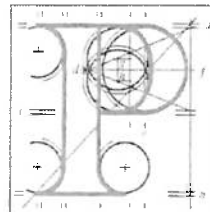


Our Case Number: ABP-317780-23

Planning Authority Reference Number:



**An
Bord
Pleanála**

Ross Lawless and Lisa Kenny
Crinken Lodge
Dublin Road
Shankill
Co. Dublin
D18 P7R9

Date: 11 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 letter of 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 - (ii) all objections made are subsequently withdrawn, or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.

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 on this matter in due course.

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,

Eimear Reilly
Executive Officer
Direct Line: 01-8737184

CH02

Tel	Tel	(01) 858 8100
Glaó Áitiúil	LoCall	1890 275 175
Facs	Fax	(01) 872 2684
Láithreán Gréasáin	Website	www.pleanala.ie
Ríomhphost	Email	bord@pleanala.ie

64 Sráid Maoibhríde	64 Marlborough Street
Baile Átha Cliath 1	Dublin 1
D01 V902	D01 V902

**Ross Lawless &
Lisa Kenny.**
"Crinken Lodge",
Dublin Road,
Shankill, Co Dublin.
D18 P7R9.

To: An Bord Pleanála.
64 Marlborough Street.
Dublin 1.
D01 V902.

AN BORD PLEANÁLA	
LDG-	<u>067424-23</u>
ABP-	_____
09 OCT 2023	
Fee: €	<u>50</u> Type: <u>PMO</u>
Time: _____	By: <u>REB POST</u>

Re: Objection to The National Transport Authority proposal for the Bray to City Centre Bus Corridor Scheme Compulsory Purchase Order 2023.

Plot No: 1082(1).1d - 1082(2)2d -1091(1).1e - 1091(2).1e – 1091(3)2e.

Easement plot List : CN+CO +EH.

Objectors: Ross Lawless and Lisa Kenny.

Address: "Crinken Lodge", Dublin Road, Shankill, Co Dublin. D18 P7R9.

Dear Sir-Madam

We Ross Lawless and Lisa Kenny the owners and residents of the above-mentioned dwelling we would like to lodge an objection to the proposal by the National Transport Authority for the Bray to City Centre Bus Corridor Scheme Compulsory Purchase Order 2023 for the following reasons.

It should be noted that the National transport authority have not indicated in their correspondence that the objectors are in fact the legal owners of the property and they should correct their mistake.

1. The National Transport Authority has previously applied for a similar development and this proposal was rejected. Surely the previous objection and the reasons for the refusal of the proposal by the National Transport Authority are as valid today as previous. The National Transport Authority should respect the democratic will of the objectors and the communities which they represent.
2. This section of the Dublin Road has already been the subject of road improvements and has footpath -cycle lane and adequate traffic lanes with as can be seen in the photo below. Surely it is illogical and a complete waste of public finance to spend public monies on such projects when recent road improvements have just been carried out especially at a time when there is so much need for public money to spent on more vital infastructure such as Hospitals, the Health Service, Eduction and Public Housing .



Photograph 1 Aerial photograph of Dublin Road outside objectors dwelling.

The proposal from the National Transport Authority will in fact be a waste of time and money as the proposal will not solve any perceived problem as the fault is not with the already improved Dublin Road but the bottle necks at either end of the project these been Shankill village and the roundabout at the entrance to Bray Town and the traffic exiting from the Cherrywood off ramp which causes the bottle neck.

3. The National Transport Authority proposal will lead to the devastation of the historic village of Shankill and its main element of the village the main street.

The proposal will adversely impact on local businesses and bars and restaurants destroying the character of this historic village removing much needed car parking for the successful operation of these businesses and will lead to business closures and job losses in the area.

The proposal will not only be the loss of business to Shankill, but the proposal will lead to the devastation of business in Bray especially at the Castle Street end of the town impacting adversely on many businesses.

4. The proposal will see the loss of residential amenity to all the residential properties along the route and will have an adverse impact on the quality of life for the residents whose homes will be affected. These homes are an established part of a living and thriving community and these communities, will be destroyed if this proposal is allowed.

This proposal will also effect leisure and educational properties impacting negatively on the community and the users of such amenities.

5. The National Transport Authority proposal by its own omission will lead to the destruction of 330 mature trees along the Shankill section of the proposal. This is an underestimation on a gross scale as this does not consider the trees in the gardens of private residents. In fact, it is estimated by the residential associations of Shankill that this figure would be at least 3 times the estimate by the National Transport Authority so this proposal will lead to the loss of approximately 1000 trees in the Shankill area alone.

However, this figure does not include the loss of other habitat such as roadside hedge, shrubs, grass land, wildflowers.

These habitats provide wonderful diversity for the flora and fauna of our native species which are under threat from loss of habitat.

Apart from the birds that nest in trees there are 35 species of native bird which need roadside hedge and shrubs for nesting. These habitats are also much need for mammal and insect diversity which thrive in these habitats especially for the Irish bee populations which are under extreme pressure and of huge importance to the health of our natural environment. These habitats provide shelter and food for our native wildlife.

it is a matter of urgency for this country to protect as much of its existing habitat to ensure the biodiversity of our Flora and fauna. The loss of such habitat cannot be underestimated as these 1000+ trees and Kilometres of hedgerows are an extremely important store for carbon and help purifier the air along the Dublin Road.



Photograph 2



Photograph 3

Photograph 2 shows the road from the roundabout ("A") on the outskirts of bray to the objectors property ("B") Photograph 3 shows the road from the objectors property ("C") to the church in Shankill village ("D")

It is clear from this section of road which shows the huge loss of natural habitat and the adverse impact on the flora and fauna for the immediate area and much greater area of the entire proposal,

6. On a personal note, the property owned by the objectors Ross Lawless and Lisa Kenny ("Crinken Lodge", Dublin Road, Shankill, Co Dublin. D18 P7R9.) will be one of the properties most directly affected by the proposal of the National Transport Authority as the extract from OS Sheet 3518-17 below shows.

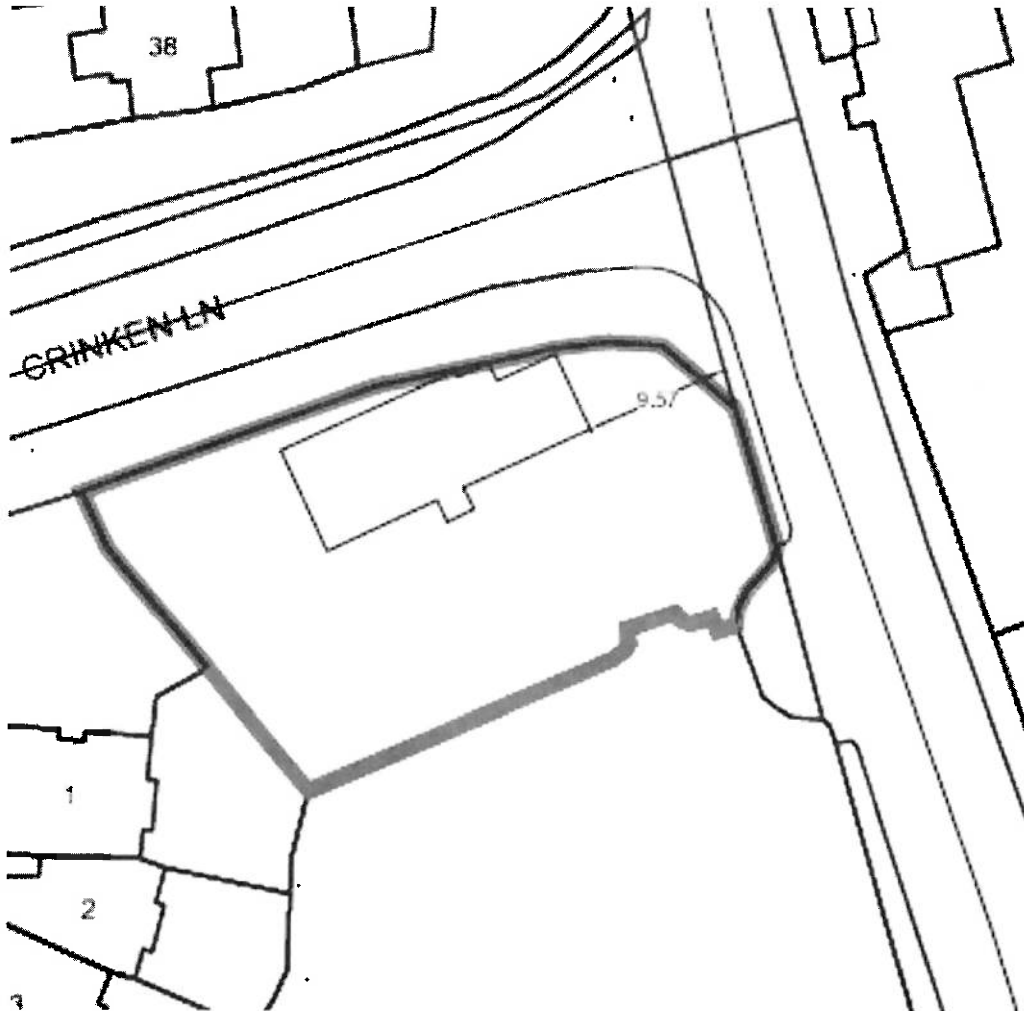


Figure 1 Extract of OS Map

The existing gable of the property is just 9.57m away from the existing boundary with the Dublin Road. The objector's Master bedroom is located at the gable which is nearest the area subject of the Compulsory purchase order.

The objectors have very real concerns regarding the National Transport Authority proposal as this property is their home and they reside here permanently and the extent of such works if allowed will have devastating effect on their day-to-day occupation of the property.

The extract below (Figure 2) is taken from the drawings provided to the objectors by the National Transport Authority.

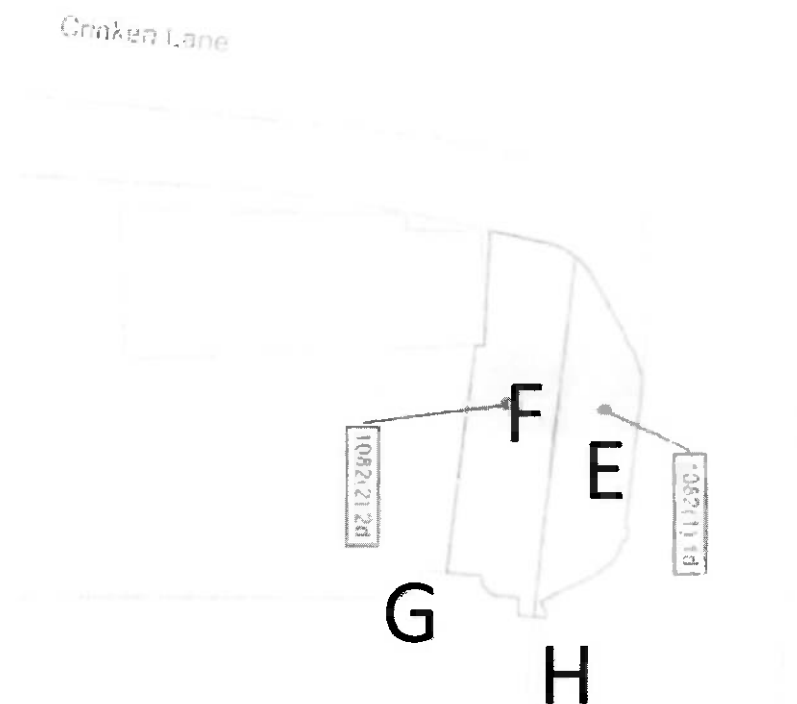


Figure 2

7. You will see from the above extract that the National Transport Authority proposal is taking approximately half of the side garden for the road widened indicated "E" and the remainder temporarily for access and storage while building the proposal indicated "F". The National Transport Authority has not indicated if they intend to fence off the area "F" from the rest of the objector's property. As the area outline "F" takes up half of the only entrance to the property (G) how would the occupants get their cars into their

property this cannot be allowed, and we request An Bord Pleanála that if they grant this proposal permission that a condition be strictly imposed that the entrances to and right of way into the property which has been established since 1872 cannot be blocked by any fence or materials.

Also please note the shared entrance from the public road indicated "H". The entrance indicated "H" is the original 1872 entrance into Crinken House. The objectors dwelling dates to this date as the property was originally a gate lodge to Crinken House.

The objectors would also point out the following.

8. The area "E" indicated on the above extract (Figure 2) will lead to the loss of the 1872 piers -gates and wall which are a historic part of the area history and character. See photograph 4 below.



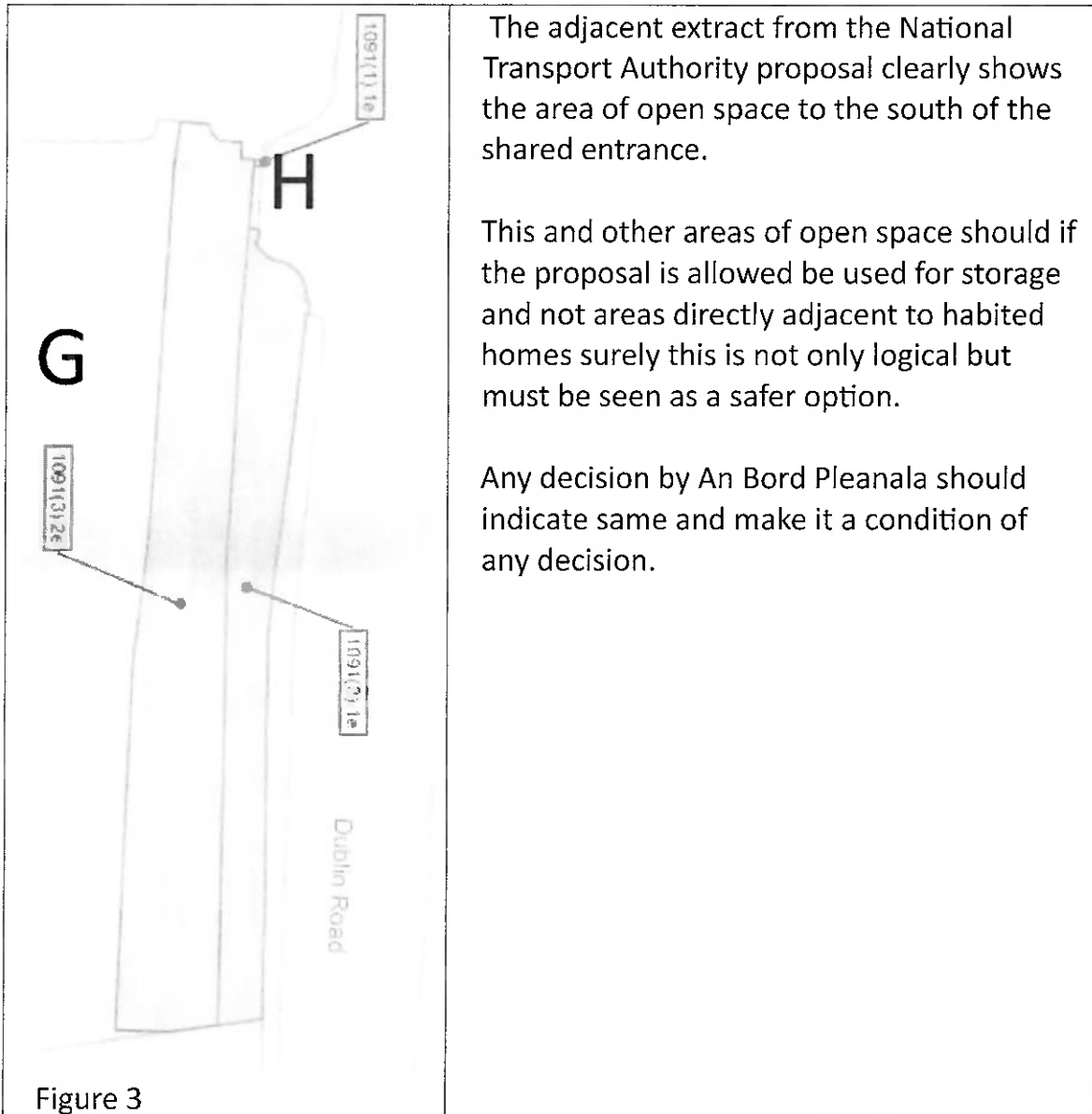
Photograph 4

The area "F" indicated on the above extract (Figure2) is proposed as access to build the proposed works and storage.

The storage of building materials and machinery used on constructions projects should not be allowed so close to a habited house as they are a health and safety concern.

Building materials and machinery are a fire risk and been so close to an occupied dwelling would pose a threat to health and safety a danger to life.

Should the proposal be approved the area indicated "F" on figure 2 should not be allowed for any storage to ensure the health and welfare of the occupants of the dwelling.



9. If the building of the proposal by the National Transport Authority if allowed to proceed we would point out that this small portion of the project (Approx 20 liner meters) could easily be built from the roadside of the project.

The area needed for access could be reduced to improve the quality of life for the occupants and further enhance the health and welfare of the occupants.

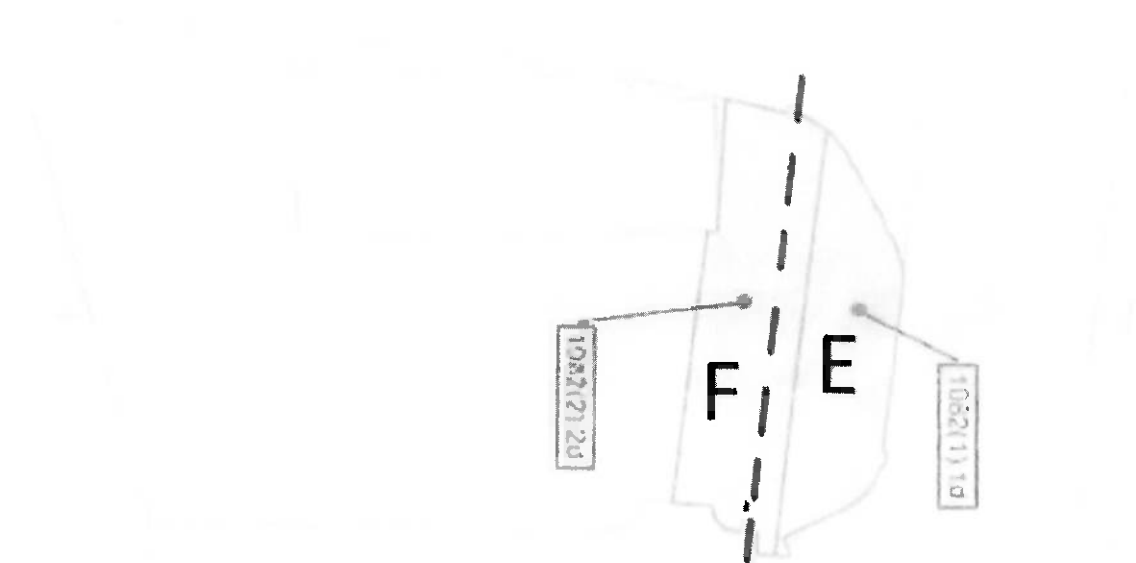


Figure 4

Should the proposal by the National transport Authority be allowed we would request An Bord Pleanala condition the area Indicated "F" be reduced to the dotted green line (approx 1-2m wide)

This work access strip is more than adequate to construct this small section of the project but would improve the quality of life and safety of the occupants while the project is been constructed.



Photograph 5

10. The above photograph clearly shows the objectors property in proximity to the Dublin Road.

Please note the mature trees (“I”) in the property which shall be lost if the National Transport Authority proposal is approved this will leave the dwelling exposed to been overlooked especially as double decker busses will be passing directly adjacent and approximately a couple of meters from the gable of the property.

This is of great concern as the privacy of the existing private open space enjoyed at present will be lost.

Should An Bord Pleanala allow the National Transport Authority proposal to proceed we would request that the National Transport Authority be conditioned to make good the side garden of the property and to plant appropriate screen planting to replace the mature trees removed and that any new screen planting be semi-mature heave rootstock planting to give screening as soon as possible.

11. Another concern of the objectors is that Lisa Kenny due to health issue is mainly at home throughout the day and uses her private open space to aid her in her recovery.

The possibility of having work persons traversing the property with materials and machinery is a real concern and for that reason we would request the National Transport Authority reduce the area “F” as shown in Figure 4.

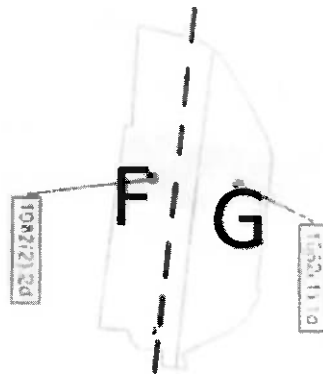


Figure 4 (repeated)

The objectors garden should then be screened from the work area with a 2m high hoarding.

All persons working on the project should not be allowed to enter the private open space of the objectors to facilitate Lisa Kenny and ensure she can convalesce in as quite as possible atmosphere which she needs.

If Area "F" was to be reduce as shown it would be possible for the occupants to shut their front gate separating their property from the works improving their quality of life and allow them some semblance of normal life and not living on a building site.

The other advantage of this that the occupants could securely lock their property when they are out of the house surely people have the right to secure their property when the are away from home or is their property to be left open and vulnerable when they are away from the house.

12. Another of the major concerns of the objectors is the restriction of access /egress to and from their property even on a temporary basis.

We the objectors reside full time in this property. This is our home and as such have the right to access and egress their property at our convenience and as the need to live our lives as any other citizen of the country.

The access / egress to the objector's property has been in existence since 1872 when the gate lodge was constructed as part of the entrance of the main house of Crinken House.

I Ross lawless work full time and needs my car for work as I work different shifts and may be called in to work at different times of the day or night.

The extract below is taken from the drawings provided to the objectors by the National Transport Authority



Figure 5

The area shaded blue on Figure 5 is the area proposed by the National Transport Authority to limit access-egress.

Are we the objectors to be treated as prisoners in their own home.

Access and egress must be guaranteed to the objectors by The National Transport Authority and should An Bord Pleanala allow the proposal by by the National Transport Authority to proceed we would request and An Bord Pleanala Condition the National Transport Authority to ensure the ease of access and egress for the objectors as and when we need.

The objectors should be notified in advance when and for how long the persons constructing the works may need to restrict access-egress and any restriction be done for the shortest time possible.

We the Objectors as occupants of Crinken Lodge must be guaranteed that they can access and egress their property especially when going to or from work.

Summary

An Bord Pleanála should refuse this proposal from the National Transport Authority for the following reasons.

The residents of Shankill and other communities along the proposed works have made it known that on this and previous occasions they are not in favour of this proposal as it will devastate their communities and their democratic right to hold their views should be respected.

The negative impact of the loss of environment numerous mature trees, hedgerows, grass, and wildflower habitat.

The negative impact on native wildlife on Mammals, insects, and plant species and the loss of same.

The negative impact on residential amenity the loss of gardens/private open space, public open space.

The negative impact on business and employment.

The negative impact on the historic elements of existing Villages and towns.

The negative impact on the health and welfare of residents along the proposal.

Waste of public money for no actual return as the proposal will not solve the traffic problem.

Taking the above into account and the numerous objections from the concerned people of the communities affected by the proposal of The National Transport Authority we would urge An Bord Pleanála To refuse permission for the proposal now before them from The National Transport Authority.

Should the An Bord Pleanála grant permission for the proposal now before them we would request that the right of the objectors must be protected, and strict condition be placed on any contractor carrying out works on the proposed works and must include.

The right to access -egress their property including their vehicles as any other citizen of the country.

The minimal intrusion into their property by the proposed works.

The reduction of the space proposed for access-storage as per figure 4.

The total elimination of any storage so close to a habited house for safety.

The fencing off the area for access to screen the private open.

The guarantee that work persons on the project will not enter private open space.

The replanting of suitable screening along the new boundary.

While we are aware that certain section of our political leadership are pushing for such projects we hope that the Bord will respect the genuine concerns of the ordinary people that live along the proposed works and do its utmost to ensure the lives and property of the objectors are protected and they are allowed to live in their property with minimal intrusion and disturbance concepts we all aspire too in our own homes.

Yours Faithfully

Ross Lawless. Ross Lawless

Lisa Kenny, Lisa Kenny