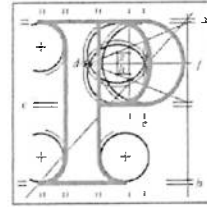


**Our Case Number: ABP-317742-23**



**An  
Bord  
Pleanála**

Pauline Fogarty  
65 Patrician Villas  
Stillorgan

**Date:** 09 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](mailto: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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**Glaó Áitiúil** LoCall 1890 275 175  
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**Láithreán Gréasáin** Website [www.pleanala.ie](http://www.pleanala.ie)  
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The Secretary  
An Bord Pleanála  
64 Marlborough Street  
Dublin 1

Pauline Fogarty  
65 Patrician Villas  
Stillorgan  
Co. Dublin

08/10/2023

## 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 or their lack of information on what exactly the modifications would be, shows a total disregard for residents to have a 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 125 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.

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 increases risk of lung cancer by 10 per cent' and the stunting of children's lung development by up to 14 per cent. Trees absorb carbon emissions, and their permanent removal will mean more air pollution for

underpass is perfectly functional in its current state despite having gross graffiti. Its extension will also 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 we therefore 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 125 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 left turn slip 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 as 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, at least 50%, 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 dangerously 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 125 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,

