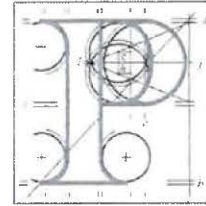


5

Our Case Number: ABP-317742-23



**An
Bord
Pleanála**

Maura Harmon
91 Patrician Villas
Stillorgan

Date: 02 July 2024

Re: BusConnects Bray to City Centre Core Bus Corridor Scheme
Bray to Dublin City Centre.

Dear Sir / Madam,

An Bord Pleanála has received your recent letter in relation to the above mentioned case. The contents of your letter have been noted.

If you have any queries in relation to the matter please contact the undersigned officer of the Board at laps@pleanala.ie

Please quote the above-mentioned An Bord Pleanála reference number in any correspondence or telephone contact with the Board.

Yours faithfully,

PP

Breda Ingle
Executive Officer
Direct Line: 01-8737291

CH08

| | | |
|---------------------------|----------------|--|
| Tel | Tel | (01) 858 8100 |
| Glaó Áitiúil | LoCall | 1800 275 175 |
| Facs | Fax | (01) 872 2684 |
| Láithreán Gréasáin | Website | www.pleanala.ie |
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| | |
|----------------------|-----------------------|
| 64 Sráid Maoilbhríde | 64 Marlborough Street |
| Baile Átha Cliath 1 | Dublin 1 |
| D01 V902 | D01 V902 |

Sinead Singleton

Subject: FW: Patrician Villas; ABP-317742-23
Attachments: Copy of Comments on NTA submission for bus lanes etc..pdf

From: Maura Harmon [REDACTED]
Sent: Thursday, June 27, 2024 5:36 PM
To: LAPS <laps@pleanala.ie>
Subject: Patrician Villas; ABP-317742-23

Caution: This is an **External Email** and may have malicious content. Please take care when clicking links or opening attachments. When in doubt, contact the ICT Helpdesk.

Case Ref. number: ABP-317742-23

Dear Ms Reilly,

My name is Maura Harmon. I live in 91 Patrician Villas, Stillorgan, Co. Dublin, A94 FW61. I have lived here most of my life and have first-hand experience of the slow destruction of what was once a great place to live.

I am attaching a document (both Google Docs and PDF file) giving my reasons why this area (and others) should be preserved and untouched.

Thank you.

Yours sincerely,

Maura

 Comments on NTA submission for bus lanes etc.

Dear Ms Reilly,

My name is Maura Harmon. Case reference number; **ABP-317742-23**. I live in 91 Patrician Villas, Stillorgan, Co. Dublin, A94 FW61. I have lived here most of my life, before that in Mount Merrion, and have first-hand experience of the slow destruction of what was once a great place to live.

Here are my comments and feelings on the NTA's Bray Bus Lane scheme submission;

1. It is unfair that a huge corporate body like the NTA with access and power behind it should be able to bamboozle people with no experience in planning, and building, who don't want their environment destroyed, which has caused a high level of distress, anxiety and depression to me (and possibly others), just because they can quote EU law about sustainability, reduction of carbon emissions, etc. Therefore, the body should come and explain itself and why it is bullying its way through small, very settled areas, even taking people's gardens, to get more buses on the road, as all developers, both private and public, have done to date to get what they want. It should also be prepared to answer questions.

This is a public body, essentially run by the government. Therefore it has a duty to help every citizen. We voted in this government. It therefore works for everyone. Who can say the next government won't decide against this scheme and stop it midway after findings show that it has become too expensive?

2. On finding out about this proposal, hearing from people living in other areas and as I try to make head or tail of the unwieldy document we can view, it appears to me that no one along this route wants or needs this infrastructure. As long as the buses are getting better, which they are, then it's not necessary to have such upheaval for so many.

In Patrician Villas' case, the bus lanes and stops are sufficient along this part of the N11, as is the cycle lane, so why does the NTA think they need to change it? EU policy is not a good enough reason for hurting people and forcing something that will destroy our environment for a long time to come if not forever. Yes, one must see the whole population, but, just like a teacher who sees the whole group of students but also the individual, the NTA needs to do the same and upgrade only where needed and where it does not impact people who live there.

3. As a cyclist I see only one thing - The cycle lane as it stands along our side of the N11 is fine. I am aware that people cycle on the road even when there's a cycle lane close by, or on the footpath. Ours is completely separated from the road as it is and this helps to stop cyclists from cycling on the roadway. No more people than already using it will use an updated one.

The cycle lanes that aren't fine are the ones that are being built now off the N11. The dual-lane cycle lanes make it difficult because people have to cross the road to use them rather than just cycling on the same side as the traffic. They don't do this, or go to the nearest pedestrian crossing to get to them. Cyclists who don't stick to the rules of the road always take chances. Those who do also use a footpath or cycle on the opposite side of the road to the cycle lane if they are, for example, in a hurry or the pedestrian crossing is a fair distance away. Other cycle lanes have safety bollards that are too close to corners many of which have been broken by

cars, vans, and buses trying to get around tight bends. These cycle lanes are dangerous, as are the ones with the concrete curbs separating them from the road.

Our weather is also an important reason why the NTA needs to rethink felling our trees and endangering, even causing death, to our wildlife and at the same time leaving us exposed to the main road for at least the 20 years (NTA mentions 15) that the 'mature' trees that are being proposed will take to grow. It rains a lot. People will opt for their cars over cycling or standing in the rain waiting for a bus.

4. As a driver this is my comment. Oneway systems and narrowing roadways are causing major tailback. I worry about how emergency vehicles get through now. Trying to push the traffic away from certain areas has only caused problems everywhere. The N11 is backed up and the side roads are backed up. Buses and taxis are speeding along while all other vehicles are stuck. I don't see this changing despite what the NTA says in its submission.

As more and more drivers opt for lower carbon emissions, hybrid or fully electric vehicles they are not going to get the bus. Mums will still drive the kids to school, some people will always choose their car or bicycle over public transport, many people need a car for their jobs, and deliveries still have to be made. Lower emission buses versus lower emission cars is no reason for ruining people's homes, health and environments all the way to Bray. It's great that there are more new bus routes now, but upgrading cannot be at the expense of the people who are unlucky enough to be in the way. We have a good bus stop near Patrician Villas already. Why change what is working?

Where I'm personally concerned, I try to walk when I am able, or cycle (electric bike), when I don't need to drive (a hybrid). I cycle to work in the Dún Laoghaire area when possible. I do not get a bus as it would take me double the amount of time and 2 buses followed by a walk up steep hills to get there with a heavy bag. Most of us are doing what we can to lower emissions. I hope this is taken into account when An Bord Pleanála is making its decision.

5. As a bus user this is my comment. I only use it when I have to, for example, going into town. I have some health issues which means standing for a long time doesn't help, or having to walk further than I've planned. I think this applies to many people. Will the NTA make sure the bus company has feeder buses ready and waiting at all bus stops along this proposed scheme for people who have a good walk ahead of them still to get to their destinations? For example, it is a long way from the N11 to Loughlinstown Leisure Centre. It is also much quicker to get there in the car than to wait for a bus in Stillorgan, especially if it's before work or for a class. You can't trust a bus to arrive on time.

Another point linked to this is that people can't bring their bikes on the bus. If this were possible waiting for a second bus would not be necessary for some.

To summarise, if the NTA were to think about really facilitating people they would see that they don't have to destroy our estate, after only looking at statistics and evidence from other places, based on what people might do. They could, for example, let people bring bikes on the bus. This would mean even more buses but this would facilitate cyclists and pedestrians.

6. My health and wellbeing is already being negatively affected. As a long-time resident, I see what has already been done to Patrician Villas despite promises, and what has been

done to Stillorgan itself; our estate's main green space being built on, no swimming pool despite promises by the Council to renovate Glenalbyn, no places for leisure or for young people who don't play sports, high rise buildings everywhere, the shopping centre being let die - maybe for more flats, Stillorgan Village has gone except for one line of cottages down to The Orchard pub (this, I hear, is being sold for flats too, a thatched pub which should be preserved! But that's another story.). We have lost a lot already and we can't lose more.

7. Cutting down 50-year-old+ trees that screen us from carbon, dust, noise and light pollution, not to mention the highrise flats built on the Leisureplex site and other ones to be built across the road, and promising to replace them with 'mature' trees is a bad joke. Such trees will take years to grow, years that open us up to the N11 and the illnesses and dangers that come with living so close to such a road. The proposed 'mature' trees will also not form the full screen (other than over the underpass) that they do now. Trees convert carbon dioxide and water into oxygen through photosynthesis. The NTA can avoid touching these trees if they want to. They have had to do it elsewhere.

Pages 143 to 147 are specifically about the biodiversity we have. The submission states that *'55 trees of varying size and species are proposed to repair the woodland and replace the tree losses in the area.'* However, I can't find anywhere that states the size of the proposed trees. They need to be 50 years old if they are to replace the ones there already. The right trees for the right space were planted 50 years ago and should not be touched. The fact that there is a tangle of undergrowth instead of a sanitised version is not the issue. The issue is destroying the trees and habitats contained within them in the first place.

The NTA also acknowledges that it will take years for the trees to get back to where they are now! It proposes that the *'negative effects will be negated over the long-term...'* I'm sorry, but we could all be dead by then. The NTA hasn't taken into account any of the worries we sent in. They've answered them all carefully with the big words of such research needed to tell the people they want on their buses what we need. What we in fact need is for our trees to be saved - all of them. To me saving trees is preferable, less expensive, and ethically and environmentally sound, especially in an area that doesn't need to be put upon any more than it has been already and which also has a good infrastructure in place already; for our safety, our health and our wellbeing.

8. Along with our trees come habitats. The NTA must protect the wildlife in our area; foxes, endangered hedgehogs, birds and insects, wildflowers, and wild fruit, all cohabit in that line of trees. If the NTA fells our trees and bushes wildlife will be disturbed and wildlife will be killed due to human destruction of their homes. What is the NTA proposing to do about protecting them? Climate change is happening. The EU has also stressed that we have to protect wildlife and green spaces. That's in the EU policy too, not just public transport and 'Active Travel'.

I stress that trees are our lungs, none should go, and our wild animals must be protected. Will the NTA move all the trees that are here instead, along with careful relocation of dens or nests?

Nothing in this proposal has convinced me that our trees need to come down or that the NTA is taking our community into account in any way whatsoever. Rather, I see the NTA only looking at the place they want to change and making sure they are successful, unless, that is, the life we have around us is saved by this proposal being denied in perpetuum.

9. *'It should be noted that the Do Minimum and Do Something scenarios are based on the assumption that travel behaviour will remain broadly consistent over time and that car demand, used for this assessment, represents a reasonable worst-case scenario. It is possible that societal trends in the medium to long term may reduce car demand further due to the ongoing changes to travel behaviours and further shifts towards sustainable travel, flexibility in working arrangements brought on following COVID-19, and delayed car ownership trends that are emerging.'*

Interestingly, the NTA says its scheme will facilitate *'Active Travel'*. It is already doing that by building cycle/bus lanes where needed. The stretch of road alongside Patrician Villas doesn't need it. So the *'Do minimum scenario'* applies here.

There may well be a shift, and there needs to be, but;

'Sustainable travel' = Electric/hybrid cars. This is a good trend.

'Flexibility in working arrangements' = Many people are returning to the office for wellbeing reasons. Flexible hours I believe means that people will use their cars, especially when commuting from Wicklow and further. Some have been asked/told they need to be in the office and some people cannot have and never have had flexible hours. These people will use cars for many reasons too, including parking to get buses, or when there are no links to the workplace once a bus reaches the closest stop. Also many offices, for example, have designated parking spaces and schools and hospitals have plenty of staff parking.

'Delayed car ownership trends' = trends change. People will take the bus if they want to, not if they are forced to. They will opt for cycling too or buying electric/hybrid cars. The second-hand car market is quite buoyant at the moment as well.

All of these NTA points and those in the whole submission can be answered in many ways. In other words, its way is not the only way. The Patrician Villas' trees and wildlife, our health and wellbeing, our green spaces cannot be destroyed merely on it *'is possible that'* society behaviours will change to the point that we all want to take a bus.

10. The submission mentions that people with mobility issues must be catered for. This is absolute. However, as it is now people with immobility issues get to the current bus stop via the good pedestrian crossing. A better ramp system there instead would be of benefit.

11. The current bus stop is to be kept anyway - for coaches. I do not understand this reasoning.

12. The NTA mentions isolation. People who feel isolated don't feel that way because they can't get the bus at the current stop and therefore need a new one as the NTA proposal suggests.

13. The NTA proposes that when the scheme is in place people won't park along the route. Despite what the NTA's findings are, we are going to have a lot of people parking and getting

the bus in our small estate. It is in evidence already. Drive and park is an easy option especially if commuters from further away than Bray are taken account of. This is not an assumption as the cars are already there.

14. The entrance to Patrician Villas is already dangerously close to the main road junction, especially when turning left from the N11 so the left turn slipway helps a lot. It's getting harder to exit the estate too (either left or right) when the car or bike is needed. What has been done already and what the NTA is proposing to do adds to this.

15. In conjunction with this, not everybody uses the new crossway just to the left as you exit Patrician Villas. They still take the chance to cross anywhere, which applies to the dual carriageway too. Recently I noticed that the lights were out on that new crossway which makes it very difficult to see it at night. The new scheme won't stop this from happening. Is the crossway part of the scheme? Whether it is or not it affects drivers (including bus drivers), pedestrians and cyclists when it isn't working. This is dangerous.

Also, as at least one of our residents said in their submission, the crossway where it is causes tailback/back-up across the main road which adds another element of danger.

16. I believe you are leaving out a lot of people with this 'Active Travel'. For example, people who would have to take 2 or 3 buses to get to and from their destination daily, or older people who find driving easier than walking to a bus stop and waiting for 3 to come along at once (which I saw a few days ago and not by any means for the first time), people with mobility issues who have a car and, let's face it, people who just find it more comfortable and relaxing.

17. The people in the line of houses where the road runs beside the trees are going to be totally exposed to the N11. This includes children and older residents, so this is a health and safety matter.

18. One comment in the submission says *'It is an objective of the Council to ensure that all proposals for new roads, streets and residential layouts comply with the 'Design Manual for Urban Roads and Streets' (DMURS, 2013) which focuses on the needs of pedestrians, cyclists and public transport users.'*

I have already touched on this. It is good to be inclusive. We must be inclusive. That does not mean destructively so with no real argument for it as a good infrastructure is already there in the Patrician Villas case.

Yes, focus on getting it right, but not changing what doesn't need to be changed. What about focusing on the needs of people, other than those catching a bus, who live in houses right beside a main road?

19. The submission says that it wants to *'Enhance the potential for cycling by providing safe infrastructure for cycling, segregated from general traffic wherever practicable;' - the proposed new link will enhance the potential for cyclists from the Patrician Villas to access safe segregated cycling infrastructure on the N11 Road'.*

I'm sorry, but there is already a segregated infrastructure for cycling along that stretch of road, much better than in other areas I've seen. A path up to it from our estate is unnecessary and dangerous for children in the estate.

20. It also says that *'On the whole, the community areas that are **likely to** experience Positive, Moderate and Long-Term impacts on access to community facilities, as a result of the reduction in general traffic, are those situated along the Proposed Scheme. These are University (Newman) Church, Haddington Road, Rathmines, Donnybrook, Merrion Road, Booterstown, Mount Merrion, Kilmacud – Stillorgan, Foxrock, Cabinteely, Ballybrack – Killiney, Loughlinstown, Shankill and Little Bray.'*

The possible **'likely to'** is not reason enough for this proposal to be passed. There is nothing to say it will work therefore it is not a good enough proposal for killing our trees, destroying animal habitats, dangerous situations and opening us up to illnesses such as asthma already compounded by where we live. The trees help to combat carbon emissions for Patrician Villas in the same way or better than a low-emissions bus passing through or a line of buses waiting at the proposed one!

21. The NTA proposes too that *'The positive impacts of the Proposed Scheme are further evidenced in Section 4 Community Health and Wellbeing, where the following conclusion is stated: 'Walking and cycling infrastructure developed as part of the proposed improvements **should lead** to an increase in the use of sustainable transport modes by offering new and safer alternatives to the use of private vehicles. These impacts will occur as soon as the new facilities are opened, and the **evidence suggests** that people **should** rapidly swap to new transport choices.'*

What does the NTA mean by *new and safer* than private cars? People are opting to buy hybrid/ electric cars now, as I've said previously. These are also new and sustainable so the NTA's argument here is not sustainable. Our trees are.

It cannot be proven that people will *'rapidly swap to new transport choices'*. *'Should'* (dressed up with *'will occur'*) is too vague a word for such a destructive proposal.

'Community Health and Wellbeing' can be affected by many things, as can individual health and wellbeing. Mindfulness needs to be a byword of the NTA too.

22. How long will all this take if it gets through? We've been living with one big building site for a few years now and will be for years to come as the area is being changed beyond recognition, and trying to navigate roadworks everywhere whether walking, cycling or driving, plus coping with the endless building noise. I certainly can't take more upheaval. My health and wellbeing are already being affected.

23. *'As shown in Figure 3.55 and Figure 3.56 below, Image 2.11 from Chapter 2 (Need for the Proposed Scheme) in Volume 2 of the EIAR provides an overview of the existing combined activity density scenario along the length of the of the Proposed Scheme. This identifies the Patrician Villas catchment as a medium density location based on the 2011 census data. Image 2.12 from Chapter 2 (Need for the Proposed Scheme) in Volume 2 of the EIAR displays the Dublin Bus Patronage heat map along the length of the Proposed Scheme which also highlights*

reduction in Bus Patronage on the N11 Road in the vicinity of Patrician Villas relative to the other sections of the Proposed Scheme.'

2011 is a long time ago. Has anyone from NTA actually been out to see Stillorgan?

I don't understand why it's in the proposal either. Surely, if we're medium density then NTA doesn't need to destroy our trees. It's not because it's less easy to get to the current bus stop that we opt for cars. It is easy to get to the bus stop when you wish to.

There will be more people getting a bus anyway when the apartments are occupied. They too will find it as easy to get to the current bus stop.

24. *'In comparison, as shown in Figure 3.57 below, the Patrician Villas estate is enclosed by a continuous boundary between the properties in the estate and the N11 Road. This prevents any direct access/egress and acts as a **deterrent to achieving the required mode-shift away from private car use or residents in the estate.**'*

I find this to be an immoral comment. How dare they infer that because we have a lovely line of trees protecting us from the dual carriageway we are a deterrent to their proposal!

What does the line above in bold mean? It makes no sense! A move away from residents is ironically exactly what I think the NTA wants! No residents in our estate would suit fine! As you can see, I am getting angrier and angrier as I wade through the submission. I feel the NTA is looking at people as potential numbers of 'skulls' on buses (a nasty term I know bus drivers use) and not as real people, and I now no longer believe their intentions are honorable. Whether a typing mistake or not, or a badly phrased sentence, it is a Freudian Slip at the very least.

25. *'The significant improvement to the walking, cycling and bus facilities included within the Proposed Scheme will encourage sustainable modes of transport, therefore reducing the demand for private vehicles / parking along the Proposed Scheme. Improved accessibility is also expected to increase social cohesion within the local community as discussed further in Appendix A10.2 in Volume 4 of this EIAR (EY 2021).'*

This strikes me as moot. It cannot be proven that this will happen. People are known to drive some distances to park in free areas to get the bus to work.

What does the NTA mean by increasing 'social cohesion within the community'? We are already a cohesive community that cares for where we live as can be seen by the way the area is kept. People help each other all the time; bringing people places, shopping for people, visiting neighbours, neighbourhood watch, neighbourhood clean-up and so on. We have an active community centre too. Is the NTA suggesting that being able to get a bus more easily will bring us all together? Really?

26. Another comment that struck me was *'To continue to maintain and improve the pedestrian environment and strengthen permeability by promoting the development of a network of pedestrian routes including laneway connections which link residential areas with recreational, educational and employment destinations to create a pedestrian environment that is safe, accessible to all in accordance with best accessibility practice'.*

Where are these recreational areas in Stillorgan? We used to have them. Such facilities would help to keep people in the area instead of shipping them off elsewhere to find a leisure centre with all the amenities we used to have. Jobs would be created too, and the shopping

centre might draw in big chain stores again. To me, this is a better way to have a much wider 'cohesive community' in the Stillorgan area than getting on a bus.

Also, there are already actual laneways linking residential areas around here. Is this comment referring to bus lanes?

What links or helpful suggestions can the NTA propose instead of ruining our treeline? Feeder buses, bikes on buses? A 10 or 20-minute walk after you arrive at the nearest stop to your destination is not a good enough reason to propose such a significant change to our area.

The new bus routes already in place take people to Dún Laoghaire and other places already so people don't even have to go to the current bus stop.

We don't need any more major destructive schemes in Stillorgan, especially ones that take no account of the people who have to live here, the trees we have the privilege to be guardians of and all the life they shelter.

27. 'The noise survey results within this geographical section are dominated by road traffic noise from R138 Stillorgan Road and N11 Stillorgan Road / Bray Road, in addition to traffic along the surrounding road network and a small contribution from localised urban sources e.g. pedestrian movements', with the average daytime noise level being measured at 66dB LAeq,T and 'the average 24-hour noise level being measured at 71dB Lden.' and *'The new infrastructure improvements **should have** a direct and immediate impact on crime along the corridors. It will provide better, safer and more visible bus stops whilst also improving the wider public realm infrastructure through investments such as improved street lighting. This will act as a direct deterrent to criminal activity and result in a reduction in crime. This in turn has been shown to encourage people onto the streets into the evening which will also support the nighttime economy in community centres.'*

Firstly, more buses after the trees have been destroyed and the bus stop moved will certainly bring more traffic noise from the buses in particular..

Also, the first NTA comment above is referring to the present. If the proposal gets passed it will mean more people will come through our estate. I don't want a lot of people coming through Patrician Villas just to get a bus, or waiting in large groups, especially at night when more anti-social problems will occur; loud talking, shouting, vandalism (which happens whether the stop is more visible or not, and will put newly planted trees at risk of being damaged just for fun), drunken behaviour, etc. This is also because the noise levels will rise and we want to keep the decibels down. Opening up our screen of trees and allowing for crowds of people to wait for a bus will have the opposite effect. Obversely, crowds may never appear there. Being able to argue both sides further emphasises why it is necessary to stop any of our trees from being destroyed.

The second comment above is only what the NTA thinks might (**'should'**) happen. I also don't think that a *'more visible'* bus stop is a good argument as the current bus stop is very visible as it is.

Concerning *'improved street lighting'*, it's a well-lit main road with too much light pollution already so it shouldn't be added to. Light pollution is awful here at the moment also, with the huge safety lights from the cranes shining straight through my bedroom window and this means other residents' homes. This tells me that *'improved street lighting'* will have a similar effect on our area.

Linked to the previous point is if everybody starts getting the bus, as the NTA suggests, the buses will be crowded with standing room only or no room at peak times. I believe this will happen. The NTA or TFI cannot ensure that they will supply as many buses as needed to make sure everybody has a seat and people don't have a long walk to face when they get off a bus.

Much more importantly, the NTA is proposing to give our children an easy way up to the dual carriageway. Children are inquisitive. At the moment our trees stop them. A path will entice them. Therefore it's a dangerous option that should be taken out of the equation completely.

28. *'It should be noted that vegetation is **not generally relied upon** for noise screening. From a noise point of view, due to the porous nature of vegetation, they provide a minimal level of noise screening. As outlined previously, the existing trees at this location will be retained where possible with replacement planting proposed to replace any losses to the woodland in front of Patrician Villas. With respect to mitigation for traffic noise during the Operational Phase, Chapter 9 states that: "The impact assessment has determined that there are no calculated long-term significant direct or indirect traffic noise impacts across the study area for the Proposed Scheme. The range of noise level changes and overall noise levels calculated do not require any specific noise mitigation measures to be incorporated into the Proposed Scheme".'*

That's easy to say and we are well aware our trees do not stop all noise from getting through altogether. Most houses here have double glazing too. There will always be some noise in suburban areas. But there again, nothing else can be '**generally relied upon**' to keep noise out either. The point is, with respect, that trees do keep out some noise. This is apparent with the changing seasons when the road noise is more audible in winter than in summer which is evidence enough for me.

29. However, the most critical argument against carrying out the destruction of the Patrician Villas tree line is that every point people have made needs which need to be taken together, not each one separately; we love our trees, their view line, their biodiversity, their size, their safety, their screening from pollutants and some noise, their ability to photosynthesise, the habitats they sustain, the privacy they afford our community, the safety they give us, the protection they give us, the ecological value of these trees, the age of the trees and every other reason we've submitted regarding why we don't want them touched.

2 fox cubs were playing in my front garden the other evening and drinking from my pond recently, and not for the first time.

I have fed a mother hedgehog and her two babies at my front door. This animal is seriously endangered.

There are nests in some trees that birds have come back to every year for years.

The treeline the NTA wants to fell (fully or partly, it makes no difference) is a place where these animals live and travel safely up and down their own wild roadway that the NTA has no right to destroy just to develop its one. There is already a working infrastructure here, one which doesn't need to be touched.

30. There are too many whats, likelys, ifs and maybes in this densely packed submission for it to be believed by anyone. I can't comment on every part of it, but there is an opposite response to

all of it. Therefore, it isn't a fully formed submission and I don't think it can be as nobody can tell the future. It needs to be scrapped and legalised words with numbers, statistics and figures swapped for real people's needs other than getting on a bus; Patrician Villas can be avoided if the NTA wants to. The infrastructure, a good cycle lane, bus lane and bus stop are already in place.

31. Who exactly benefits from the compulsory purchase order? Is it the Council, a member from which (Dublin City Council in this instance) sits on the board of the NTA body? This seems like a conflict of interest to me; *'The NTA is governed by a Board of up to twelve members who are appointed by the Minister for Transport, Tourism and Sport. Three positions on the Board are ex officio positions reserved for the Chief Executive, another senior manager of the NTA and the Dublin City Manager. Board members may be appointed for a period of up to five years and may be re-appointed. However, Board members may serve a maximum of ten years. This restriction does not apply to the ex officio members who stand appointed for as long as they occupy the relevant position.'* (www.nationaltransport.ie)

The NTA and Council seem to be self-serving.

We get the dangers, anxiety, illnesses (both physical and mental), and loss of eco-environment, with no regard for the well-being given by merely seeing those trees and the life within them every day, not to mention the biodiversity they hold. The Council appears to get the compensation. This proposal will involve even more hacking at our living space with no redress whatsoever. I don't want any compensation though. I just want the NTA to leave Patrician Villas alone!

To summarise, getting rid of our beautiful screen of trees is excessive when there is already a working infrastructure in place. There's a place for the heart and soul as well as the head. However, every anxiety and worry we have is answered in a cold, legal way point by point in such a way that it sounds plausible but is full of shoulds, maybes and likelys. Our trees are there and solid proof of what we need to keep. Every comment has a counter-argument so therefore the NTA proposal is neither fair nor reasonable. It is not a cohesive proposal that is mindful of the wellbeing of communities along the route or takes into account what is already there. The whole of Stillorgan is overdeveloped and becoming a community desert. However, in Patrician Villas, there is a strong community.

New bus routes already take pressure off the current bus stop, a good infrastructure is in place anyway, and yet a beautiful line of trees that keeps us and the wildlife around us safe and happy is to be destroyed. It will take years to recover if it can at all. Trees have been left alone in other areas so the NTA must do the same for us.

The proposal does not recognise that there are too many anxieties and questions along the whole route. The health and wellbeing of communities are not recognised except in the context of one aspect of life rather than so much more. Most people are doing what they can to lower their carbon footprint. I cycle or walk, even though I have health issues to contend with, as well as driving a hybrid car and looking towards a fully electric one. I am hoping to get solar panels. I recycle and reuse and my garden is wilded welcoming the diverse wildlife we have. The bus is a

public service that is already becoming more reliable and worthwhile so there is no need to destroy our trees.

The NTA should continue to concentrate on those cycle lanes and roads off the N11, resurface the cycle lanes along the N11 if needed, work closely with Dublin Bus /TFI to make sure everyone can sit down at peak times, to have feeder buses ready to bring people to their destinations and/or to allow all types of bikes on the bus so that people can cycle on to work if they wish to. Improvement of the current bus stop near Patrician Villas is worthwhile. The middle of the main road could be slightly narrowed to make the bus lane wider along the Patrician Villas part. In other words, to me, this scheme suggests a spending of public money that is not inclusive and could be spent in other ways and areas and is therefore unreliable.

Finally, there is a conflict of interest regarding our area. The compulsory purchase order seems to give the council the compensation rather than the community affected by such an excessive, unnecessary upheaval and a council member sits on the board of the NTA.

To conclude, An Bord Pleanála must not pass this proposal as it does not take into account the full issue which is all our very real anxieties in Patrician Villas (and I'd argue, along the whole proposed route) and our many comments taken as one overall and very real objection.