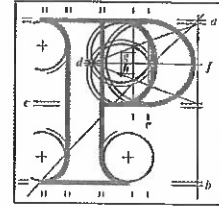


**Our Case Number:** ABP-313182-22

**Planning Authority Reference Number:**



**An  
Bord  
Pleanála**

Cian O'Callaghan TD  
Leinster House  
Kildare Street  
Dublin 2

**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 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](http://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).

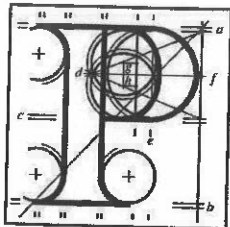
Yours faithfully,

Kevin McGettigan  
Administrative Assistant  
Direct Line: 01-8737263

BL50A

<b>Teil</b>	<b>Tel</b>	(01) 858 8100
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<b>Ríomhphost</b>	<b>Email</b>	<a href="mailto:bord@pleanala.ie">bord@pleanala.ie</a>

64 Sráid Maoilbhríde	64 Marlborough Street
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D01 V902	D01 V902



**An  
Bord  
Pleanála**

## SID Online Observation

**Online Reference: (SID-OBS-  
000052)**

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### Online Observation Details

<b>Contact Name:</b>	Cian O'Callaghan
<b>Lodgement Date:</b>	30/05/2022 15:20:31
<b>Case Number / Description:</b>	313182

### Payment Details

<b>Payment Method:</b>	Online Payment
<b>Cardholder Name:</b>	Cian O'Callaghan
<b>Payment Amount:</b>	€50.00

Cian O'Callaghan TD  
Leinster House  
Kildare Street  
Dublin 2

The Secretary  
An Bord Pleanála  
64 Marlborough St,  
Dublin 1

30/05/2022

Re: Case Ref. HA29N.313182

A Chara,

I am writing in relation to the BusConnects Clongriffin to City Centre Core Bus Corridor Scheme.

Firstly, I'd like to state my support for the scheme. It is essential for both current commuters and future needs that there is significant investment to provide a high-quality bus corridor enabling frequent, reliable public transport. This investment will bring significant economic, social and environmental benefits.

Secondly, it's critically important that cycling infrastructure is substantially improved to make bicycle journeys safer and more efficient. The provision of high-quality cycling infrastructure is vital if we are to reduce traffic congestion and provide sustainable forms of active transport. I note that a number of cycling campaigners have commented on how the design of the scheme could be improved to make it more user friendly for cyclists. I ask that these suggestions are considered and taken on board when deciding on this application.

Finally, I have been contacted by a number of local residents who have concerns regarding how the scheme will impact on their local communities.

Residents of Ayrfield and Ard NaGréine are concerned that the new bus stop, as it is currently proposed, will have the following adverse effects:

- **Loss of Green Space:** The green area between 45 and 47 Ayrfield Drive that the plan proposes to CPO is used almost constantly by children in the area as a safe space to play.
- **Dangerous Access to Dual Carriageway:** The children of Ard Na Gréine are used to playing a safe quite residential neighbourhood. Having direct access to one of the busiest roads in the city is a major safety concern for the parents of the area.
- **Increased Demand for Car Parking Spaces:** There is concern that more people will begin to use the estate as a place to park their car in order to use the BusConnects service.
- **Increased noise pollution:** The current wall acts as a sound barrier from the busy dual carriageway. Once it is taken down to give access to the bus stop, the noise pollution for the nearby houses will worsen.
- **Lack of Consultation:** The NTA has failed to meaningfully engage with the residents of Ard Na Gréine. A petition carried out by the *Ard Na Greine Residents Against CPO of Green Space on Ayrfield Drive* committee found that of the 619 households petitioned, 97% opposed the plan as it is currently constituted.

Residents from Artane Cottages Lower on the Malahide Road who are concerned that the new bus stop, as it is currently proposed, will have the following adverse effects:

- **Lack of Garden Buffer:** Unlike most Houses on the Malahide Road, Artane Cottages Lower consists of small, terraced houses that open directly onto the busy road without any front gardens to provide a buffer. The residents are already dealing with privacy issues due to the proximity of the footpath, such as people shouting outside the (bedroom) windows, knocking on windows, and sitting down on window cills. If the plan goes ahead as it is, this will likely worsen with the people who will be waiting for the bus, particularly at rush hour and at night-time.
- **Lack of Available Space:** The NTA have committed to keeping the footpath 3.5m wide (It's current width). Any island bus stop would require a 3m deep island, 2x2m of movement space, and the 3.5m existing footpath. This would mean a minimum of 8m from the cottages to the bus lane which is not feasible.
- **Increased Noise and Air Pollution:** The new bus stop will be less than 25m from the proposed controlled pedestrian crossing to Kilmore Road, at a junction where two bus lines converge. This could lead to busses backing up north and west of the junction, which in turn will lead to busses backed up in front of nos. 7, 8 and 11 Artane Cottages Lower, resulting in increased noise and air pollution.

I'd urge that these concerns are taken into account and considered carefully when deciding on this planning application.

Best wishes,

Cian