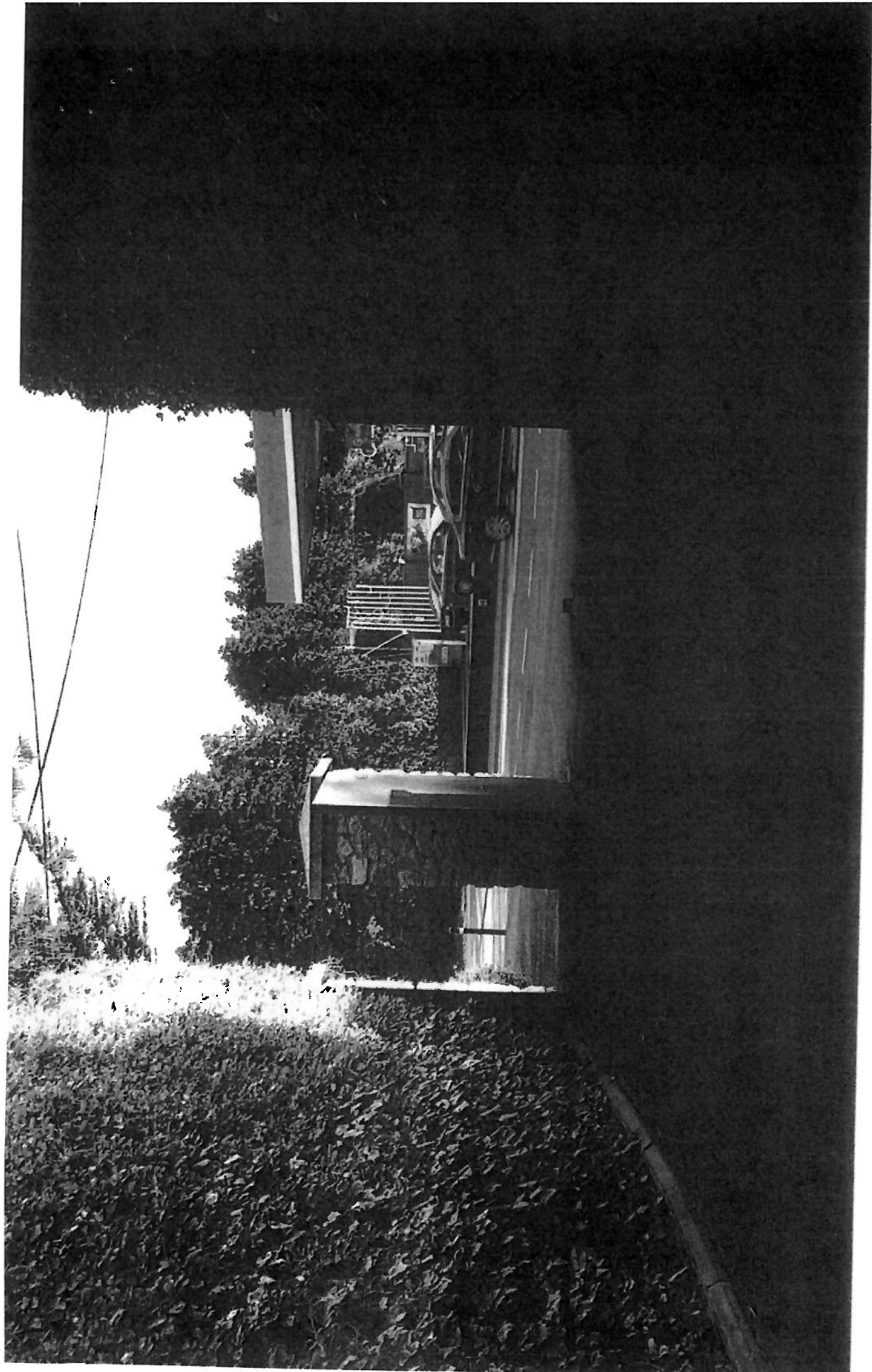
Yours sincerely,



Nina & Peter Brennan

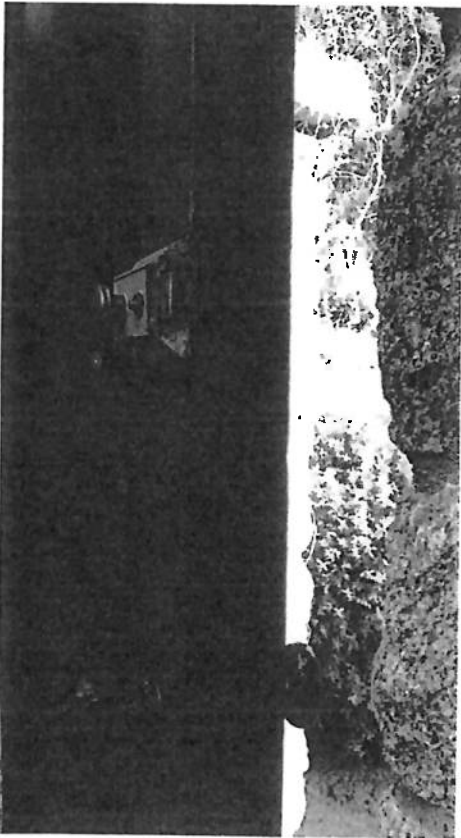


**Narrow Meadow : Hardwood Entrance Gates
900 mm wide pedestrian left side gate.
3200 mm wide double automatic vehicular gates set between 870 mm wide pillars.**



Narrow Meadow : Automatic double gates and pedestrian gate opening in.

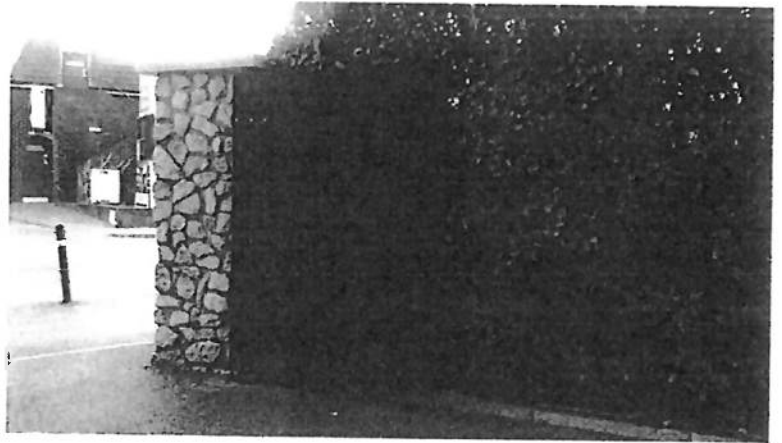
Narrow Meadow



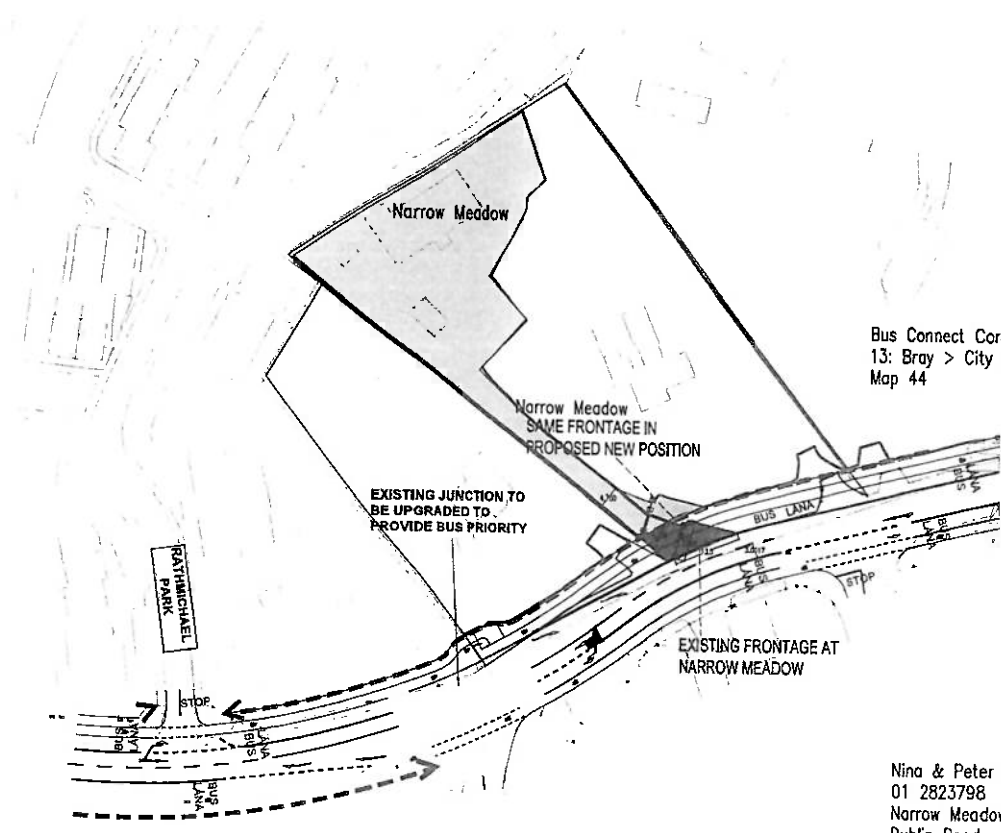
60 mm Thick Teak Hardwood Gates



Granite House Name Plate

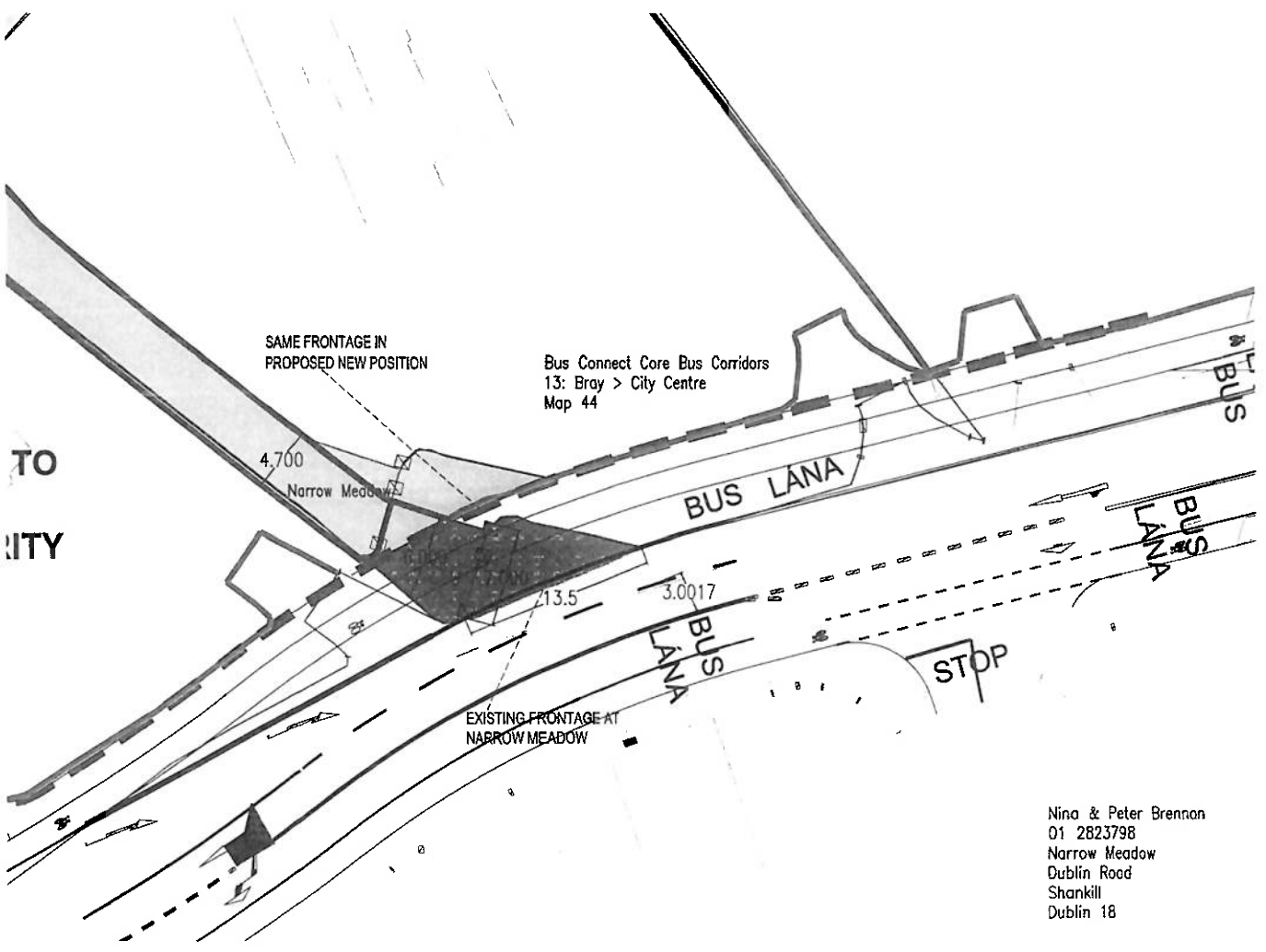


Open Gate with Granite Capping Stone on Granite Random Rubble Pillar



Bus Connect Core Bus Corridors
 13: Bray > City Centre
 Map 44

Nina & Peter Brennan
 01 2823798
 Narrow Meadow
 Dublin Road
 Shankill
 Dublin 18



SAME FRONTAGE IN PROPOSED NEW POSITION

Bus Connect Core Bus Corridors
13: Bray > City Centre
Map 44

4.700
Narrow Meadow

13.5

3.0017

EXISTING FRONTAGE AT NARROW MEADOW

STOP

TO
CITY

Nina & Peter Brennan
01 2823798
Narrow Meadow
Dublin Road
Shankill
Dublin 18