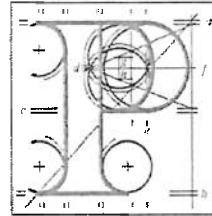


Our Case Number: ABP-317742-23



An
Bord
Pleanála

Willow Park Residents
Willow Park Residents
Cabinteely

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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Gíao Áitiúil	LoCall	1890 275 175
Facs	Fax	(01) 872 2684
Láithreán Gréasáin	Website	www.pleanala.ie
Ríomhphost	Email	bord@pleanala.ie

64 Sráid Maoilbhríde	64 Marlborough Street
Baile Átha Cliath 1	Dublin 1
D01 V902	D01 V902

Willow Park Residents

Cabinteely

Dublin 18

9 October, 2023

A chairde

We are writing to you as residents of Willow Park, directly affected by the 'Bray to City Centre Core Bus Corridor Scheme', and we wish to raise objections to the proposal as written, particularly vis-à-vis the proposed works under the Compulsory Purchase Order on the grass verge at Garrison Mews (1124(1).2e).

We object to proposal as outlined in the Bray to City Centre Core Bus Corridor Scheme and associated Compulsory Purchase Order 2023, insofar as it relates to 1124(1).2e on the map deposited at the NTA, to the extent an effective sound / privacy barrier is not provided for along the footpath perimeter.

The proposal as things stand is deficient in a number of ways:

- Persistent failings (stemming back to the original building permission and work, and exacerbated further subsequent M50 to Wyattville Road Interchange works) with regard to the absence of any effective sound and/or privacy barrier are not meaningfully or realistically addressed as no sound / privacy barrier is provided to be built as part of the CPO planning proposal

This has been raised on multiple occasions with the County Council and local politicians and councillors over the last decade and a half, with several failed promises to address it, and this provides the most opportune and appropriate time to address it as part of a scheme which, if unaddressed to our satisfaction, will only make things exponentially worse with the increased bus traffic..

- Our understanding is that erection of such a sound barrier was a requirement of the original permission for the building of houses and / or the effect of the raising of the road as part of the Wyattville Road interchange building, and this has never happened to date, and is not addressed as part of the overall planning proposal and / or specifically the relevant CPO
- While a number of trees are proposed as part of the CPO, these are not an effective sound or privacy barrier and in any event the proposed position of them, with some proposed to be away from the boundary wall, creates a potential anti social area. In this regard please note the gardai have had to be engaged on this area due to anti social behaviour in this area several times over the 15+ years, including graffiti and loitering, as well as back garden thefts, so it is vital an effective deterrent is put in place. Littering has also been a problem with the situation as is, as the lower height of the base of the existing wall and the growth around it is prone to people throwing cans and wrappers and other rubbish there (and occasionally over the low walls as well).

It is also important to note that the bus stops at Garrison Mews are the closest in distance across the valley to the Cherrywood Luas stop, and as such people walk this route from the bus stops to the Luas along this path into Willow Avenue and then down the valley. The increased bus traffic and increased population in Cherrywood means the foot traffic will also be increasing between the bus and Luas stops as a result of the scheme, making the sound, privacy and security aspects of a proper barrier more urgent and more necessary (and the trees as planned will not address this and may make things worse, unlike a proper barrier)..

In any event these trees would take 50+ years for the trees to grow to a sufficient size to have even a potential to have some effect even if just on the sound and privacy of views from the buses, whereas the increased noise and privacy invasion problems will be immediate on completion of the works as more regular buses travel and more congestion builds

- It is also worth noting in respect of the trees that saplings were previously planted (similar to what is proposed under the CPO) but there were all damaged / died within a short period of being planted. As such we don't believe this is an effective tool in the short, medium or long term to address our concerns.
- It is also worth noting, in order for the sound/privacy barrier to be in any way effective, it needs to be as close as possible to the source of the sound/privacy violation.

In summary, we object to the proposal given the absence of an effective sound / privacy barrier at the footpath as part of the proposal, and we believe this MUST be a necessary part of the works.

We note that this position is in stark contrast to only a short distance up and down the road, where large sound barriers have been installed in recent years both at the side of Wyattville Estate facing the N11, and the side of the Maple Manor / Marfield estates (noting neither of these estates are anywhere near as close to the road or as violated sound / privacy-wise as we are).

We also note that, as far as we are aware, for the entire length of the bray to city centre works, our houses are the only houses where the buses travel so close and directly oversee into the back gardens and directly at the back face of the houses.

We have provided some supplemental supporting information in the attached appendix.

We look forward to seeing the revised CPO and proposal which takes into account the erection of a sufficient sound / privacy barrier.

Regards

Willow Park Residents

Vivienne and Mark Kinsella, 4 Willow Park

Aoife and Barry Rojack, 5 Willow Park

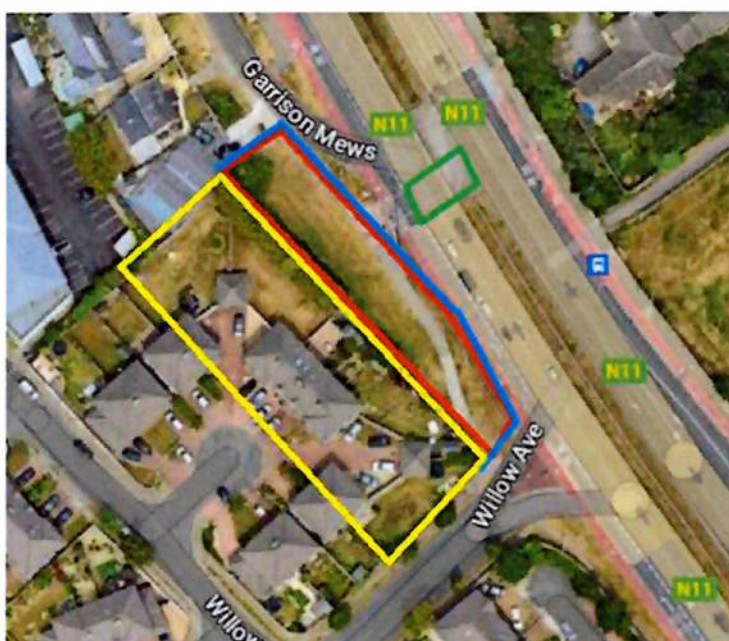
Kieron Lynch, 6 Willow Park

Dean and Fiona Anderson, 7 Willow Park

Olive Killoury and David Naughton, 8 Willow Park

Mike Scott, 9 Willow Park

Proximity to road and inflation effect of the road having been raised to sound and privacy impingement:



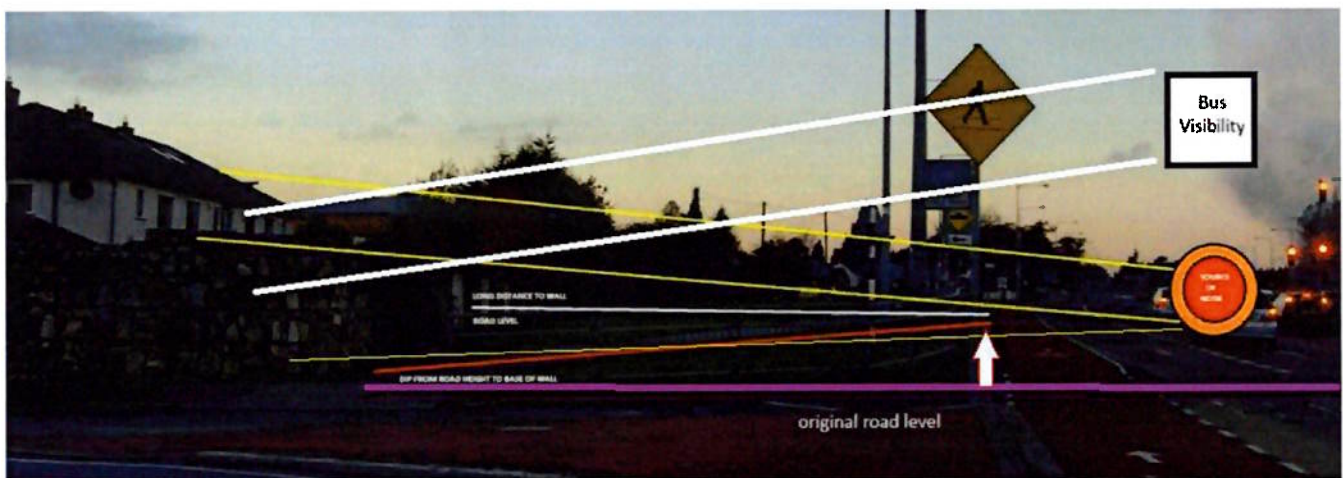
- Adjoining land subject to CPO
- Required sound/privacy barrier
- Affected Willow Park houses
- Traffic lights and crossing zone

No retro-fit was applied to the back of our to compensate for the M50 works to the N11 Wyattville Interchange. This is unlike the residents of Wyattville Estate who had a wall specially constructed to counteract the effects of the increase in traffic.

This is violating our quality of life and these issues should have been addressed at the time of construction of the N11 flyover, and will only be exacerbated further by the resulting increase in bus traffic resulting from this scheme.

There is a major problem with traffic noise as recognised in the Scheme (notwithstanding many of the noise levels were recorded during covid lockdowns when there was abnormally decreased traffic levels, and the whole purpose of the scheme is to increase the frequency and speed of buses), but in addition there is also:

- loss of privacy and security There is no privacy as passengers in buses overlook their rear gardens and the wall can be climbed over very easily.
- There is also a pedestrian crossing which adds to the noise with cars breaking and accelerating



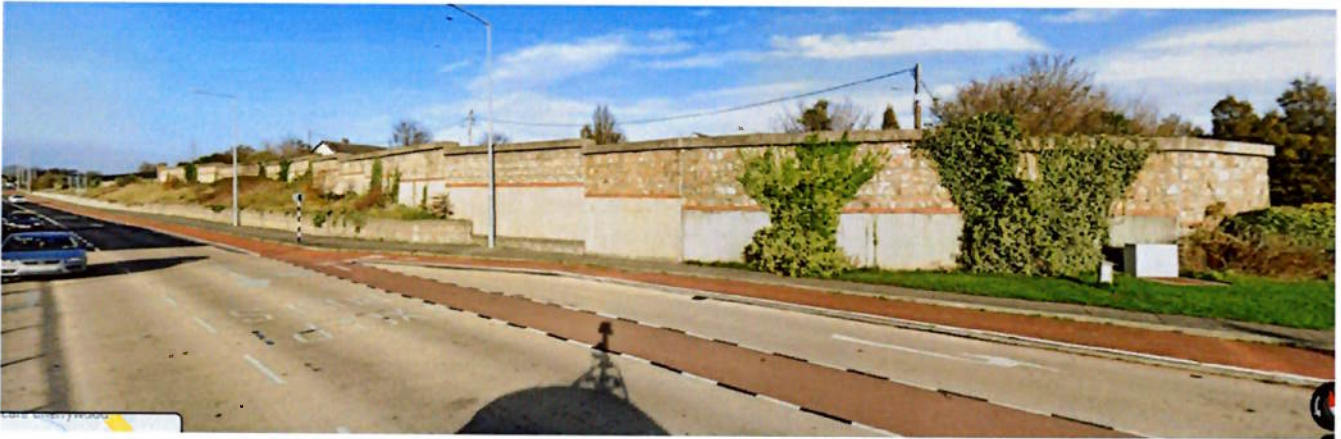
Placement of satisfactory sound barriers for other nearby estates:



WYATTVILLE

WILLOW PARK

WYATTVILLE SOUND/PRIVACY BARRIER



MAPLE MANOR SOUND / PRIVACY BARRIER

