



Deborah Byrne
[Redacted]

Date: 14 June 2022

Re: BusConnects Clongriffin to City Centre Core Bus Corridor Scheme
County Dublin

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. A receipt for the fee lodged is enclosed.

Please note that the proposed road development shall not be carried out unless the Board has approved it or approved it with modifications.

As the Board has also received an application for confirmation of a compulsory purchase order which relates to this proposed road development the person conducting any oral hearing into objections to that compulsory purchase order shall be entitled to hear evidence in relation to the likely effects on the environment of the proposed road development. The Board shall also make a decision on both applications at the same time.

You will be notified of the arrangements for the opening of any such oral hearing. The holding of an oral hearing is at the discretion of the Board.

If you have any queries in relation to this matter please contact the undersigned officer of the Board.

Please quote the above-mentioned An Bord Pleanála reference number in any correspondence or telephone contact with the Board.

Tell	Tel	(01) 858 8100
Gao Áitiúil	LoCall	1890 275 175
Facs	Fax	(01) 872 2684
Láithreán Gréasáin	Website	www.leanala.ie
Riomhphost	Email	bord@leanala.ie

64 Sráid Maoilbhride
Baile Átha Cliath 1
D01 V902

64 Marlborough Street
Dublin 1
D01 V902

Yours faithfully,



Niamh Thornton
Executive Officer
Direct Line: 01-8737247

HA02A

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An Bord Pleanála
64 Marlborough Street
Dublin D01 V902

12th May 2022

AN BORD PLEANÁLA	
LDG-	053977 - 22
ABP-	
26 MAY 2022 o.k	
Fee: €	50
Type:	Cash
By:	hazel

Reference: Your case no. APB-313182: 13.10
BusConnects Clongriffin to City Centre Core Bus Corridor Scheme
Number on map deposited at National Transport Authority 1003(1).1f

Dear Sir/Madam,

I wish to object to the National Transport Authority's proposal to break through the wall between 45 and 47 Ayrfield Drive and develop the green space at this location as part of the Clongriffin to City Centre Bus Corridor proposal.

A new access route to the Malahide Road from Ayrfield is undesirable and unnecessary. The Malahide Road can already be easily accessed via Blunden Drive to the north of Ayrfield - through St. Paul's Church grounds for pedestrians and cyclists and via Slademore Avenue for vehicular traffic; and also via the Tonlegee Road to the south of Ayrfield, where there is an additional path which runs between the Odeon cinema and the Santry River.

The Malahide Road is a very busy road with a lot of fast-moving traffic, the volume of which will only increase in line with the increased residential development which is currently taking place alongside it. There is a very real danger that young children from the estate could get hurt by traffic on this busy dual carriageway if pedestrian access is permitted. With regard to the road safety of the general public, it is preferable to continue to direct pedestrians and cyclists out of the estate via the existing egress routes, that is, via the Tonlegee Road to the south, via Blunden Drive to the north, and via Slademore Avenue to the east, as these are quieter roads with much lower traffic volumes.

If the purpose of the proposed access route is to facilitate access to the Malahide Road for members of the public who don't live in Ayrfield, then please consider the additional danger posed to children of cars being driven into the estate in search of parking in order for the occupants to take public transport on the Malahide Road. An increase in traffic in the estate will invariably lead to an increase in air and noise pollution for all of the residents of Ayrfield. Moreover, the increased permeability of the estate will detrimentally alter the fundamental character of the neighbourhood as it will become a less quiet, less peaceful and less safe place to live.

Permeable neighbourhoods are more vulnerable to crime because better accessibility makes it easier for criminals to enter and escape. Additionally strangers are attracted into an area which can lead to anonymity and distrust within neighbourhoods. People who feel threatened tend to constrain their physical and social activities, curtailing the health and social benefits of neighbourhood walkability, and fear of crime can even discourage people from leaving their own homes. The National Transport Authority should be cautious about increasing neighbourhood permeability in an effort to promote neighbourhood walkability because safety is also essential to quality of life.

The green space on which this development is proposed is extremely valuable to the residents of Ayrfield Drive. Green spaces within urban settings promote health and wellbeing, and are important to both young and old. At a time of a climate and biodiversity crisis it is important to give very careful consideration to the development of a green space, particularly one which is situated within such a built-up area and close to such a busy road.

I only became aware of the proposed development last month when a notice was erected on the site, so I have not had the opportunity to contribute to any public consultation on the proposal to date. The plan has not been well communicated to local residents by the National Transport Authority, and consequently it is likely that many are unaware of the proposal. The residents who are aware of the plan for the green space - several of whom have lived in the estate since it was built around fifty years ago - are vehemently opposed to this development. I myself strongly object to the proposal on the grounds that it will deprive the residents of Ayrfield Drive of our much loved green space, make the road a less safe place to live, and significantly disrupt our peace and quiet in order to provide an access route to the Malahide Road that is neither wanted nor needed.

Thank you for your consideration to this submission.

Yours faithfully,

Deborah Byrne

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