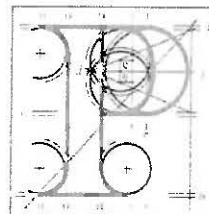


Our Case Number: ABP-317742-23



An
Bord
Pleanála

Ross Lawless and Lisa Kenny
"Crinken Lodge"
Dublin Road
Shankill
Co. Dublin
D18P7R9

Date: 09 July 2024

Re: BusConnects Bray to City Centre Core Bus Corridor Scheme
Bray to Dublin City Centre.

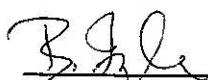
Dear Sir / Madam,

An Bord Pleanála has received your recent letter in relation to the above mentioned case. The contents of your letter have been noted.

If you have any queries in relation to the 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,


Breda Ingle
Executive Officer
Direct Line: 01-8737291

CH08

Teil
Glao Áitiúil
Facs
Láithreán Gréasáin
Ríomhphost

Tel
LoCall
Fax
Website
Email

(01) 858 8100
1800 275 175
(01) 872 2684
www.pleanala.ie
bord@pleanala.ie

64 Sráid Maoilbhríde
Baile Átha Cliath 1
D01 V902

64 Marlborough Street
Dublin 1
D01 V902

AN BORD PLEANÁLA
LDG- _____
ABP- _____
05 JUL 2024
Fee: € _____ Type: _____
Time: 9:32 By: Bst

**Ross Lawless &
Lisa Kenny.**
"Crinken Lodge",
Dublin Road,
Shankill, Co Dublin.
D18 P7R9.
02-07-2024

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

An Bord Pleanála Reference: APB- 317742-23.

NOTE: A copy of the correspondence from An Bord Pleanála indicating the reference number relating to this case is attached to rear of this letter for clarification purpose.

RE: Response to The National Transport Authority to Objections to 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 respond to the submission made by the National Transport Authority for the Bray to City Centre Bus Corridor Scheme Compulsory Purchase Order 2023.

The submission by the NTA does not address the points raised in the original objection. The NTA are literally just re-stating the arguments they included in their original application for this project.

However, the submission by the NTA to An Bord Pleanála does illustrate one clear fact of the extensive opposition to this project. It can be clearly seen by the huge number of objections lodged with An Bord Pleanála that this proposal by the NTA does not have the support of the communities which it passes through.

In fact, the objections to An Bord Pleanála clearly shows that the NTA, s proposal does not have the support of all elements of the community ranging from.

- ❖ Individual Residents
- ❖ Housing Estates.
- ❖ Commercial Businesses.
- ❖ Retail Outlets
- ❖ Schools-Collages.
- ❖ Religious Establishments.

Surely it is logical that as the proposal does not have the support of such a large portion of the community it is proposed to serve this project should not be allowed to proceed.

As previously stated in our objection The National Transport Authority has previously applied for similar developments and these proposals were rejected.

Surely the previous objections and the reasons for the refusal of the proposal by the National Transport Authority are as valid today as previous.

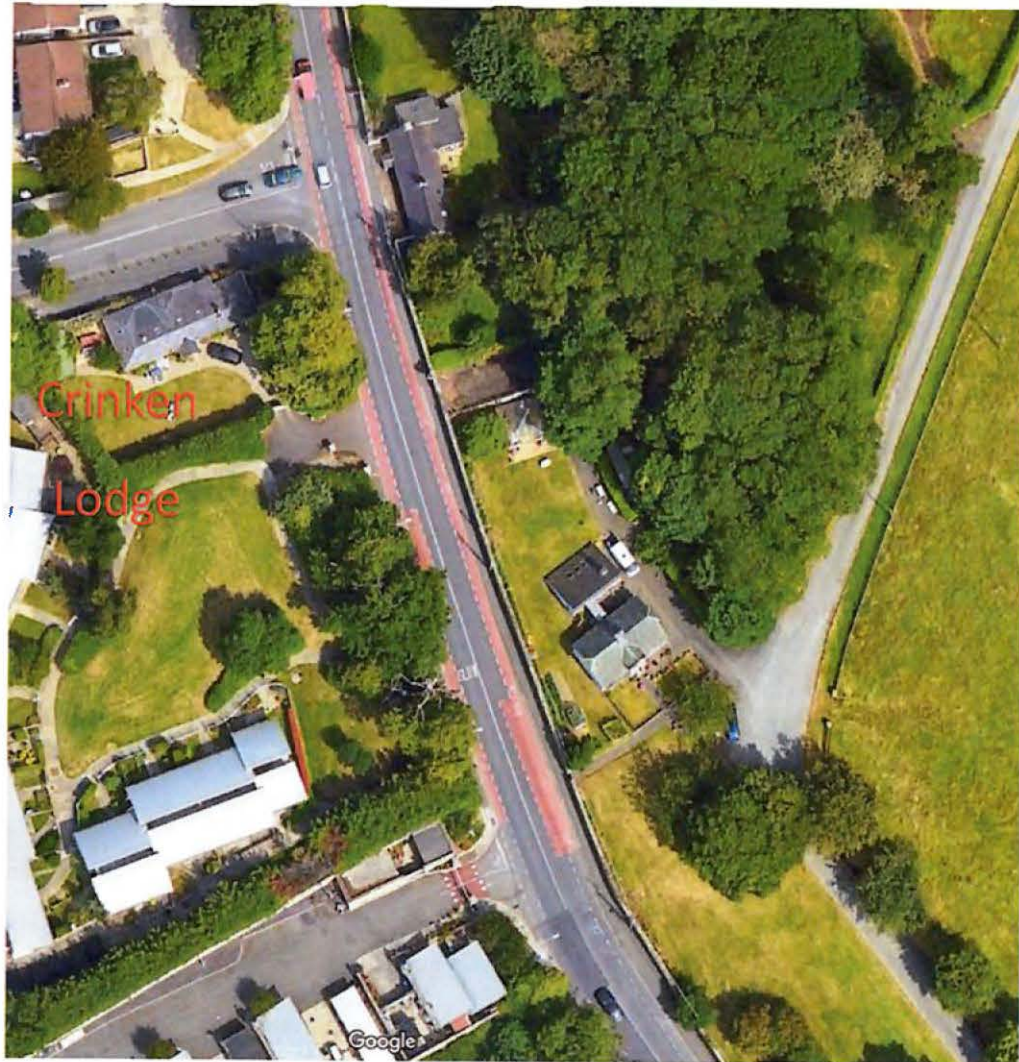
The National Transport Authority should respect the democratic will of the objectors and the communities which they represent.

Regarding the owner ship of "Crinken Lodge" we are the owners of this property acquiring the property on the 28-04-2022 The NTA in correspondence with ourselves have never requested us to provide documentation of same.

We would also like to re-state the following.

As previously stated, this section of the Dublin Road has already been the subject of road improvements and has footpath - cycle lane and adequate traffic lanes which can be seen in the photo below.

In fact there have been recent developments including additional road works carried out in this area in , all these works will have been a complete waste of time and money should the NTA,s proposal be allowed to proceed this is a fact. Also the inconvenience and hassle endured by the population along these works will have been in vain.



Photograph 1. Aerial photograph of Dublin Road outside objectors dwelling.

The proposal By the NTA will not eliminate the two main problems causing traffic delay on this stretch of road. This being the pinch points of the roundabout at the north of Bray / Bray Town and the village of Shankill.

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 have negative impact not only in Shankill Village but in Bray. The businesses and other premises affected by the road works have made clear their concerns and objection to the loss of parking which will negatively impact on their businesses and livelihood.

The NTA, s 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.

The NTA state that mitigation measures are but in place and the affected will be compensated for the loss. How can one be compensated for the loss of parking for businesses or community facilities or losing your garden and mature screen planting and the intrusion of larger volumes of traffic closer to your home and the constant noise and air pollution which will have a greater negative impact on these properties and the mental and physical health of those along the route.

The National Transport Authority proposal by its own omission will lead to the destruction of mature trees and existing mature wildlife habitat along the entire section of the proposed works not only along the section from Bray to Shankill but all the way into the city centre over 19 km. This is 19km of intrusion into the fabric of communities, businesses and mature natural habitat. The NTA proposes that the proposed works take this destruction into account and the proposed landscaping will mitigate the destruction of the existing mature and existing landscaping.

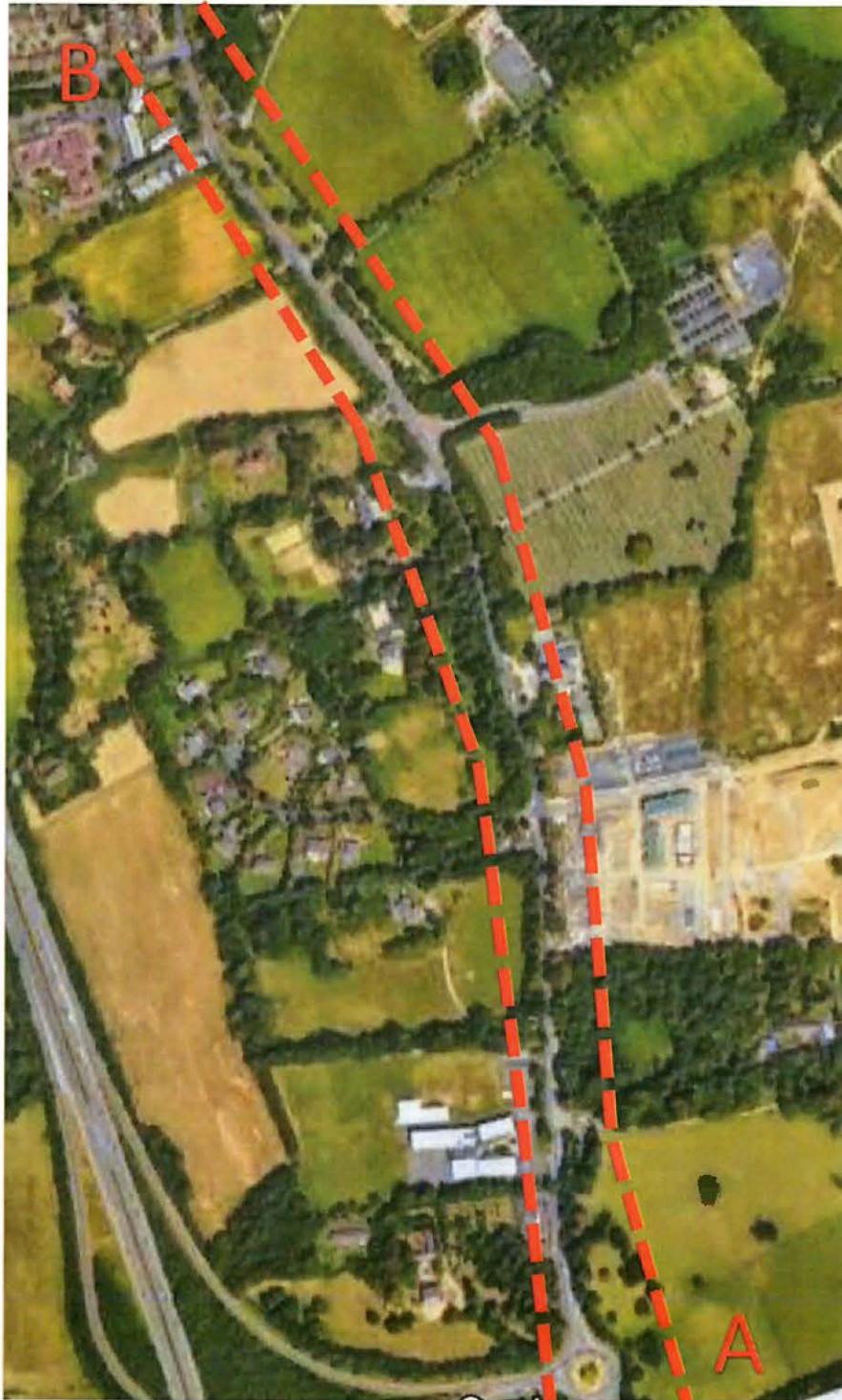
This is incorrect and the NTA's proposal cannot mitigate for the loss of mature specimen trees and mature wildlife habitat such as roadside hedge, shrubs, grass land, wildflowers.

The mature trees provide privacy screening to the properties along the proposed works and these mature trees and mature wildlife habitat such as roadside hedge, shrubs, grass land, wildflowers provide habitat for numerous mammals and birds which are under treat at present. The proposed works will devastate the wildlife population.

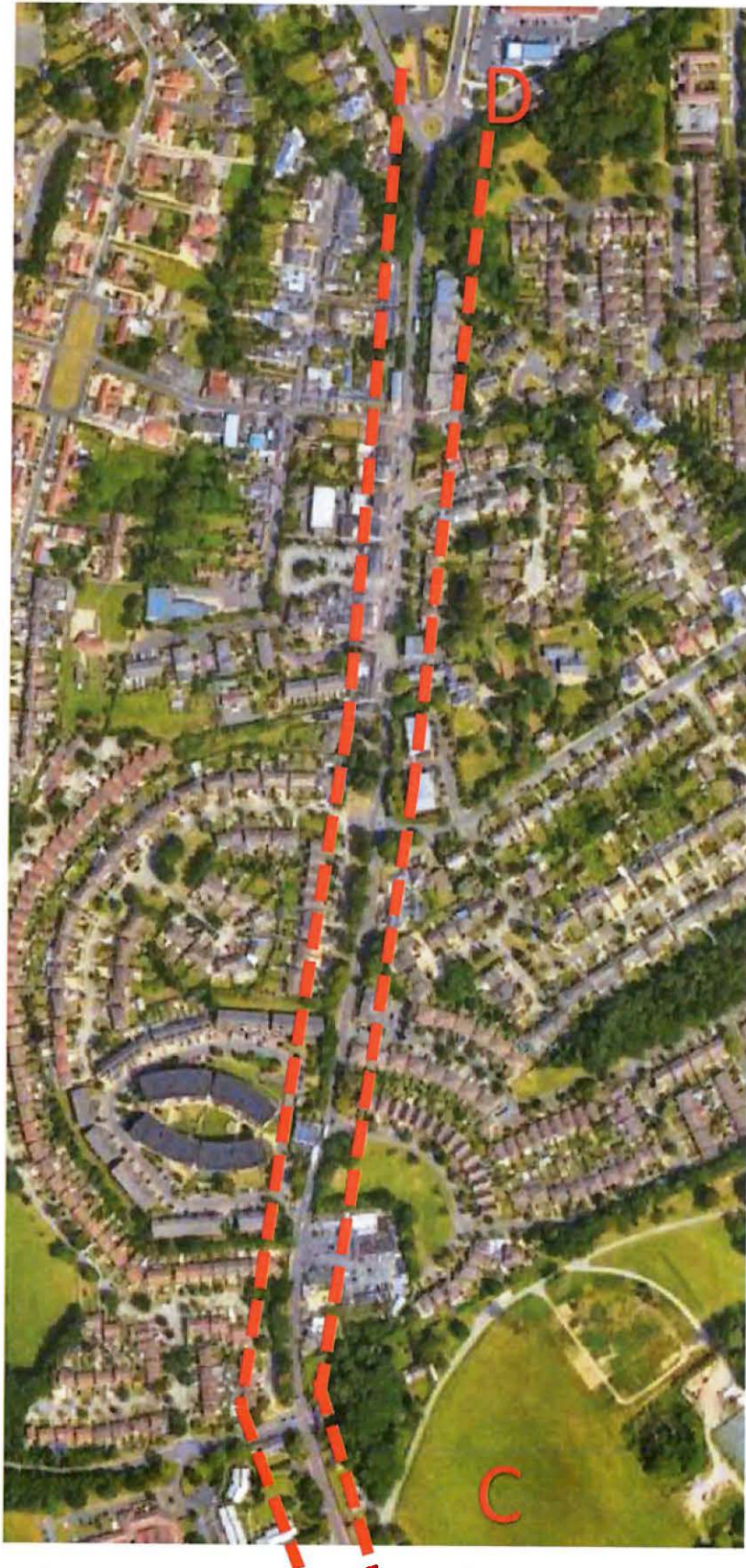
The proposed landscaping mitigation measures proposed of immature trees and new planting that will take years if not decades to reach their full potential at the level that exist today and will leave the natural wildlife vulnerable and under threat to the loss of more of our native flora and fauna.

it should be taking into consideration that much of the natural habitat which exist now is self-seeded providing actual natural wildlife habitat this will be a great loss of diversity and the proposed planting will lack this natural habitat we should be fighting to preserve.

The photographs below provide a picture of the loss of mature Flora and Fauna habitat on a short section of the proposed NTA's Route. The full effect of the devastation will be multiplied when all the other sections of the proposed works are considered along the entire route.



Photograph 2. This photograph clearly shows the loss of mature flora and fauna habitat and the effect on areas of business-community facilities from the roundabout North of Bray to Crinken Lodge the proposed work will devastate.



Photograph 3. This photograph clearly shows the loss of mature flora and fauna habitat and the effect on areas of business from Crinken Lodge to Shankill Church the proposed work will devastate.

As admitted by the NTA the property owned by and resided in Ross Lawless and Lisa Kenny will be one of the most directly impacted by the proposed works. The NTA states that mitigation methods proposed will be sufficient to ensure that the works will not have a negative impact on the property and residents or any negative impact will be modest. This is factually incorrect these mitigation measures are general proposals for the entire projects and are not site specific which should be considered for properties most directly affected.

Having a major road widening project which will be finished only 5 meters away from your house will have a major impact on the property, including constant noise pollution, constant air pollution, light pollution and increased traffic and including large earth moving vehicles, workpersons entering your garden at all times of the morning to early evening disrupted access for the residents to access and egress the property the inconvenience of having to ensure visitors or deliveries can access and egress the site. Also as this property has no rear garden as it was a gate lodge the resident while using the private open space will be directly overlooked by the people working on the project. See Figure 1 below

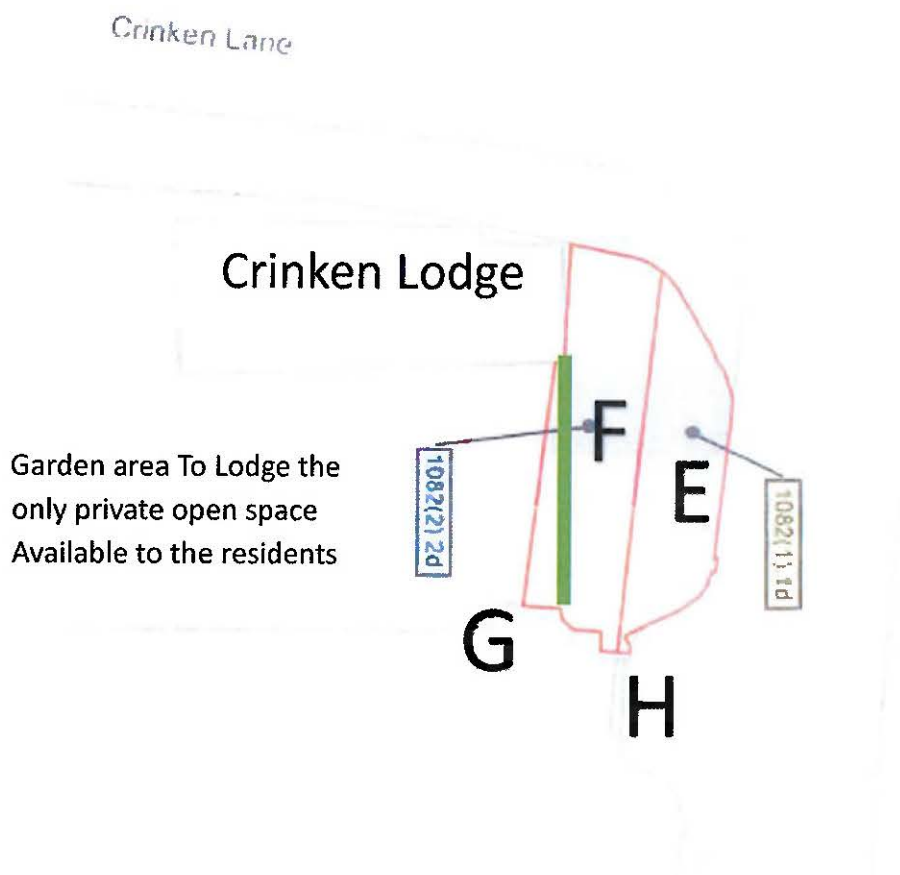


Figure 1. Please note the proximity of the road works to the only area of private amenity area available to the residents for use

People are surely entitled to a modicum of privacy to be able to live a normal life in their own home and this should be respected and enforced.

Should The NTA's proposal be allowed to proceed and to actually mitigate against the intrusion in to the residents life and to provide some element of privacy for the resident during the construction we would request that An Bord Pleanála Instruct the NTA to construct a temporary 2 m high screen fence along the line indicated in Green shown on the extract above (Figure 1) from the corner of the existing lodge to the pier of the existing lodge entrance.

This would allow the residents to use their private open space and existing vehicular entrance to a greater degree without the intrusion-inconvenience of the NTA's builders encroaching into their home. The line of the fence proposed would still allow the propose works to be carried out and the NTA's work persons would not need to enter the fenced of residence.

The NTA says migration measures have been taken regarding the moving of the existing historic wall and gates and the historic aspect of the structure is recorded. This is a poor option to choose for once the wall and gates are relocated the originality of the historic structure is compromised forever and what is proposed is pastiche. See photograph 4 below.



Photograph 4

We acknowledge that comments on the land to the side of our residence not been used as a compound or for storage and request that this be enforced should the proposal be allowed to proceed.

We still contend that if the proposed roadworks could be constructed on a smaller section of land the on the temporary area of land acquisition as shown below and this would be the resident preferred option and An Bord Pleanála should condition this revision and erect the privacy fence of 2m high along the Green Line shown.

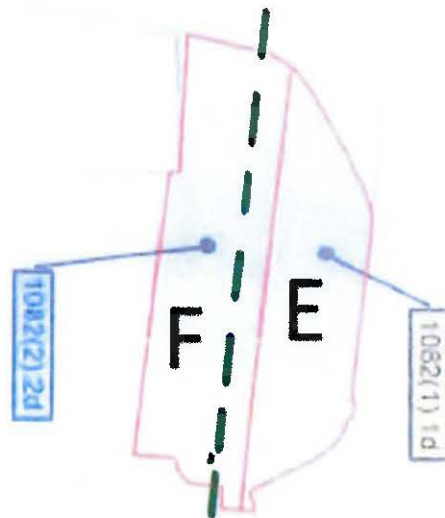
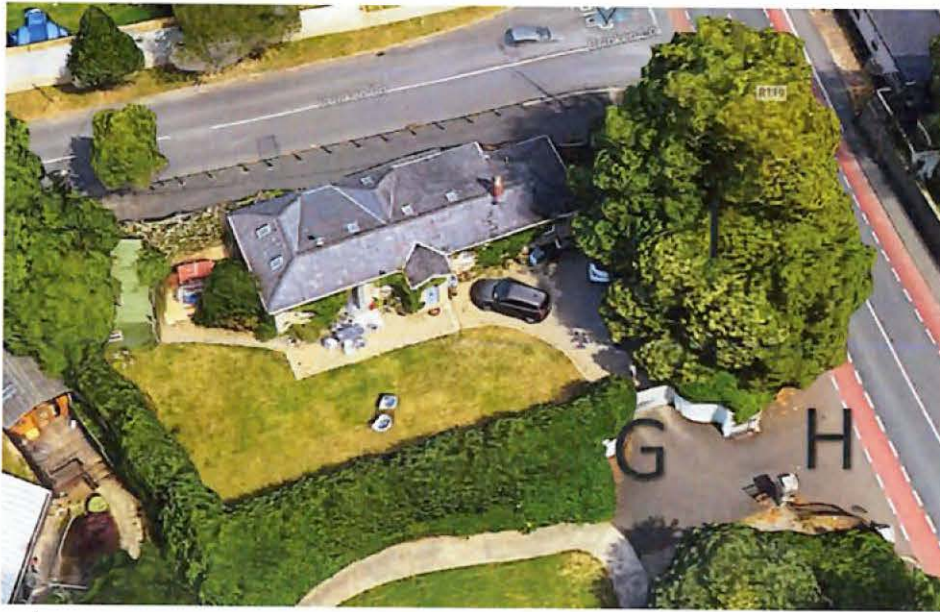


Figure 2.

Photograph 5 below clearly shows how the existing mature specimen trees provide screening to the property, these trees also reduce noise, air and light pollution for the residents.

The mitigation measures proposed by the NTA will take years if not decades to provide an equivalent level of protection and residential amenity to the Crinken Lodge site.

The NTA states that the inconvenience and impact on the residents will be modest this is completely incorrect the loss of these mature trees and bringing the road closer to the site will have major impact on the resident's quality of life and more important on their health.



Photograph 5

We would also restate that due to health reasons Lisa Kenny spends most of her time at home and the above measures outlined at figures 1 or 2 would help to mitigate by keeping the privacy provide to a maximum and the comments made in our initial response regarding work person access and machinery access should be conditioned into and permission by An Bord Pleanála.

We note that the NTA states that access-egress for the residents will be provided on a practical basis.

This is a very non-committal statement. When is it practicable for a resident to leave the home or come back to their home.

When is it practical for family or friends to visit or for post or deliveries to be accepted. People must be allowed to live full and normal lives despite the NTA's grand scheme or when it is practicable for the NTA.

Who decides what is practicable the residents cannot be confined by the NTA in their home as it is not practicable to let the access or egress to their home. An Bord Pleanála must ensure the residential rights of the residents to live their lives as they see fit not the NTA.

Summary, As previously Stated:

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 including numerous mature trees, hedgerow's, 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 (past and present) from the concerned people of the communities and businesses affected by the proposal of The National transport Authority we would urge An Bord Pleanála To refuse permission for the proposal now before them form 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 conditions 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 fencing off areas for access and 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 An Bord Pleanála will respect the genuine concerns of the ordinary people that live and work along the proposed works and refuse permission for this project.

Should the project be allowed to proceed we urge An Bord Pleanála to ensure the rights of those who live and work in the affected areas 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

An Bord Pleanála Reference 317742-23

Our Case Number: ABP-317742-23



An
Bord
Pleanála

Ross Lawless and Lisa Kenny
"Crinken Lodge"
Dublin Road
Shankill
Co. Dublin
D18P7R6

Date: 13 June 2024

Re: BusConnects Bray to City Centre Core Bus Corridor Scheme
Bray to Dublin City Centre

Dear Sir / Madam,

I have been asked by An Bord Pleanála to refer to the above-mentioned proposed road development application for approval under section 51(2) of the Roads Act, 1993, as amended.

The Board has considered the case and hereby notifies you that it has decided to determine the application without an oral hearing. In this regard, please be advised that the Board has absolute discretion to hold an oral hearing and has concluded that this case can be dealt with adequately through written procedure.

Accordingly, the Board hereby considers it appropriate to invite you to make a submission in accordance with section 217B of the Planning and Development Act 2000, as amended, in relation to the submission dated 24th May, 2024 received from the National Transport Authority. A copy of the submission can be found on the Board's website at www.pleanala.ie/en-ie/case/317742-23. This submission together with the application documentation is also available for public inspection at the following locations:

1. An Bord Pleanála, 64 Marlborough Street, Dublin 1
2. National Transport Authority, Dún Scéine, Harcourt Lane, Dublin 2

Any submission in relation to the above must be received by the Board within 4 weeks from the date of this letter (i.e. not later than 10th July 2024). No additional fee is required for making a submission. Where there are a number of busconnects applications with the Board for approval, you are requested in your response, if any, to provide the following:

1) The reference number ABP-317742-23

to Áitúil
is
Fianán Gréasáin

Tel (01) 656 8100
LoCall 1800 275 175
Fax (01) 872 2684
Website www.pleanala.ie

64 Sráid Macbhríde
Baile Átha Cliath 1

64 Marlborough