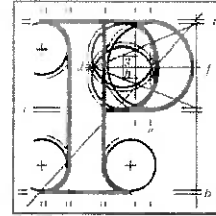


Our Case Number: ABP-317742-23



**An
Bord
Pleanála**

Maura Harmon
91 Patrician Villas
Stillorgan

Date: 10 October 2023

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 submission in relation to the above-mentioned proposed road development 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 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 absolute discretion to hold an oral hearing in respect of any application before it, in accordance with section 218 of the Planning and Development Act 2000, as amended. 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 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,



Sarah Caulfield
Executive Officer
Direct Line: 01-8737287

HA02A

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Bray bus lane scheme at Patrician Villas

Comments, observations and reasons/arguments sent in by resident Maura Harmon, 91 Patrician Villas, Stillorgan, Co. Dublin.

Email; ma91ha@gmail.com

I am only speaking my thoughts, what I believe and others in our estate believe and why I believe this bus stop is going to take far more from us than is reasonable for such a scheme.

Comments and observations (in no particular order);

1. I do not believe the people of Patrician Villas were clearly told about this.
2. The NTA should not be taking land from here.
3. There is already a serviceable bus lane and bus stop.
4. The history of Patrician Villas regarding its slow chipping away of our estate needs to be looked at.
5. The underpass needs to be preserved and improved for the older people here or people with mobility issues, vulnerable people, people with no cars and cyclists.
6. The biodiversity of our estate needs to be taken into account and preserved. We have a great wild life habitat here - rare and endangered hedgehogs, foxes, birds and insects. All trees and the habitats amongst them must be saved.
7. The trees are our lungs blocking us from the very close dual carriageway.
8. The safety of our children has once again been pushed aside.
9. Our health due to air quality is already compromised being so close to the carriageway.
10. Our only exit is going to be affected, and the crossroads over to the shopping centre. The powerful with 'Authority' in their name and money behind them must not be bullies.
11. The new pelican crossing.
12. We have felt powerless.
13. The NTA has a responsibility regarding phases of a scheme that don't work for the people living at that point.

14. Finally, I feel the NTA also needs to come and talk to us about what's going on and how they can help or preferably stop the bus lane.

Reasons/arguments (in order of the above comments and observations);

1. A lot of people here had never heard of the scheme even though there was a public until a small notice near the underpass was seen by a few. The people in power (NTA and ABP) need to come and explain things at a meeting in Patrician Villas itself. All information sent takes too long and can be quite confusing too.
2. a) Has the NTA looked at the overdevelopment of Stillorgan and the great loss of our amenities - the swimming pool, the bowling alley, the library? Did ABP take any of this into account when signing off on this scheme?
b) The historical Stillorgan Shopping Centre needs to be investigated regarding their future plans too. The APB is part of why our area is being so over developed.
c) Too much has been taken from our estate already. Too much development is happening in Stillorgan already. We have been dealing with noise pollution even at night for a long time and it will continue for a long time. We are sick of it. The local community is being pushed out and compromised. Patrician Villas needs to have a say in whether this goes ahead or not in this next possible disaster for us.
3. The bus lane is there already, and the bus stop which I see you are retaining. A better road crossing at that point is what is needed. Also, the bike path alongside Patrician Villas is wide enough to hold both bikes and the few pedestrians there. I walk there a lot. I do not believe making a wider path alongside our estate is called for as just stepping aside works very well if things are left alone. Why retain 2 bus stops so close together when there is one good one there at the moment? This will only add to the chaos of traffic and back up of buses that can be seen already.
4. Our estate has lost its green space despite promises from the Council that it would never be taken. The area was rezoned despite great protest. The NTA needs to take this history into account and realise just what we have lost and are to lose if they don't stop this scheme. If the Council can rezone, the NTA can rethink and "compulsory purchase"; Land can be rezoned therefore compulsory purchase orders can be reversed.
5. The underpass has to be preserved whether this scheme goes ahead or not as people with mobility issues need it, bikes and pedestrians use it. It is the shortest way to the Shopping Centre for the many elderly people living here and in Priory, and for the many vulnerable people with learning, physical and mental issues who live in and around our community. I do not believe the NTA has taken this properly into account. Everybody hates change but some of the most vulnerable in our community cannot cope with it at all. Causing anxiety and genuine distress to people is heinous and must not be allowed.
6. There is a wide biodiversity in our estate that has grown with the now large trees that keep us and wild life sheltered from the dual carriageway. The animals' habitats cannot be destroyed. These trees and the animals they shelter are a badge of conservation, a corridor that keeps our animals a bit safer in our world of human over development and the damage that has caused to the world.

Our trees and bushes house foxes, hedgehogs, other small mammals and a wide variety of birds and insects many of whom will be at huge risk of being killed on the main road when they are afraid and can't find their homes. We therefore do not have the right to destroy this area just because we can.

The world is changing and we are all being asked to re-wild and save habitats. The Parks Department of the Council has done a great job in this respect, and the residents themselves, but the NTA is happy to damage it beyond recovery, even though they use expressions such as 'woodland repair' and 'limited disruption'. No disruption can happen. Therefore, this scheme cannot go ahead until the NTA ensures the safety and preservation of the wild life around us. Indeed, this needs to apply to the whole route the scheme proposes to cut through.

7. Trees pull carbon dioxide from the air and turn it into oxygen. We need them.
8. The safety of our children is once again being compromised. With no designated green space for them they play in the very spot that the NTA is commandeering when they get in from school or after school activities and on the weekend. This alone should make it immoral to destroy the area we have to live in and the safety our trees give them.

The danger will be far greater if there is road construction interruption. Kids will also be able to get onto the dual carriageway easily if the suggested ramp up to the road is put in.

9. People young and old in the estate have various breathing problems that I believe are either exacerbated or caused by our close proximity to the dual carriageway. The trees have helped to combat some of the pollution caused by vehicles, especially heavy vehicles like buses and trucks. Therefore all buses must be electric, not merely lower in emissions, before any of this should go ahead. No more air pollution please. The barrier of trees must not be touched. There can be no exposing, temporary or otherwise, of the estate to the dual carriageway. We do not want to be open to a busy dual carriageway or the huge development across the street for even the shortest time!

In conjunction with this, are any trees going to be destroyed on the opposite side of the carriageway? This needs to stop too. Do the residents over in St. Lawrences, or the high rise to be, or the social apartments to be, or the student residents blocks to be, know about the NTAs scheme that ABP has approved? What do (or will) they think?

10. Any change to our exit has to be avoided. It's already a difficult and potentially dangerous exit with a sharp curve as you enter or exit. People cross in front of you without looking, bikes speed by without even slowing down and drivers have to be really careful exiting and entering the estate via a road that is very close to the dual carriageway. The pelican crossing just put in outside our exit has made it doubly hard especially when trying to get to work.
11. Since the pelican crossing went in the line of traffic both ways, especially going towards the carriageway is now doubly backed up and we have to wait a lot longer to get out of our estate. I have only stopped twice for a person to cross each time and people are crossing mere feet away from it or going up to the lights as they have and will always do. It has therefore only caused more problems.
12. We have felt powerless when decisions that are made by others are put through despite our huge protests. Our estate is tiny and I don't think the NTA has taken this into account at all.

In addition, I think the NTA needs to be aware of the narrowness of the roads in our estate. The one closest to it even has a place for vehicles to park in order for others to pass. The bin lorries and other large vehicles including ambulances or the fire brigade find it difficult at times already. You will not be able to plant really mature trees at that point unless you are proposing the road is narrowed even more.

Perhaps the people in the Villas and our councillors can be asked if they are for or against the scheme that is to affect everyone who lives here enormously, especially anyone that lives closest to the dual carriageway. This, along with everything else, needs to be looked at by those who have the power to help, and that's why I ask the NTA to stop a bus lane being put in to a small estate with lands owned by the council. It is another invasion by a power who may have the authority to do this but must have the moral authority to stop something that does not work for everyone too. I am sure the NTA has this moral conscience.

13. In relation to point 11 the NTA has the responsibility to help all people affected, not just bus users, and must stop a scheme that is invasive, distressing and destructive.

14. The NTA needs to come to talk to Patrician Villas residents and their councillors soon. This means that any meeting should have representatives from Patrician Villas (and anyone who wishes to attend from the estate), the Council and the NTA in order for it to go ahead. Therefore nothing should happen until we have all met at a time which suits everyone. We have a community centre where the meeting must take place.

