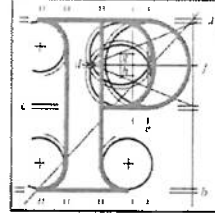


Our Case Number: ABP-317780-23



**An
Bord
Pleanála**

Fiachra Baynes & Sinead Lucey
18 Woodbank
Shankill
Dublin 18
D18 F865

Date: 10 October 2023

Re: Bray to City Centre Core Bus Corridor Scheme Compulsory Purchase Order 2023
Bray to Dublin City Centre

Dear Sir / Madam,

An Bord Pleanála has received your objection in relation to the above-mentioned compulsory purchase order.

In respect of same, please note that in circumstances where


- (i) no objections are received by the Board within the period provided for making objections, or
- (ii) all objections made are subsequently withdrawn, or
- (iii) all objections made relate exclusively to matters which can be dealt with by a property arbitrator the Board will inform the local authority as appropriate and, in such circumstances, the local authority can itself confirm the order with or without modification or refuse to confirm the order in accordance with the provisions of section 216 of the Planning and Development Act, 2000, as amended.

As you are listed on the CPO Schedule for this case, there is no fee associated, a refund of €50 will be issued to you under separate cover.

The Board will revert to you in due course in respect of this matter. If you have any queries in the meantime 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

CH04

Teil (01) 858 8100
Glao Áitruil / LoGall 1800 275 175
Facs / Fax (01) 872 2684
Láithreán Greasáin / Website www.pleanala.ie
Ríomhphost / Email bord@pleanala.ie

4 Sráid Maoilbhríde
Baile Átha Cliath 1
D01 V902

64 Marlborough Street
Dublin 1
D01 V902

09 October 2023

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

AN BORD PLEANÁLA	
09 OCT 2023	
LTR DATED _____	FROM _____
LDG- 317780 - 23	
ASP- 317780 - 23	

**Re: Bus Connects – Bray to City Centre Core Bus Corridor Scheme
Compulsory Purchase Order 2023
Plot List: 1110(1).1e, 1110(2).1e, 1110(3).2e, 1110(4).2e**

Dear Sirs,

We are in receipt of the letter dated 10 August 2023 regarding the above Compulsory Purchase Order.

We wish to make a number of objections to the Order as follows:

1. The common areas / lands in Woodbank (amongst many others in Shankill Co. Dublin) will be irreparably compromised with loss of amenity space and change in zoning of prior planning permissions from residential to highway. Further, there would also be a significant loss of a significant number of mature trees, biodiversity, bats, flora, fauna and places of sanctuary for wildlife and loss of noise barriers.
2. Prior applications for a grant of permission in regard to the Woodbank lands were refused by DLRCoCo due to the high density of residential units sought and the impact the same would necessarily have on the local road network yet the planning authorities now wish to put a four lane highway onto and through the same lands and community. To grant this application would amount to a hypocritical change of the planning authorities.
3. The demands of the local road network do not require a four lane road network. It would be a gross over development of local roads. Further the proposed installation of a lighting system in Shankill village at the expense of the current roundabouts will actually create traffic congestion rather than improve it!
4. There is a significant risk to safety to create a four lane highway through Shankill village beside national schools and multiple other local amenities. This is in many ways a pointless exercise as the bridge (former tram bridge) in the village centre does not allow for the four lane highway and the bridge will have the effect of reducing and narrowing the traffic back to a two single lanes.
5. The proposed time saving to be achieved in the bus journey into Dublin city can be achieved via alternative and more cost effective means such as a reduction in bus

stops coupled with increase and use of main hub bus stops, express buses which avoid the village and continue onwards past Shankill village, coordinated traffic light policies, increase in Dart frequency and speed of dart trains, etc.). Further any saving by the creation of the Bus Connects in Shankill is pointless without the creation of the equal savings elsewhere on the route. Further, the destruction of Shankill village will not result in making or breaking of the purported time saving. So why put Shankill village in jeopardy at all then!

6. Minor local road improvements measures such as road widening at junction of Old Dublin Rd and Stonebridge Rd would greatly ease local traffic flow. Perhaps a more nuanced review of local pinch points of congestion would be of benefit rather than using the hammer of inserting a highway through an urban village.
7. What's the point of putting a four lane highway through Shankill village now when the N11 and Loughlinstown By-Pass road were specifically planned and built to avoid traffic choking and destroying the village in the first place. Surely, the Loughlingstown By-Pass road should now be prioritised and better utilised to improve traffic flow together with the use of an express bus from Bray to Dublin City and vice versa which will have the effect of providing the time saving in the journey time that is sought but without the destruction of Shankill village.

Further, there is a contemporaneous (and somewhat duplicitous) planning process in place in regard to the upgrading of the N11 / M11. The two planning applications should preferably run in harmony together and not unconnected to each other.

Surely with the two applications should be merged and prioritise the preservation of Shankill village and at the same time offer express transport options to those who wish to obtain them via the main road network.

8. In general the impact and destruction that is proposed to be put upon the village of Shankill is too great a consequence to be ignored. Over time prudent traffic management measures and long term planning and preparation could achieve equivalent benefits for the community and obviate the need for the damage and destruction of Shankill village.

Kindly acknowledge safe receipt of this correspondence.

We await hearing from you.

Fiachra Baynes -&- Sinead Lucey
18 Woodbank
Shankill
Dublin 18
D18 F865