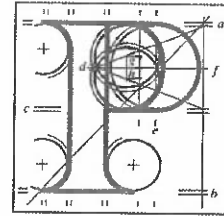


Our Case Number: ABP-314610-22



An  
Bord  
Pleanála

Margaret McDonnell and Kieran Smyth and others  
121 Ballymun Road  
Dublin 9

Date: 14 December 2022

Re: BusConnects Ballymun/Finglas to City Centre Core Bus Corridor Scheme  
Ballymun/Finglas to Dublin City Centre

Dear Sir / Madam,

An Bord Pleanála has received your recent submission (including your fee of €50) 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.

If you have any queries in the mean time, please contact the undersigned. 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

Tel	Tel	(01) 858 8100
Glaos Áitiúil	LoCall	1890 275 175
Facs	Fax	(01) 872 2684
Láithreán Gréasáin	Website	<a href="http://www.pleanala.ie">www.pleanala.ie</a>
Ríomhphost	Email	<a href="mailto:bord@pleanala.ie">bord@pleanala.ie</a>

64 Sráid Maoilbhríde	64 Marlborough Street
Baile Átha Cliath 1	Dublin 1
D01 V902	D01 V902

An Bord Pleanála,  
64 Marlborough Street,  
Rotunda,  
Dublin 1,  
D01V902.

<b>AN BORD PLEANÁLA</b>	
LDG-	<u>059/119-22</u>
ABP-	
15 NOV 2022	
Fee: €	<u>50.00</u> Type: <u>comd</u>
Time: <u>11.30</u>	By: <u>howel</u>

14 November 2022

**Re. Statutory Planning Application for the Ballymun/ Finglas to City Centre  
Core Bus Corridor Scheme**

Dear Sir/Madam,

We wish to make the following observations on the above statutory planning application:

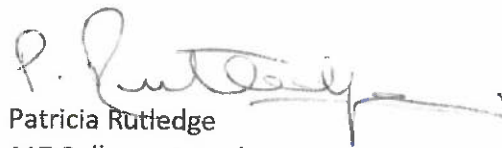
1. While supportive of the scheme overall and its objectives as outlined in the application we have concerns about some of the details of the proposals.
2. The application outlines in detail the Environmental Impact Assessment that has been undertaken. Surprisingly there is no reference to or apparent consideration given to current crime rates and to anti-social behaviour issues in the areas that the proposed scheme will serve. Furthermore the noise of crowds congregating at bus stops particularly at night does not appear to have been taken into account. The assertions and assessment made in the context of Noise/ Vibration in section 8.4 of the Non Technical Summary ( Environmental Impact Assessment Report (EIAR ) Volume 1 of 4 are therefore problematic as account or sufficient account has not been taken of noise and disturbance resulting from anti-social behaviour and crime or of crowds congregating at bus stops particularly at night. Living communities are not simply some kind of "blank sheet" receptors of the Bus Connects plans. The plans should therefore take full account of the "reality" of the communities and their environs and the issues that they face and how the proposed scheme will impact these. Further work on the proposals should be required to be undertaken by the applicants to address these deficits before the scheme proceeds.
3. Specifically while the reduction/rationalisation in the number of bus stops is to be welcomed the new bus stop design ( akin to the current Luas Tram stop platforms ) is quite different to current bus stops and will likely pose a target for anti social behaviour as well as attracting increased numbers of users ( leading to increased noise as a matter of course). The applicants should be required to specify how these potential negative impacts will be mitigated e.g. through the use of security personnel, the use of closed circuit television, and also the establishment of fora involving Dublin Bus, Gardai, Local Authority and local communities to raise and address issues arising in connection with the scheme.
4. We object in particular to the compulsory purchase order sought for the plot of land to wit: Grass verge adjacent to Albert College Estate Ballymun Road Dublin 9 owned by Dublin City Council, Civic Offices, Wood Quay, Dublin 8 D08 RF3F Number on map deposited by NTA: 1001(10).1.i as set out in Schedule 1 Lands Being Permanently Acquired.
5. We are making the objection in point 4 as we believe that it is unnecessary to compulsorily purchase this attractive green space as the proposed realignment of the current bus stop ( Stop 37 Ballymun Road/ DCU) to the south of its current position should not take place. Rather this bus stop should be amalgamated with Stop 115 Ballymun Road/

Albert College Drive and the new stop should be placed to the south of the current stop's location in front of the Scouts Hall. This will protect the amenity of the attractive green space of the verge adjacent to Albert College Estate/ Ballymun Road and also minimize the noise and disturbance and protect the amenity of the houses on Albert College Drive and Ballymun Road. In addition there should be a requirement on the applicants to plant trees and shrubbery around the new stop to ensure the best amenity of its environs.

6. It is noted that the proposals entail the removal of the parking spaces outside the Albert College Park on the Ballymun Road. While the use of private motor vehicles in line with the overall policy parameters is to be reduced, given the nature of the activities that take place in the Park it is unrealistic to try to eliminate private motor vehicle use and alternative parking spaces should be made available. Perhaps DCU in the context of its community engagement and support could make some of its parking available free of charge in the evening and at weekends to users of the Park. The applicants should be required to pursue the provision of alternative parking before the scheme proceeds.

Yours faithfully

  
Margaret McDonnell & Kieran Smyth  
121 Ballymun Road,  
Dublin 9

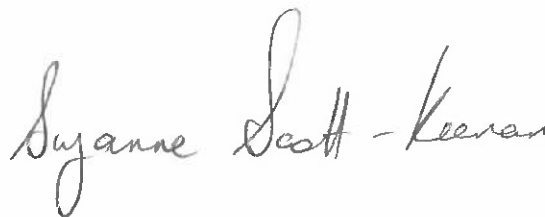
  
Patricia Rutledge  
117 Ballymun Road  
Dublin 9

John Ryan & Chizuru Ryan   
119 Ballymun Road  
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Brian Carolan & Eilis Cunnane  
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