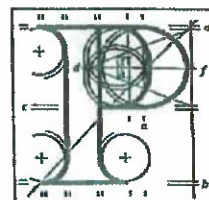


Our Case Number: ABP-313182-22



An
Bord
Pleanála

Sean Haughey TD
Dail Eireann
Leinster House
Kildare Street
Dublin 2

Date: 04 July 2023

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 case. The contents of your submission have been noted.

If you have any queries in relation to the 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

CH08

Tell
Glaó Áitiúil
Facs
Láithreán Gréasáin
Ríomhphost

Tel
LoCall
Fax
Website
Email

(01) 858 8100
1800 275 175
(01) 872 2684
www.pleanala.ie
bord@pleanala.ie

64 Sráid Maolbhríde
Balle Átha Cillath 1
D01 V902

64 Marlborough Street
Dublin 1
D01 V902

Niamh Thornton

From: LAPS
Sent: Monday 3 July 2023 16:12
To: Niamh Thornton
Subject: FW: Clongriffin - City Centre Core Bus Corridor Project, ABP-313182-22
Attachments: LAC residents_further submission 03-07-2023.pdf

From: SIDS <sids@pleanala.ie>
Sent: Monday, July 3, 2023 2:47 PM
To: LAPS <laps@pleanala.ie>
Subject: FW: Clongriffin - City Centre Core Bus Corridor Project, ABP-313182-22

From: Bord <bord@pleanala.ie>
Sent: Monday, July 3, 2023 2:45 PM
To: SIDS <sids@pleanala.ie>
Subject: FW: Clongriffin - City Centre Core Bus Corridor Project, ABP-313182-22

From: Sean Haughey <Sean.Haughey@oireachtas.ie>
Sent: Monday, July 3, 2023 2:39 PM
To: Bord <bord@pleanala.ie>
Subject: Clongriffin - City Centre Core Bus Corridor Project, ABP-313182-22

A Chara,

The National Transport Authority has made an application to An Bord Pleanála under Section 51(2) of the Roads Act, 1993, as amended, case number ABP-313182-22.

The NTA has since made a further submission to the Bord, dated 21st of July 2022, and I wish to respond to same in accordance with Section 217B of the Planning and Development Act 2000, as amended.

In particular, I wish to address the section of the NTA report which deals with Lower Artane Cottages, Malahide Road (Section 2.3)

The residents of Lower Artane Cottages are very unhappy about the proposal to put in place a bus stop outside their houses. Unfortunately, their major concerns have not been addressed in the NTA response.

A new bus stop at this location will have a very negative impact on these residents and I believe that a redesign of the proposal is needed in this case.

Please see attached a submission from Dr Áine Kelly and other local residents listing their concerns in detail and I fully endorse what they have outlined in this regard.

Yours sincerely,



Seán Haughey TD



The Secretary
An Bord Pleanála
64 Marlborough Street
Dublin 1

29th June 2023

A Chara,

The National Transport Authority has made an application to An Bord Pleanála under Section 51(2) of the Roads Act, 1993, as amended, case number ABP-313182-22.

The NTA has since made a further submission to the Bord, dated the 21st of July 2022 and I wish to respond to same in accordance with Section 217B of the Planning and Development Act 2000, as amended.

In particular, I wish to address Section 2.1.1 of the NTA report which deals with the proposal for a new pedestrian and cyclist link between Ayrfield Drive and the Malahide Road.

The NTA makes a case to proceed with this new link and outlines how this measure would be in accordance with various public policies now in place.

That said, I am strongly of the view that none of the concerns of the local residents as outlined in their 64 submissions previously have been adequately addressed or alleviated, especially with regard to the loss of the green/community space.

In addition, accessibility to the proposed new core bus corridor will still be relatively easy in the absence of the proposed new link and in my view the use of the new corridor by commuters will increase substantially regardless of whether or not a new link is provided.

The proposed new scheme has undoubted benefits but on balance, and given the serious impact the project will have on the residential amenities of the existing householders in Ayrfield, it should not proceed as currently designed.

Separately, I also wish to support any new submission made Caroline O'Hara in respect of the Malahide Road, Donnycarney (Section 2.6.5 of the NTA report) for the same reasons she has outlined previously

Yours sincerely,

Seán Haughey TD

AN BORD PLEANÁLA	
LDG- _____	
ABP- _____	
03 JUL 2023	
Fee: € _____	Type: _____
Time: _____	By:

Seán Haughey TD
Fianna Fáil Spokesperson on EU Affairs
Designated Public Official under the Regulation of the Lobbying Act



Seán Haughey TD
Dublin Bay North

Tel: 01 6183695 | 087 3494888
Email: sean.haughey@oireachtas.ie



FIANNA FÁIL
THE REPUBLICAN PARTY

Please note that any personal data contained in your email correspondence with Seán Haughey TD will be processed by Seán Haughey TD and his staff as a data controller in accordance with applicable data protection law. Much of this data processing will be done in connection with representations/requests made and also for electoral purposes. For further information on data protection, including your data protection rights, please refer to the data protection section of my webpage by clicking [here](#). If you have received this email in error, please notify me immediately and then delete it. Please do not copy it, disclose its contents or use it for any other purpose.

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To:

An Bord Pleanála
64 Marlborough Street
Dublin 1
D01 V902

3rd July 2023

RE: BusConnects Clongriffin to City Centre Core Bus Corridor Scheme, County Dublin
Case Number: ABP-313182-22

We appreciate the opportunity to comment further on the NTA's response to our submission. We are disappointed that the NTA has not responded fully to our concerns, and implore An Bord Pleanála to make clear instructions to the NTA regarding the scheme in line with our concerns below.

There are three major points that we want to make in this response – first, the history of our engagement with the NTA and our frustration that our most serious concerns are being ignored; second, to reiterate the impact that the plans will have on the local community, which was not addressed in the NTA response; and third, to reiterate the impact that the plans will have on us as residents, which was not addressed in the NTA's response.

1. Engagement with NTA

The residents of Lower Artane Cottages have been involved in discussions about the BusConnects project throughout the lifetime of the project and have engaged with the NTA in good faith, hoping that our concerns would be listened to.

A representative of the residents (Áine Kelly) attended the first community forum event on 11th December 2018, where she outlined our objections to the proposed narrowing of the footpath as part of the initial design. She spoke personally with the NTA representatives Hugh Creegan, John Fleming and Con Kehely, ensuring that they were aware at the earliest opportunity of the unique vulnerability of our homes, which open directly onto the footpath. One of the 3 action points listed in the Community Forum Report was to review the footpath width outside the cottages.

She attended the next Community Forum Event on 11th September 2019, again to highlight the potential compromise of safety and privacy resulting from the project design that are unique to our homes. Two of the 3 action items from that event listed in the Community Forum Report were to (i) review pedestrian arrangements and (ii) to review enforcement requirements along the route, both of which pertain to our concerns. We were pleased that the NTA responded to our concerns by abandoning the proposed footpath narrowing, taking this as an indication that they understood the implications of such a proposal and that they were willing to engage with us in good faith.

At no stage during these discussions was the insertion of a bus stop directly outside the properties, which necessitates a narrowing of the footpath in front of numbers 5 and 6 Lower Artane Cottages, mentioned or featured. This change to the design only appeared in the final plans submitted to An Bord Pleanála in early 2022. This in itself was very disappointing, given the efforts we expended over the previous 4 years to ensure that the NTA staff were aware of our concerns about the risks of poor project design to our homes. We feel that our good faith and openness to discussion and communication has not been matched by the NTA.

2. Impact on local community

We have clearly articulated in our original submission that the proposal to remove the 2 existing bus stops and replace them with a single stop at Lower Artane Cottages will result in an inferior passenger experience for all bus users and in a reduced amenity for the entire catchment between Artane roundabout and Maypark.

Because of the very confined space available on the footpath at Lower Artane Cottages, it is impossible to include a bus shelter and seat, both of which are available at the existing stops. The accessibility for wheelchair users and parents with young children in buggles will be compromised. Due to the demographic of the area, there are many older people and people with mobility issues using the bus service. They may not be able to continue to do so if the only nearby bus stop has no amenity to rest and to shelter from weather. Please see the photographs below that illustrate this point. We need hardly add that the solution to this issue is not to attempt to shoehorn in a bus shelter at the proposed site, as the impact on the quality of life of residents would be unthinkable.

Furthermore, the NTA does not seem to understand the catchment area and usage of the bus stops. There is a laneway to the rear of the existing stop at Killester Avenue, connecting through to Craigford Ave and Drive, through which the local Killester (Craigford, Killester Park) residents access the bus stop. This community constitutes a large portion of the existing catchment for the existing stop at Killester Avenue.

There is no existing or proposed permeability on the western side of Malahide Road into St. David's Wood and Pinebrook estates, other than at the junction with Kilmore Road (Pinebrook) and Killester Avenue (St. David's Wood). The omission of the existing bus stops at Killester Avenue and Daniell Road therefore provides a lesser service even for those communities, and locating a bus stop outside Artane Cottages Lower would not improve the service to the western side of Malahide Road.

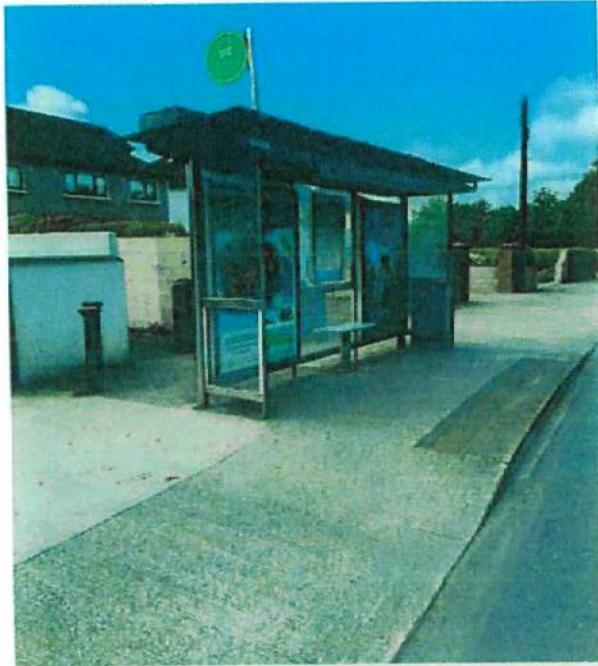
The NTA submission fails to address the loss in service for the communities at St. Brigid's and Brookwood, which are currently using the Daniell Road stop.

If all those parts of the catchment were to congregate at the proposed stop outside nos. 5 & 6 Artane Cottages Lower, much more pressure is put on a bus stop of inferior design, therefore increasing the negative impact on the residents of Artane Cottages Lower, as outlined below.

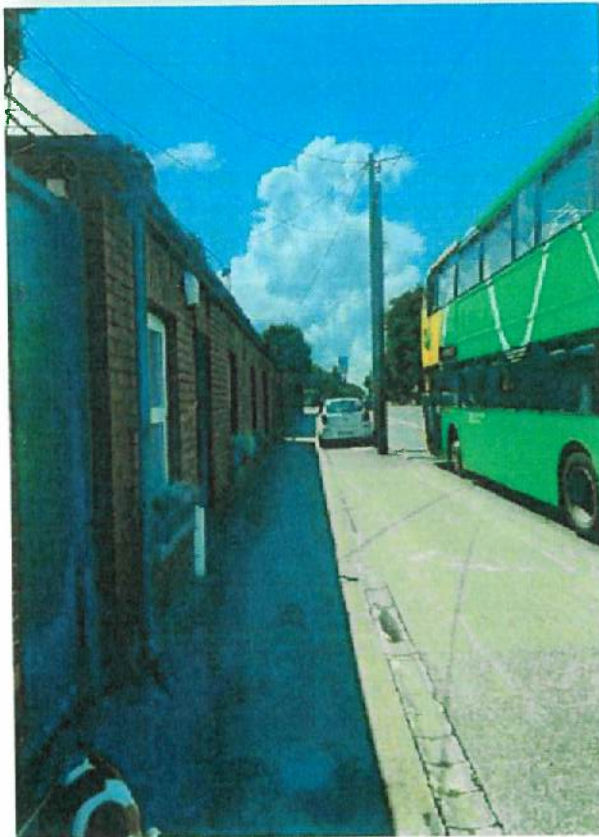
The distances between bus stops as proposed are at the longest distance in the entire scheme (450m), whereas other stops remain as close together as 250m. Existing distances between stops are 350m and 375m, with the only distance less than 250m between Artane Roundabout and Daniell Road - suggesting an adjustment in this part of the scheme, rather than outside Artane Cottages Lower.



Existing bus stop at Daniell Road, with very wide footpath, bus shelter and seat, and shops to the rear



Existing bus stop at Killester Avenue, with wide footpath, bus shelter and seat, and houses with long front gardens to the rear. Note connection through laneway to Craigford Avenue, a well-used local connection for pedestrians



Left: Site of proposed bus stop at Lower Artane Cottages, in front of single storey homes with no front gardens and no space for bus shelter with seat; right: Local elderly residents waiting at existing Killester Avenue bus stop

3. Impact on residents of Lower Artane Cottages

Most seriously for us, the NTA has made absolutely no attempt in its response to address the most grave concerns of the residents of the cottages, namely the impact of this bus stop proposal on our safety and privacy. Both points were made in our submission, but the NTA failed to even list privacy as a point to respond to, in contrast to submissions from other residents along the route, where they explicitly list privacy as a concern (eg, Mornington Park, Ayrfield Drive). Why were our, and only our, concerns about privacy ignored, especially when it is clear that we are the people whose privacy is most seriously impacted by the project design?

Given that the NTA has not addressed this issue in any way, we include below individual statements from households detailing exactly how this proposal will impact on our safety and privacy.

We also show photographs giving examples of what buses stopping outside the doors of numbers 5 and 6, and thus backing up north of number 6, would look like for residents and what we would all have to live with on a constant basis.



Standard Dublin busses overtowering and overshadowing the terrace of cottages.



The effect of overshadowing, air and noise pollution and overlooking of the cottages is evident.



A typical situation along Malahide Road, with multiple busses backing up on the bus lane on the approach to a bus stop

3.1. *Effects of congregation outside our houses*

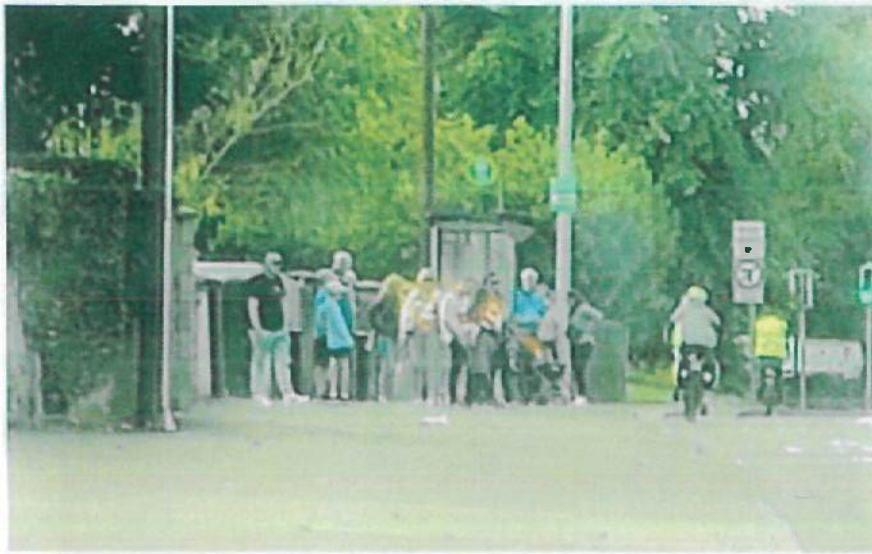
Placing a bus stop in front of the terrace at Artane Cottages Lower will mean passengers congregating outside our homes. See an example below from a bus stop in Ringsend (stop 392), outside commercial premises rather than private homes, which shows that people waiting for buses naturally spread out along the wall to their rear. There is no doubt that this would happen outside our homes if this bus stop was positioned according to the current plans, with the consequent impact on privacy, access and safety.

Note that the image below shows only 10 passengers waiting. As pointed out above, it is likely that much larger numbers would congregate during rush hour in the mornings (for work) and evenings (for city centre evening activities) or before large events (match day, see below)



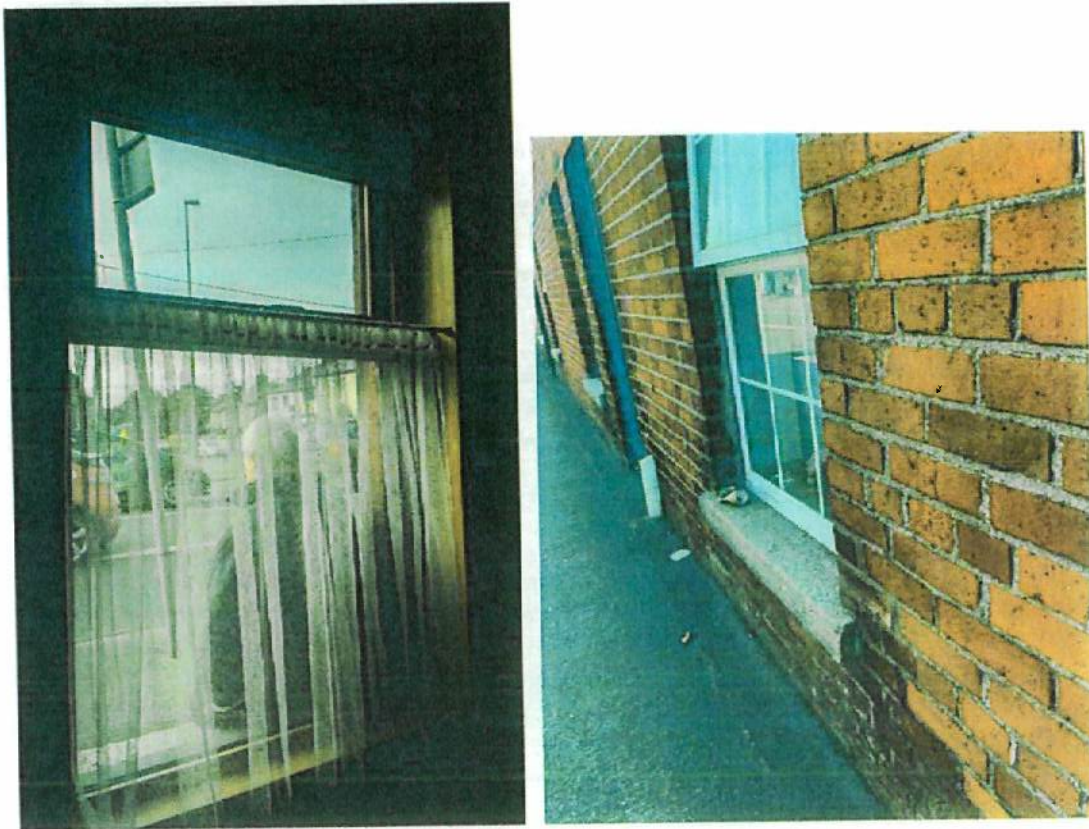
See below for example, just yesterday, 2nd July 2023, a crowd of people waiting at the Killester Avenue bus stop 1220 en route to a match. If this happened directly outside our doors and windows because the NTA were not willing to listen to our concerns and An Bord Pleanála did not clearly instruct the NTA to revise their plans, it

would be an egregious breach of trust and a dereliction of duty of care to private citizens on the part of two national authorities.



If a bin is placed alongside the proposed bus stop, it is certain that dumping will occur. See 3 examples below from nearby Maryfield Crescent, Pinebrook Drive stop 4790 and Kilmore Road stop 1220. This dumping would therefore be right outside our homes. If however no bins were provided, there would be additional littering (cigarette butts, drinks bottles and cans, general trash) at the bus stop too, as people waiting will be more likely to litter.





Left: passer-by sitting down on window cill of a bedroom at 8 Artane Cottages Lower; right: Example of litter left on window cill at 6 Lower Artane Cottages (this is a constant occurrence at all houses of the terrace)

Our houses are already vulnerable, as all windows are to the footpath and at ground floor. Due to the lack of front gardens, we have no measures available to us to protect us further that wouldn't affect daylight, ventilation and views from our homes. Most rooms in the old houses are single aspect, and rely solely on their only window onto Malahide Road for air, light and views. Even without the presence of a bus stop, we experience disturbing behaviour from passers-by on a daily basis: People sitting on window cills, unaware of the fact that these are our bedrooms and living rooms. Teenagers banging with their hands against every single window as they pass by. People leaving empty pint glasses (from pub opposite), drinks bottles and trash on our window cills. People spilling entire drinks against our windows. Dogs being let to pee against our doors and walls.

With an increase in frequency of use, and an increase in time spent waiting at a bus stop outside our houses, this behaviour is bound to increase, especially late in the evening when passengers are waiting to go out in town, or after the pub closes.

3.2 *Additional risk due to narrowing of footpaths*

In addition to this lack of privacy, risk of littering, antisocial behaviour, blocking of windows and doors, the design necessitates a narrowing of the footpath to accommodate a cycle lane to the rear of the bus stop, and a right-turn cycle waiting lane at the junction with Kilmore Road. This creates permanent bottlenecks on the footpaths created at the proposed bus stop outside nos. 5 & 6 Artane Cottages and outside no. 9 Artane Cottage, and creates an additional safety concern for residents entering and leaving their homes due to the speed of cyclists travelling on a continuous cycle lane. It is almost inevitable that accidents between cyclists and vulnerable pedestrians (elderly or children) will occur.

3.3. *Vehicular access*

Furthermore, existing vehicular access to our homes will be compromised, in terms of access and short term parking for carers, deliveries, emergency services etc to our homes from the front. Some of the houses do not have vehicular access from the rear lane, and the elderly residents are relying on front door access for these services. Likewise, the impact on access to both the north and south gates, which give vehicular access to the rear of our homes via a lane, has not been adequately addressed. With the expected frequency of use of both the bus and cycle lanes, manual operation of those gates (while the cars would be blocking both those lanes, as well as the footpath) is not feasible.

3.4. *Damage to building fabric*

We are aware of the damage the existing footpath design is causing to our properties. The NTA has swept away our comments regarding the inadequate drainage along the houses and impact sound due to bad detailing, arguing that their design would not worsen the situation, and arguing that a legacy issue can remain as is. This is an insufficient response - the aim of a national authority cannot be to merely maintain bad design from 20 years ago, but must strive to improve the design in line with current best practice, especially since the scheme requires the relaying of the entire stretch of footpath.

We must insist that the NTA be instructed that in the detail design, all rainwater discharge from the terraces must be discharged directly into surface water drainage, with french drains along the length of the terrace, and no direct contact between concrete footpaths and masonry walls, to avoid transfer of impact sound.

Each of the above points has been made in detail in our original submission and we reiterate them here to highlight that they were not addressed by the NTA in their response. We must trust that An Bord Pleanála will make the correct decision to instruct the NTA to omit any bus stop outside Artane Cottages Lower, and to fully address all of our concerns as the most vulnerable parties to the scheme along the entire stretch.

Sincerely,

Dr. Aine Kelly (5 Artane Cottages Lower, Malahide Road, Dublin 5)

Anna Hofheinz dipl.ing. M.RIAI (8 Artane Cottages Lower, Malahide Road, Dublin 5)

on behalf of all residents of Lower Artane Cottages, Dublin 5, namely

- Derek and Sophie Mahony - no. 3
- Aine Kelly and Peter Prendergast - no. 5
- Patricia Walsh and Paul Cotter - no. 6
- Margaret Radford and Stephanie Hedderman - no. 7
- Anna Hofheinz and Pawel Jaskowski - no. 8
- Dessie Kiernan - no. 9
- Laura Meaney and Gerard Whelehan - no. 11

Personal statements from residents

Dear Sir,

I'm writing to you to tell you how the proposed bus stop will affect me.

I'm 89 years of age with limited mobility.

I'm reliant on a wheel chair to get around. The bus corridor would mean no parking outside so I can't go anywhere. There would be no access for ambulances or the physiotherapist, nurses, family, my carers - all the people that I need for my everyday existence. I can't walk so I need as much space as possible for my wheelchair.

The bus stop would bring antisocial behaviour. People sitting on windows, smoking and standing round shouting, getting sick after pub hours. This terrifies me.

Can you please look at the bus stop with some compassion and common sense.

Thank you,

Margaret Radford

89 years old

7 Lower Artane Cottages

6 Lower Artane Cottages,
Dublin 5

My name is Patricia Walsh living at the above address with my partner Paul Cotter. Both of us are in our 80s and in poor health. It has been proposed to put a bus stop outside our house. It will be very hard to leave the house or open our windows. I use a walker to help with walking. With people standing outside the house and buses stopping outside what's left of our lives will be a nightmare. I think this should be rethought.

Patricia Walsh

Paul Cotter

To: An Bord Pleanála

RE: Objection to Application for Approval of a Proposed Road - CLONGRIFFIN TO CITY CENTRE CORE BUS CORRIDOR SCHEME – at Artane Cottages Lower

I live in number 5, Lower Artane Cottages and am writing on behalf of myself and my partner, Peter Prendergast. I grew up in Artane, and bought my house in 2003 so that I could live in the area close to my parents, who needed help as they aged. Over the 20 years I have lived here I have worked to create a safe and comfortable home for myself and my family, and we have never intended to move from our home. That safety and comfort is threatened by the proposal to place a bus stop directly on the footpath outside of our home and that of our neighbours in number 6, a couple in their 80's. Below in Figure 1, is a photograph of the house, showing that the front door, 3 front windows, and the side entrance door, which we use on a daily basis, open directly onto the footpath where the bus stop is proposed to be situated. The windows open from the living room, a bedroom and a sitting room.

There are several aspects of this proposal that concern me deeply. First, the plans show that in order to accommodate the cycle lane into the design at this point of the route, the NTA proposes to create a concrete 'island' for waiting passengers to stand on, and to swerve the cycle lane to the rear of this island, thereby narrowing the footpath directly in front of my front door and side door. This will bring cycle traffic, including electric bicycles that can reach speeds of up to 45 km/hr, within 1.5 metres of my front door. The approximate position of the east edge of this cycle lane is at the gully pictured in Figure 2 below. I'm sure you can visualise the significant safety hazard this poses to us as we enter and leave our home.

Second, bus stops mean waiting passengers. There is a big difference between normal foot traffic passing outside the house and having all the local residents of the catchment area standing outside the house in order to use the bus service. Ever since this proposal has been mooted I have been counting the number of passengers who congregate at the existing bus stops at Killester Avenue and Danielli Road. On busy mornings there can be upwards of 20 people waiting at any given time. Assuming that passenger numbers will increase as a result of the BusConnects project, even if frequency of service increases, that means potentially over 40 people waiting at peak times at the new proposed stop, which is intended to replace the 2 existing bus stops. The proposed concrete island cannot accommodate these numbers, especially if you factor in wheelchair users or people waiting with buggies. It is inevitable that waiting passengers will congregate directly outside the front wall of the house, physically blocking the doors and windows, including blocking light through the windows. Imagine this on wet mornings, as people shelter at the wall with their umbrellas. This is especially pertinent given that there will be no bus shelter and thus no protection from weather in this arrangement due to the lack of space. Only a pole and digital display is proposed. We do not know if a bin will be placed here. If no bin is provided, there will be litter strewn on the ground or on our window sills. If a bin is provided, dumping will result, and it will be a potential fire hazard (other bins locally have been set on fire either purposefully or accidentally due to smouldering cigarettes). Neither is an attractive prospect for the residents and no-one would wish to have this directly outside their front door.

The prospect of large numbers of people congregating directly in front of our home 24 hours a day (since a 24 hour bus service is proposed) is, quite simply, frightening. There is a pub, The Goblet, located across the road; thus the potential for antisocial behaviour as people wait late at night to catch the bus after the pub closes is clear. I do not relish the prospect of myself and my family pushing our way through crowds of people to enter or leave the house, all hours of the day and night, for the rest of our lives. I enclose photographs of the view through my doors and windows in Figures 3 and 4. The impact this will have on safety and privacy is obvious. Waiting passengers will see straight into our house as we open the front door. We will not be able to open the windows without compromising privacy. Waiting passengers will be able to peer inside our windows and we will be exposed to the increased noise of conversation, cigarette smoke, blocking of light, potential for littering etc. We have no front garden and there is nothing we can do to protect our privacy except to close the curtains and live constantly under artificial light. This is unacceptable.

I am pleading with you to understand the position in which the NTA is placing myself, my family and my neighbours, and the stress and worry this has caused since we became aware of this plan. There are ample alternatives available to the NTA – they have not provided a reasonable rationale not to retain either or both of the existing bus stops at Killester Avenue and Danielli Road, both of which are situated on wide pathways that enable a full amenity with access and bus shelter for all the local residents to be maintained. I implore you to

direct the NTA not to place a bus stop outside my home or that of any of my neighbours in Lower Artane Cottages. We are relying on you to protect our safety, privacy, comfort and enjoyment of our own homes.

Yours sincerely,

Áine Kelly
Peter Prendergast



Figure 1: Exterior of 5 Lower Artane Cottages, showing front door, side access door and 3 windows.

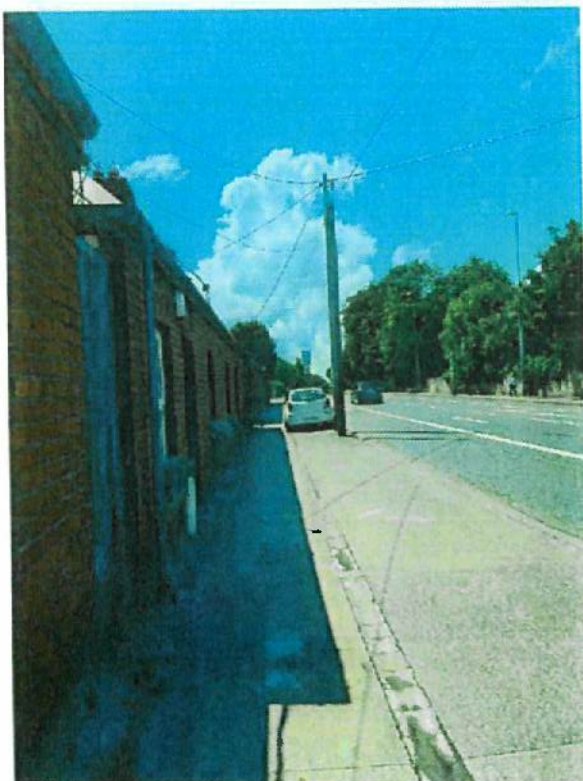


Figure 2: Site of proposed bus stop, showing narrow path with no space for bus shelter and where footpath will narrow to accommodate a cycle lane behind the 'island' structure.



Figure 3. View of proposed bus stop site through open front door

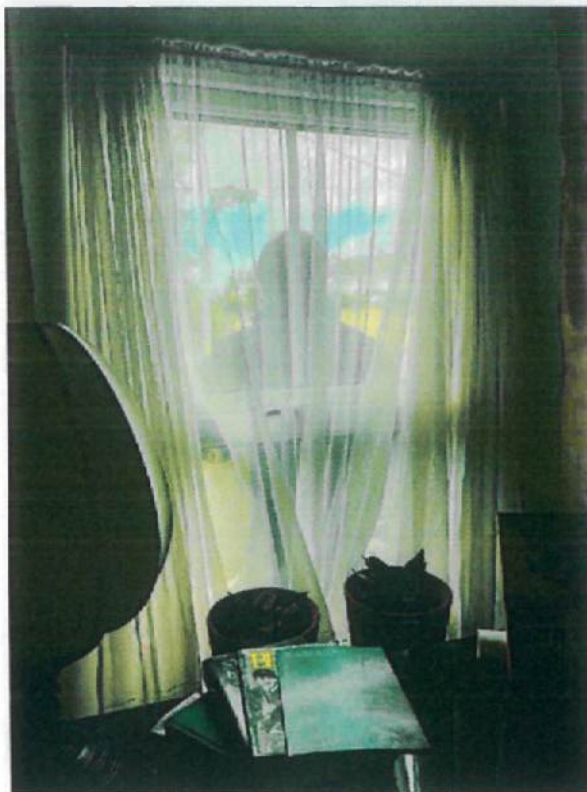


Figure 4 Impact of just one person standing at the living room window

To whom it may concern,

My name is Laura Meaney, owner and resident of 11 Artane Cottages Lower, Malahide Road, Artane, Dublin 5. I am writing to you on behalf of my husband Gerard Whelehan and I, regarding the proposed bus corridor design along the stretch of road outside our home and that of our neighbours.

There are a number of concerns that we as residents who have resided in the area for over 10 years have, many of which have not yet been addressed and/or considered.

These cottages along this stretch have been in situ for over a hundred years, and although many alterations have occurred to these premises over these years, the majority still have bedrooms to the front of the cottages, posing a privacy concern for myself and my neighbours. Our cottage still has 2 functioning bedrooms to the front of our property.

With regard to the proposed amendments regarding the pathways and cycle tracks, we also have concerns for safety and accessibility to our properties.

Many residents along the road are elderly, with restricted mobility, many have young children that require access for buggies etc. We also have a double entryway to the side of our premises that we need access to on a regular basis, the reduction in the pathways proposed will hinder this and we have great concerns for safety should the changes go ahead as proposed due to the level of cycle/scooter users that will use the route.

Also, by removing one bus stop along our route and moving it to outside my neighbours property which has clearly not got the capacity to house a stop not to mention the volume of people who will congregate there morning noon and night given there is a 24 hour route servicing our stretch of road.

We as residents have major concerns given the fact the volumes of people using the bus service has not yet resumed to pre covid levels. Companies are now being encouraged to bring the workforce back to offices therefore the volumes are set to increase significantly in coming months/years.

With this being the case, we have major concerns for loitering, antisocial behaviour, increased noise levels and dumping/rubbish being thrown directly outside our hall doors. Especially given the proximity to the Goblet Pub and several late night takeaway shops surrounding our cottages.

We ask that an alternative be considered, or for the stops to remain unchanged, the current locations of the bus stops at the row of shops by McHugh's off licence and adjacent to the laneway at Killester Avenue should be retained, as there is little to no impact directly to residents and property in the area due to large gardens, whereby our cottages are townhouse style with no protection.

Should a stop need to be removed we ask for a stop to be considered outside the park at Maypark where once again this has no impact on people's homes and their daily living.

Clearly throughout the planning process little to no consideration has been given to the residents being greatly impacted by said proposals, and the huge impact it will have on us and our local community.

We ask that our concerns be considered and addressed.

Regards

Laura Meaney & Gerard Whelehan

**RE: Personal statement to support residents' objection to BusConnects Clongriffin to City Centre Core
Bus Corridor Scheme, County Dublin
Case Number: ABP-313182-22**

To whom it may concern,

We, Pawel Jaskowski and Anna Hofheinz, are the owners and residents of no. 8 Artane Cottages Lower. We purchased the house in 2017 and have invested our time, energy and money since into restoring and upgrading our house and making it a family home. Our daughter was born in Dublin and has lived in the house since she was 1 day old.

Since her arrival, we are even more acutely aware of the extremely exposed nature of the cottages – three of our rooms (main bedroom as well as living room and study) open with their only windows directly onto Malahide Road, with pedestrians and cyclists passing at level and at full speed at less than a meter distance, and busses, cars, taxis, motorbikes and trucks creating a constant elevated noise level at less than 3 meters, as well as air pollution. The house is frequently overshadowed by busses and trucks much taller than the house itself. Leaving the house (especially with a young child) always bears the risk of collision with cyclists passing at speed or pedestrians unaware of our houses and doors. Any trip to preschool, playground, friends or shops involves navigating a 3m wide footpath with a child, with a hard boundary (our houses) on one side, and fast-moving, noisy traffic at the kerb.

The design for the bus corridor in our section of Malahide Road, in particular the proposed new bus stop at 5/6 Artane Cottages Lower and the proposed junction design at Kilmore Road, worry us deeply. The lack of concern for a vulnerable terrace of historic cottages, their building fabric and the wellbeing of their inhabitants displayed by the proposal is obvious and disturbing. It is the duty of a national authority to balance the infrastructural needs of a city with the individual rights to privacy and safety of residents affected by such schemes, and with the task to protect the most vulnerable parties.

It has been demonstrated in our previous submission that the existing condition (bus stops at Daniell Road and Killester Avenue) is adequate, and that different alternatives could be found if desired. We call on An Bord Pleanála to demonstrate their good judgement and to provide protection to the most vulnerable portion of the entire BusConnects scheme, and to provide some relief to us residents, who have not seen any goodwill from the national and local authorities to date.

Sincerely,

Anna Hofheinz and Pawel Jaskowski