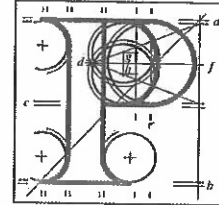


Our Case Number: ABP-313182-22

Planning Authority Reference Number:



**An
Bord
Pleanála**

Roisin Harbourne
26 Ayrfield Drive
Ayrfield

D13W7W8

Date: 07 June 2022

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

Dear Sir / Madam,

An Bord Pleanála has received your observation or submission in relation to the case mentioned above and will take it into consideration in its determination of the matter. Please accept this letter as a receipt for the fee of €50 that you have paid.

Please be advised that copies of all submissions / observations received in relation to the application will be made available for public inspection at the offices of the Local Authority and at the offices of An Bord Pleanála when they have been processed by the Board.

For further information on this case please access our website at www.pleanala.ie and input the 6-digit case number into the search box. This number is shown on the top of this letter (for example: 303000).

Yours faithfully,

Kevin McGettigan
Administrative Assistant
Direct Line: 01-8737263

BL50A

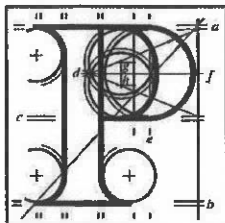
Tel
Glao Áitiúil
Facs
Láithreán Gréasáin
Ríomhphost

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(01) 858 8100
1890 275 175
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64 Sráid Maoilbhríde
Baile Átha Cliath 1
D01 V902

64 Marlborough Street
Dublin 1
D01 V902



An
Bord
Pleanála

SID Online Observation

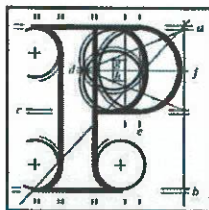
Online Reference: (SID-OBS-
000072)

Online Observation Details

Contact Name:	Roisin Harbourne
Lodgement Date:	31/05/2022 22:05:46
Case Number / Description:	313182

Payment Details

Payment Method:	Online Payment
Cardholder Name:	Roisin Brady
Payment Amount:	€50.00



Observation on a Strategic Infrastructure Development Application

Observer's details

1. Observer's details (person making the observation)

If you are making the observation, write your full name and address.

If you are an agent completing the observation for someone else, write the observer's details:

(a) Observer's
name

Roisin Harbourne

(b) Observer's
postal address

26 Ayrfield Drive, Ayrfield, Dublin 13 D13W7W8

Agent's details

2. Agent's details (if applicable)

If you are an agent and are acting for someone else **on this observation**, please **also** write your details below.

If you are not using an agent, please write "Not applicable" below.

(a) Agent's name

Not applicable

(b) Agent's postal
address

Not applicable

Postal address for letters

3. During the process to decide the application, we will post information and items to you or to your agent. For this **current application**, who should we write to? (Please tick ✓ one box only)

You (the observer) at the postal address in Part 1

☒

The agent at the postal address in Part 2

☐

Details about the proposed development

4. Please provide details about the **current application** you wish to make an observation.

- (a) **An Bord Pleanála case number for the current application (if available)**
(for example: 300000)

313182

- (b) **Name or description of proposed development**

Clongriffin Bus Connect – Open space between 45 & 47 Ayrfield Drive, Ayrfield, Dublin 13

- (c) **Location of proposed development**

(for example: 1 Main Street, Baile Fearainn, Co Abhaile)

Open space between 45 & 47 Ayrfield drive, Ayrfield, Dublin 13.

Observation details

5. Grounds

Please describe the grounds of your observation (planning reasons and arguments). You can type or write them in the space below. There is **no word limit** as the box expands to fit what you write.

You can also insert photographs or images in this box. (See part 6 – Supporting materials for more information).

We wish to lodge our observation for An Bord Pleanála to consider the following implications of the planned CPO for the field between 45 & 47 Ayrfield Drive, Ayrfield, Dublin 13.

1. Public health and safety.

The number one concern we have is for the overall safety of the children that reside in Ayrfield Drive. Currently, Ayrfield Drive is a small cul de sac road. There is only one main entry/exit point. Our children have grown up in an area with low volume traffic, with a maximum speed limit of 30km/h. The field of concern is situated halfway between the top and bottom of the road. There is a pedestrian footpath that runs the length of the road, which provides the children with safe access to the houses all along the road. This allows them to safely can knock for friends without crossing a road or coming into contact with vehicular traffic.

The NTA's CPO proposes to knock the boundary wall between Ayrfield Drive and the Malahide Road, to create a 35-metre-wide permeability link, opening the Drive out onto the Malahide Road dual carriageway. The rationale is to provide the residents of our estate with a quicker pedestrian access route to a new bus stop on the Malahide Road dual carriageway. Although this proposal would successfully reduce the walk time from approximately 800 metres to a 400 metre walk to the closest bus stop, the increased risk to our children having a 35-metre-wide direct access out onto a dual carriageway

5. Grounds

far outweighs the benefits. The children in Ayrfield would have direct access out onto a 60km/h dual carriageway and QBC. There are no safety measures in the proposals to mitigate the risk of serious pedestrian/vehicular accidents.

Another concern as parents of two small children is the increased risk of child protection issues. This large opening onto a main road significantly increases the risk to our children's overall safety and exposure to the public at large.

Another concern I would like to observe is the increased risk to the overall safety of our residents. Direct access out onto the dual carriageway could provide easy access/exit routes for criminals from the Tonlegee road out onto the Malahide Road. The impact of this wide access point for the general public into the estate could change our estate from a low crime area to an area of high crime. This proposal creates a large open area right in the centre of Ayrfield Drive with short and direct access to late opening commercial areas like Odeon, Leisure plex, Petrol Stations, McDonalds, which increases the risk to anti-social behaviour on what is currently a recreational amenity for young children.

2. Impact on amenities and the community:

The field at Ayrfield Drive is the focal point for the young children of our road. The children currently have pedestrian access to a safe, secure green space, where they frequently play in. We use this amenity to hold children's parties, meet with neighbours and we keep the area clean and tidy with frequent grass cutting and planting of flowers. Knocking the secure boundary wall between the green space and the Malahide Road dual carriageway means the local residents have effectively lost this private, secure amenity. The

5. Grounds

proposal suggests dissecting the field with a two-way cycle lane and pedestrian footpath to connect our small, secluded road directly out onto the main cycle path on the Malahide Road.

The knocking of the boundary wall will also significantly increase the noise pollution levels due to the high levels of traffic and trucks using a very busy dual carriageway into the city centre.

2. Traffic Hazards:

Removing the secure boundary wall from Ayrfield Drive onto the Malahide Road greatly increases the risk of road traffic accidents for our residents

The rationale behind this proposal is to increase the volume of commuters using the QBC to come through Ayrfield Drive. This will result in a significant increase in vehicle parking on Ayrfield Drive from said bus commuters. The field in Ayrfield Drive is adjacent to a T-Junction that leads into the rest of the estate, linking out onto the Tonlegee Road. The increased volume of parked cars along the T-Junction would significantly reduce visibility for pedestrians crossing the footpaths on Ayrfield drive to access the new bus stop. There are no plans in the design process for the implementation of safety measures in Ayrfield Drive to mitigate the risk to pedestrians and children around accessing routes up and down our road. The Design Report on Accessibility has no specific recommendations in place for our section of road. The residents now have direct contact with electric scooters, electric bikes, and other non-motorised vehicles without any recommendations for traffic calming measures, road safety signs, speed signs or double yellow lines. Universal Design suggests that design should be equitable, and use should have provisions for privacy, security, and safety, equally available to all users. Opening this boundary wall onto a main dual carriage way without any safety

5. Grounds

measures in place is failing to provide for a safe and secure access to the QBC for all users.

Currently the only people accessing Ayrfield Drive are residents or family members, who are familiar with the road, the high volume of young children and all road users drive very slowly on the road. No one would drive at the maximum 30km/h speed limit as locals respect the fact that there are lots of young children at play. The increase in traffic of non-residential commuters using the estate to "park and ride" will increase the volume of traffic on the road, with the potential for them to drive at 30km/h. This greatly increases the risk to serious road traffic accidents on our quiet residential road.

We would appreciate if An Bord Pleanála would consider these observations when making their final decision into the plans for Ayrfield Drive. We would like to put on record that we are in total support of the Clongriffin Bus Scheme. As frequent public transport users and annual bus membership holders, we fully support the plans for the QBC. We are confident that the proposal for the Clongriffin Bus Scheme can go ahead without the suggested permeability link that the NTA have proposed.

Yours Sincerely,

Roisin and David Harbourne
26 Ayrfield Drive
D13W7W8

Supporting materials

6. If you wish, you can include supporting materials with your observation.

Supporting materials include:

- photographs,
- plans,
- surveys,
- drawings,
- digital videos or DVDs,
- technical guidance, or
- other supporting materials.

You can insert photographs and similar items in your observation details: grounds (part 5 of this form).

If your supporting materials are physical objects, you must send them together with your observation by post or deliver it in person to our office. You cannot use the online uploader facility.

Fee

7. You **must** make sure that the correct fee is included with your observation.

Observers (except prescribed bodies)

- strategic infrastructure observation is €50.
- there is no fee for an oral hearing request

Oral hearing request

8. If you wish to [request the Board to hold an oral hearing](#), please tick the “Yes, I wish to request an oral hearing” box below.

You can find information on how to make this request on [our website](#) or by contacting us.

If you do not wish to request an oral hearing, please tick the “No, I do not wish to request an oral hearing” box.

Yes, I wish to request an oral hearing

☒

No, I do not wish to request an oral hearing

☐

Final steps before you send us your observations

9. If you are sending us your observation using **the online uploader facility**, remember to save this document as a Microsoft word or PDF and title it with:

- the case number and your name, or
- the name and location of the development and your name.

This also applies to prescribed bodies sending an observation by email.

If you are sending your observation to us by post or delivering in person, remember to print off all the pages of this document and send it to us.

For Office Use Only

FEM – Received		SIDS – Processed	
Initials		Initials	
Date		Date	

Notes