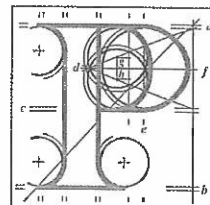


Our Case Number: ABP-313182-22



An
Bord
Pleanála

Bernadette Clarke & Maria Clarke
St. Gerard's
Mornington Park
Malahide Road
Artane
Dublin 5

Date: 15 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.

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

The Board has also received an application for confirmation of a compulsory purchase order which relates to this proposed road development. The Board has discretion to hold an oral hearing in respect of any application before it. Accordingly, the Board will inform you in due course on this matter. The Board shall also make a decision on both applications at the same time.

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.

Yours faithfully,

Niamh Thornton
Executive Officer
Direct Line: 01-8737247

HA02A

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64 Sráid Maoilbhríde	64 Marlborough Street
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D01 V902	D01 V902

St. Gerard's,
Mornington Park,
Malahide Road,
Artane,
Dublin 5.
D05T4A3.

LDG-	_____
ABP-	_____
30 MAY 2022	
Fee: €	Type: _____
Time: 12.00	By: hand

25th April, 2022.

Re: Clongriffin to City Centre Core Bus Corridor Scheme.
Compulsory Purchase Order 2022.
Plot Reference Number: 1012(1)..1d,1012(2).2d

Dear Sir/Madam,

I formally object to the National Transport Authority's proposed Compulsory Purchase of over 50.6 square meters of our property.

Our property is situated on the main Malahide Road in the village of Artane, our home dates back to the 1930's, the cottages in the village are over one hundred years old and have a protection order on them. We are situated beside the local pub, petrol station, shops, G.P. surgery etc, similarly to other urban villages it has its own unique character with the local shops and businesses serving the community. In fact Artane was mentioned in Lewis Dublin, as one of the oldest villages in Dublin and appeared in the first Census of Ireland in 1938. My mother lived in this house for over seventy years, as you can imagine she saw considerable change over her lifetime. We were both born in this house. Indeed in the first consultation she attended on this proposed CPO she told them she intended to chain herself to her railings if they took her garden, so strongly did she feel about the destruction of her home. Sadly she passed away last October – she would have been one hundred years old in June, I am sorry she is no longer with us as I believe she would have carried out her threat.

Pinch Point:

The section of the Malahide where our property is located already has a cycle lane, there is a bus lane up to the Kilmore Road, but at this point the bus has to move into one lane for a short distance and then back into a bus lane. This is referred to in the NTA information booklet as a pinch-point.

In order to remove this pinch point the NTA proposes taking 50.6 square meters or 4.4 meters of our property this as I am sure you are aware is a substantial amount of our property. Their planned Compulsory Purchase of our garden will bring traffic nearer to our home causing pollution, excessive noise and the loss of privacy. Along with the noise generated by the traffic itself, which includes

juggernauts, heavy goods vehicles, buses etc, vibrations are generated which reverberate towards our home. This varies due to the size and speed of the vehicles. Juggernauts are consistently using the Malahide Road even when the Port Tunnel is operational. Traffic on the Malahide Road is not monitored. We are already subject to noise night and day and this will be further exacerbated as the traffic will now be closer to our home.

Noise/Pollution/ Enviromental impact:

We have along with our neighbours endeavored to block out the noise and pollution by planting trees and hedges. In our property it will mean the destruction of mature conifer trees/copper beech trees, over fifty feet in height. These trees will have to be replaced by a high wall reducing light into our home. It will take many years before any trees planted will be a protection from the noise and pollution. This Clongriffin to City Centre is 8km in length and it is estimated over 100 trees will be destroyed. The World Health Organisation has described air pollution as the single biggest environmental health risk and according to the Daily Air Quality Index a person living on a very busy road has a higher risk of developing health issues and is more protected with a garden – this is somewhat negated by the loss of over 4.4 meters of garden.

Special Needs:

As mentioned in previous submissions many of the properties affected have people with special needs and mobility issues including our own. Space is therefore a priority. Reducing our garden will limit our parking to one space. We will not only lose a significant amount of parking space needed, but we will not have sufficient space to access our property safely. Access is not only difficult during peak times, we daily have to navigate pedestrian traffic and cyclists. We will be forced to reverse out onto a dual lane traffic in both directions.

The construction works involved in the implementation of this CPO on our property is unimaginable and will severely impact our lives and our quality of life. There is not only the emotional impact of seeing our garden significantly reduced, but we will be subjected to noise, pollution, loss of privacy and at times essential services. While the CPO is for 4.4 meters a further two meters will be required to carry out these works. Our garden is 11.5 meters in length, this means that over half of our garden will be a construction site for at least two years. As you can imagine the impact on the elderly and the disabled will be considerable yet no consideration has been given to the affect this will have on our lives.

Environmental Waste:

We are the only property with our environmental waste (i.e. waste water and sewerage) going directly from our home to the mains, which is located in our front garden. This allows us to maintain our drainage system successfully. The proposed CPO will deny us access and we will no longer be able to maintain this essential service. We raised these concerns in previous submissions but the NTA never contacted us to alleviate any of our concerns on how this issue was going to be resolved.

Issues highlighted in previous submissions:

None of our concerns highlighted in previous correspondence were addressed by the NTA (November, 2020 & February, 2019) Indeed we were not contacted by the NTA to discuss any of the points we raised. My proposal going back as far as 2019 was for the inclusion of a filter light for bus traffic at the Kilmore Road Junction to give priority for buses to move into the main traffic unhindered during peak

periods, this has been successfully implemented in Dublin City along the Quays, which would be in effect be traffic management rather than road widening. Giving buses priority for this short stretch of road would lessen the impact on our homes. The existing Quality Bus Corridor already has a yellow box, which facilitates buses to move into the main traffic. The QBC was developed without affecting Communities. The NTA refers to this filter light in their brochure as Signal Controlled Priority – SCP which allows buses be given priority ahead of other traffic on single lane road sections where there is a pinch-point, they have not discussed with us why this would not be an effective solution to this particular pinch point. In one previous submission all the residents and business owners affected jointly signed a letter proposing a SCP or Signal Controlled Priority for buses. Of the thousands of submissions received by the NTA ours should have been given priority and responded to. As we are directly affected we are entitled to a greater say than an open consultation process.

Because of the close proximity of our homes to the local shops, petrol station, pub etc, motorists will need to enter the bus lane to access these businesses. At present motorists can be seen regularly using the bus lane on the pretext of going to the local businesses, this can be verified by bus drivers. There is no monitoring of bus lanes and vehicles are free to use these lanes without penalty, the inclusion of cameras on buses will not act as a deterrent as evidenced by the amount of convictions for these offenses. The reduction of our property by 4.4 meters will therefore not reduce the journey time of buses on this route, at this particular pinch point.

The aim of the NTA is to reduce the journey time of buses to and from the city, I do not know how much time the NTA hope to save by this CPO through this small pinch point, but it does not warrant the cost involved. There is a suggested expenditure of €2 billion on these bus corridors, allowing for construction inflation and the cost of land acquisition this will far exceed this figure. Indeed there is no evidence this land acquisition will have any impact on the journey time in light of where we are situated. The Clongriffin to City Centre bus Corridor is functional only at specific peak times i.e. inbound peak time journeys from 7a.m to 10a.m. and outbound from approximately 4pm. to 6.30p.m. at other times it is evidenced that traffic is greatly reduced.


The Covid Pandemic is leading to a lot of research into our current working patterns and with more people preferring to work at home at least for part of the week. Research has proved there will be a lot less people commuting in the future. The NTA's proposal which is ploughing bus corridors through residential areas and widening roads regardless of the effect on communities and urban villages is out dated. It is time to take stock and research how Covid has changed how we work. Indeed the inference that by widening the road at this point will reduce journey turn around for buses and thus encourage more people to leave their cars at home, is not realistic and poor economic value for the suggested expenditure. The NTA's proposed CPO on our property is both expensive and unnecessary and there is no economic or social justification for it.

To be faced with a Compulsory Purchase Order on your property is one of the most stressful situations to find oneself in. It is unfair and unjust that this is been forced on us. No amount of compensation will reimburse us for the loss of our property and the devaluation of our home. The impact this will have on our lives, moreover is not quantifiable. This is not just about our garden it is the desecration of our homes and our quality of life. This CPO will cut through our community, isolating us from our neighbors and moreover have a detrimental affect on our health and well being.

Yours sincerely,


Bernadette Clarke

Yours sincerely,


Maria Clarke

I enclose some photographs to highlight the size of the vehicles using the road currently and how close they are to our home. As you can imagine with the loss of a substantial amount of our garden the effect this traffic will have on our lives. You can also see from the photographs how the bus lane is being used by other unauthorised vehicles and will continue to be used in light of where we are situated.





