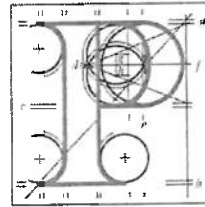


Our Case Number: ABP-317742-23



**An
Bord
Pleanála**

Orla Cooke
58 Patrician Villas
A94 RX39

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
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HA02A

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Case Reference 317742

Objection to NTA's Bray-Dublin City Bus Corridor Scheme re Patrician Villas and Grove

Name of Objectors: Orla Cooke and Cian Bascones-Cooke

Address of Objectors: 58 Patrician Villas, Co. Dublin, A94RX39

Objection to the following:

- a) Relocation of Stillorgan Park Bus stop to before the lights & construction of an Island-style bus stop
- b) Construction of a Toucan Crossing (for pedestrians and bicycles)
- c) Construction of 1.8m wide footpath along the N11 requiring a land take inside Patrician Villas and the removal of many trees
- d) Extension of Underpass approx. 2m further in to Patrician Villas to allow for the 1.8m wide footpath above
- e) Construction of concrete staircase down from N11
- f) Construction of winding concrete ramp down from N11 Opening of wall for pedestrian access to/from the N11

Reasons for the objection:

1. 50% Loss of Trees

The trees surrounding Patrician Villas were originally planted 40/50 years ago to act as a safety protection barrier between our neighbourhood and a busy dual carriageway. Trees provide so many vital benefits - they clean the air, absorb dust and wind, muffle noise, prevent flooding and absorb **CARBON** emissions. According to the Environmental Protection Agency (EPA), as a result of climate change, Ireland can expect an increase in the intensity of **STORMS** and a substantial increase in the frequency of heavy rain. Rain is hitting the ground at higher speeds and taking much longer to drain away, leading to an increased risk of **FLOODING / flash flooding**. However, tree leaves, branches and trunks intercept rain before it hits the ground and root systems help water penetrate into the ground 80% faster than concrete, thereby preventing / reducing flooding. Trees provide shelter from **WIND** (EPA predicts storms will happen more often) and trees provide **SHADE** and cooling (EPA predicts temperatures will continue to increase). Trees provide **WILDLIFE** habitats for birds, squirrels, foxes etc. The removal of trees will see a reduction in **BIODIVERSITY** which according to the W.H.O "provides numerous ecosystem services that are crucial to human well-being". Trees serve many vital functions for the well-being of humans, animals, and other plants. While the NTA say they will plant some new trees and shrubs to offset the loss in 'some' areas, it will likely take many years before the replacement trees can restore 'some' of what was lost, if at all. **Trees eat the greenhouse gases that cause climate change - their removal is contrary to protecting Patrician Villas & Patrician Grove from future harsh climate events.**

2. Extensively reduced air quality

Extra traffic lights at the proposed Toucan crossing located less than 100 meters before the existing crossroads lights will interrupt the flow of traffic on the N11 (above the underpass). Vehicles burn more fuel when travelling below 45 km/hr, especially while braking and revving so extra sets of lights means **EXTRA CARBON EMISSIONS**. While it is projected that busses will eventually be low emitters (hybrids), the same cannot be said for cars, trucks, vans and motorbikes, whose number greatly surpass that of busses. The inevitable increase in traffic air pollution combined with the loss of our **ONLY DEFENCE**, i.e., mature trees that absorb, filter and redirect pollution, would be detrimental to the health of our residents young and old. Being exposed to increased air pollution can increase the risk of **LUNG CONDITIONS**, including asthma, bronchitis and pneumonia. It can be particularly harmful to babies in the womb and for children whose lungs are still developing and who take in more air pollution because of smaller airways and more rapid breathing. **HIGHER EXPOSURE TO AIR POLLUTANTS DIRECTLY INCREASES SUSCEPTIBILITY TO POOR HEALTH** and reduces standard of living.

3. Increased Accidents/Danger/Antisocial Behaviours

Pedestrian access from the green space in front of the underpass directly on to a busy dual carriageway could prove **DANGEROUS FOR CHILDREN** who could potentially run out in front of heavy traffic and get seriously injured. Animals – local dogs, cats, foxes etc. may also stray onto the road causing serious **ACCIDENTS** for motorists/cyclists. The proposed ramp could be used as a short cut by speeding cyclists/scooter users, causing accidents and **COLLISIONS**. Bicycles and scooters entering Patrician Villas down the ramp and bicycles/scooters coming through from the underpass at the same time could be hazardous. Concrete ramps and stairs could also prove unsafe for all, especially our elderly, in **WET / ICY / SNOWY CONDITIONS**. The extension of the underpass with a footpath above could provide a platform for **ANTI-SOCIAL BEHAVIOUR** (an overpass crossing once existed close by but was

removed because of stone throwing; also, the underpass is already the site for anti-social behaviour). The extra and continuous flow of pedestrian, bicycle and scooter traffic through Patrician Villas would inevitably make driving in the neighbourhood and reversing out from driveways more dangerous.

4. Increase in Noise Levels/Noise Pollution (Loss of Important Sound Barrier)

The additional vehicle stop-starts at the Toucan crossing and again at the crossroads will mean an increase in traffic noise. **TREES AND WALLS ARE 'SOUND ABSORBERS'** so the removal of part of the wall for pedestrian access to the N11, in addition to the removal of many mature trees the length of Patrician Villas will escalate **NOISE POLLUTION**. Exposure to loud noise can cause annoyance, high blood pressure, **SLEEP DISTURBANCES** and stress.

5. Loss of Land and Green Areas

The proposed concrete ramp and staircase in front of the underpass will **ERADICATE RECREATIONAL SPACE** where children play, kick football, and where people rest. The proposed footpath along the N11 will require approx. 2m '**LAND-TAKE**' the length of Patrician Villas and the extension of the underpass will also reduce, an already limited, available green space and expose our orchard.

6. Loss of Privacy/Increased foot traffic and potential for robberies

The relocated bus stop will re-direct southbound bus users into Patrician Villas to get to their bus stop. The ensuing significant increase of foot traffic through Patrician Villas will result in a substantial reduction in privacy and exclusivity in our community. The loss of trees will likely be most drastic along the N11 border between the underpass and our orchard where tree mass is less dense. The consequence may mean some homes having a 'less concealed' view of a busy dual carriageway and less privacy from passing onlookers. The area in front of the underpass may feel and look like a shared public space for use to everyone from surrounding localities. Patrician Villas will potentially be more frequently used as: • a short-cut to surrounding streets; • a 'set-down' area for collecting/dropping people close to bus stops; • a free-parking area for 'park & ride' commuters; • an overflow carpark for residents of the apartments opposite; and • a quicker route to Stillorgan Park Road for southbound travelling bicycles, scooters and pedestrians who will no longer have to go as far as the crossroads.

7. Loss of views/More Graffiti and litter

Studies have shown that views of green nature reduce stress and antisocial behaviour and promotes a positive sense of mental health and wellbeing. The loss of much Patrician Villa's leafy green border will be lost giving way to a more expansive view of the busy dual carriageway and a more open, un-masked view of the 9-story apartment blocks opposite. The increase of pedestrians through Patrician Villas and the extension of the underpass could see more graffiti and more litter.

8. Loss of Parking

A direct access point to a popular bus route from within Patrician Villas will likely lead to more non-residents using the neighbourhood as a 'park & ride' area. Most residents cannot park their cars in driveways and the extra inflow of traffic and commuters could make parking close to homes a frustrating issue for residents in the future.

9. Decrease in Property Value

The proposed plans of less trees and more traffic will mean Patrician Villas will become a less green, less private, more polluted, busier, noisier, more littered and more dangerous place to live. The image of Patrician Villas will be substantially altered under the current proposals which may adversely impact property value in the area.

Signed: Orla Cooke



Date: 9th October 2023