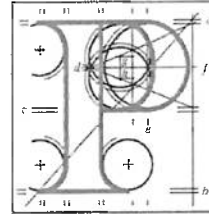


Our Case Number: ABP-317742-23



**An
Bord
Pleanála**

Pam Robinson
9 Patrician Villas
Stillorgan

Date: 11 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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The Secretary
An Bord Pleanála
64 Marlborough Street
Dublin 1

Pam Robinson
9 Patrician Villas
Stillorgan
Co. Dublin

09/10/2023

OBJECTION

RE: CASE REFERENCE: 317742

Dear Secretary,

I write in objection to Case Reference No 317742 to oppose the National Transport Authority's BusConnects proposals for around and inside Patrician Villas, Stillorgan.

Note: I feel the NTA's lack of inviting residents of Patrician Villas into a consultation at the design stage and the lack of information on what exactly the modifications would be in the permission stage, shows a total disregard for residents to have any say of what happens inside and around the area we call home. While I fully endorse improvements to public transport, a refusal of planning permission by An Bord Pleanála will be the only way a dialogue between the NTA and Patrician Villas residents could be ignited and both parties given the opportunity to come up with modifications that are mutually agreeable.

My objections are based on:

- Danger
- Negative impact on health
- Loss of an open recreation space
- Loss of biodiversity
- Loss of climate change assistance and protection.

(1) The first and most affective proposals is the **relocation of the Stillorgan Park bus-stop** approximately 120 metres (2 min walk) from its current location (after the junction) and building of an island bus stop (before the junction) inside the border of Patrician Villas in the area that has tall mature trees. Despite the current Stillorgan Park bus stop being perfectly functional where it is, this 'minor' distance relocation will require several 'major' unnecessary and damaging knock-on infrastructure changes inside and outside the neighbourhood.

Removal of Trees

The proposed relocated island style bus stop will require land take and the removal of a significant number of mature trees that were originally planted to protect Patrician Villas from a busy dual carriageway and all the harm that comes with living so close to traffic carbon emissions, noise, danger and speeding vehicles. While some replacement trees are proposed to be planted in some areas, there will be a permanent loss in this particular area due to the construction of an Island style bus stop and a pedestrian access point. The removal of our tree protection will expose residents to the very dangers the trees serve to protect and will force residents to live with poorer quality air, less traffic noise muffling, less screening from the N11, less biodiversity and a significant reduction in health and wellbeing. Many global studies have proved that living in close proximity to busy motorways can cause many health threats and illnesses . Such findings include

anti-social behaviour such as throwing stones and litter down at under passing pedestrians and traffic. The underpass is perfectly functional in its current state despite having graffiti. Its extension will provide a space for more graffiti and further degrade the neighbourhood.

We are in an age where we recognise of the instrumental role biodiversity plays in the well-being of localities and residents. We are in a critical time where we should be saving as many trees as we can to offset the climate change damage and the warnings of more severe climatic events to come and the NTA should be looking at ways of improving public transport without the extensive loss of trees and biodiversity. Patrician Villas trees are home to many birds, bats, foxes, insects etc and the NTA proposals takes no account for such loss and disruption to wildlife habitat or the effects of such a loss.... all because of moving a bus stop 120 meters and constructing a footpath with no access points and that will abruptly end.

My final objection is to the **closure of the left turn slip lanes** on to and off at the junction outside Patrician Villas. A similar slip lane closure was made the other end of the Stillorgan Park Road and since then, the traffic jams have been significantly longer and more damaging. There has not seen any increase in bicycle traffic on this route but a longer line of cars waiting a longer amount time to turn left onto Carysfort Avenue to schools, work and shops. This has greatly increased the carbon emissions in the surrounding neighbourhoods and the intent of the NTA to this same lane closure the other end of the Stillorgan Park Road will only have the same negative results. The closure of N11 slip roads is going to just cause havoc in terms of traffic jams and traffic pollution and this does not account for the non-bicycle road users whose number greatly surpasses that of bicycle users – the infirmed, the elderly and families. It seems the NTA are disillusioned with the idea that everyone will be travelling everywhere by bicycle. Interrupting the flow of traffic is more harmful to air quality since traffic travelling at low speeds or paused at lights for longer periods emit far more carbon into the air than fast moving traffic. These slip lane closures outside Patrician Villas and elsewhere on the N11 is going to decrease the quality of life for road users and residents in close proximity alike.

All of the modifications proposed involve a significant loss of trees, a loss of a recreational space and a significant amount of re-design changes inside Patrician Villas and will ultimately increase dangers and see the overall degradation of a small exclusive neighbourhood that is positioned very close to a busy and dangerous motorway. Less trees, more motor-congestion outside and more pedestrian foot-traffic inside, will mean Patrician Villas will become a less safe, more polluted, noisier and unhealthier place to live. While the NTA say they will plant some new trees / shrubs to offset the loss in 'some' areas, it will likely take many years before the replacement trees / shrubs can restore 'some' of what was lost, and there will be some areas that will not have any trees replaced at all and there will be a permanent loss of recreational space.

The 2 key modifications are minor – a relocation of a bus stop only 120 meters (2 min walk) and a creation of a footpath, yet the sacrifices and losses Patrician Villas are expected to suffer are major.

I conclude by requesting An Bord Pleanála refuses planning permission in relation to Case Reference Number: 317742 so that residents of Patrician Villas might get the opportunity to enter into consultation with the National Transport Authority, make positive submissions, and together agree less harmful, 'less dangerous' alternatives.

Yours sincerely,

Pam Robinson