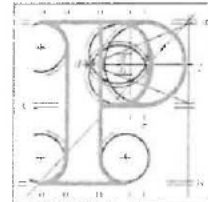


Our Case Number: ABP-317742-23



**An
Bord
Pleanála**

Andrew McNamee and Fernanda De Sousa
67 Patrician Villas
Stillorgan
Co. Dublin
A94P862

Date: 24 July 2024

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 correspondence in relation to the above mentioned case. The Board will take into consideration the points made in your submission.

If you have any queries in relation to the 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,



Breda Ingle
Executive Officer
Direct Line: 01-8737291

CH08

Teil
Glaao Áitiúil
Facs
Láithreán Gréasáin
Ríomhphost

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(01) 872 2684
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bord@pleanala.ie

64 Sráid Maoilbhríde
Baile Átha Cliath 1
D01 V902

64 Marlborough Street
Dublin 1
D01 V902

Sinead Singleton

Subject: FW: REFERENCE: ABP-317742-23
Attachments: Objection Case Reference Number 317742.pdf

From: Andrew McNamee [REDACTED]
Sent: Wednesday, July 10, 2024 2:15 PM
To: LAPS <laps@pleanala.ie>
Subject: REFERENCE: ABP-317742-23

Caution: This is an **External Email** and may have malicious content. Please take care when clicking links or opening attachments. When in doubt, contact the ICT Helpdesk.

To whom it may concern,

Please see below the response to:

Bray to City Centre Core Bus Corridor Scheme
NTA Observations on the Proposed Scheme
Submissions May 2024

67 Patrician Villas
Andrew Mc Namee & Fernanda De Sousa

Here's a summary of our concerns and counter arguments:

- Loss of trees will affect privacy, increase noise pollution, and contribute to overall pollution.
- Opening up our estate won't discourage car use.
- The estate is currently accessible in its present format.
- The proposed Tuscan crossing is unnecessary since an existing underpass can be improved instead.
- Adding a bus stop will increase traffic on an already busy road and encourage pedestrians to walk through our private estate, rather than the safer main roads. It will also lead to more cars entering the estate for drop-offs, pickups, and parking.
- Pedestrian access from green space onto N11 poses dangers for children, pets, and wildlife.
- Bicycles and scooters entering Patrician Villas via the ramp down from the N11 and the underpass could cause accidents.
- Pedestrians, bicycles, and scooters sharing the same ramp could prove unsafe, especially in wet or icy conditions.
- Extending the underpass with a footpath above overlooking the green space could encourage anti-social behavior.

I have already submitted a detailed objection outlining how this will personally affect me and my family, which I have attached for your reference. However, to summarize: if these plans proceed in their current form, the loss of trees outside my house and the construction of the Tuscan crossing will force me to sell and move.

Please consider the families and lives this plan will affect.

Many thanks,
Andrew

--

Andrew McNamee
Design Director

—

Post Studio
65 Strand Street Great, Dublin 1

[Instagram](#)

[Website](#)

Office: +

Mobile:

Andrew McNamee & Fernanda De Sousa

Address:
67 Patrician Villas
Stillorgan
County Dublin
A94 P862

Date: 10.10.23

An Bord Pleanála
64 Marlborough Street
Dublin 1

Objection to Case Reference Number 317742
BRAY-DUBLIN CITY BUS CORRIDOR SCHEME - EFFECTS ON PATRICIAN VILLAS & PATRICIAN GROVE

I'm writing to address the planning application by The National Transport Authority for the BusConnects project (Case Reference Number 317742). In this letter, I'll outline our main objections to the proposed modifications both inside and outside Patrician Villas, including primary concerns, secondary issues, and our personal circumstances.

01 PRIMARY OBJECTIONS

1.1 - LOSS OF TREES

Removal of many mature trees between Patrician Villas & the N11

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. Now the proposal is to remove around 50%. This is one of the most worrying proposals because 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.

1.2 - LOSS OF AIR QUALITY

Extra traffic lights at the proposed Toucan crossing (Fig.2) located less than 100 meters before the 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 breaking and revving so extra 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 buses. 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; could potentially be detrimental to the health of 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.

1.3 - DANGER

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). 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.

1.4 - LOSS OF SOUND BARRIER

The additional vehicle stop-starts at the Toucan crossing and again at the crossroads will mean an increase 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.

1.5 - LOSS OF LAND & GREEN SPACE

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.

02 SECONDARY OBJECTIONS

2.1 - LOSS OF EXCLUSIVITY & PRIVACY

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 the 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.

2.2 - LOSS IN VIEWS

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.

2.3 - 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. Many 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.

2.4 - LOSS OF 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.

03 PERSONAL CIRCUMSTANCES

The potential impact of the proposed changes on our family's life is a matter of utmost concern to us. We diligently saved for many years to purchase our modest two-bedroom house in Patrician Villas. Our choice of this location was deliberate, aimed at being close to my parents, as my partner's family resides in Brazil. Our primary aspiration was to create a comfortable home where we could start a family, and we are grateful to have welcomed a 10-month-old baby into our lives.

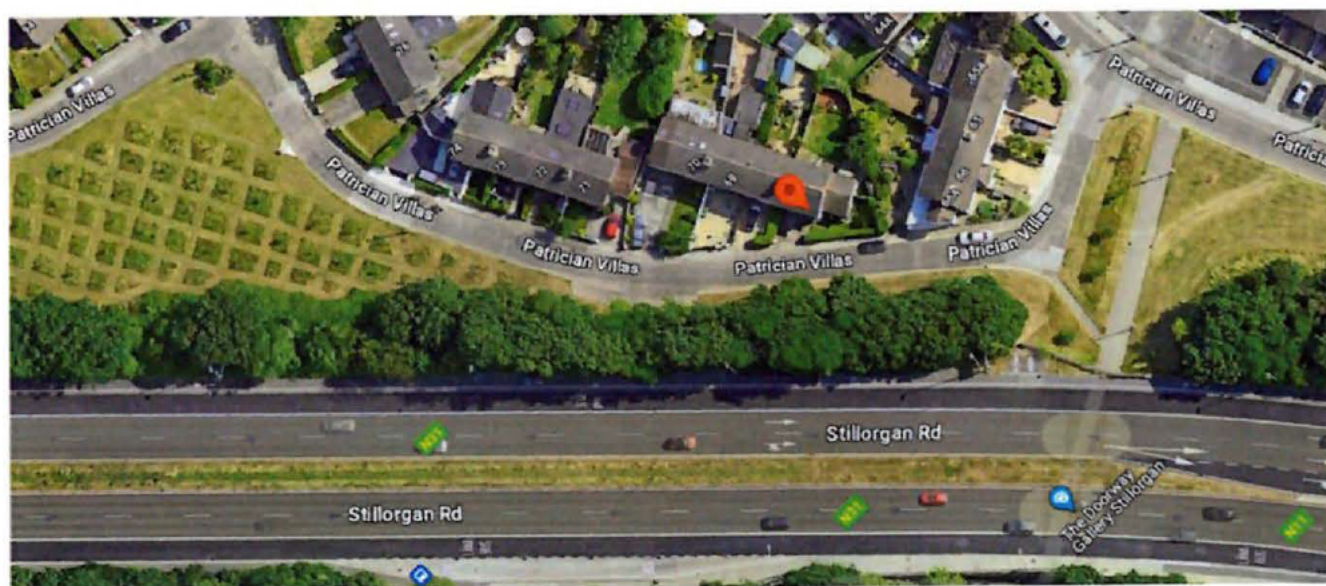
Our long-term vision was firmly rooted in our current residence, as it offered attributes that were pivotal to our well-being and contentment. These aspects encompassed safety, privacy, green with nature, pollution free and relivilly quite and peaceful surroundings. I believe that the proposed changes could significantly alter each of these vital elements. In light of these potential alterations, it's conceivable that we might not have considered purchasing this house initially.

Our home is located at 67 Patrician Villas, the property highlighted on the attached map. Notably, our house is the closest to the N11 road. When we purchased this house, our primary concerns were road noise and privacy, which played a pivotal role in our decision-making process. After moving in, the extent of road noise was disheartening, prompting us to invest in replacing all the windows and the front door of our home. Thankfully, these measures significantly alleviated the issue, and we gradually adjusted to the sound over time. During the winter months, when the trees shed their leaves, our bedroom offers a direct view of the N11. While this situation is less than ideal, we have found some respite in the presence of branches and the traffic lights situated further down the road, reducing traffic buildup outside our windows. However, the proposed changes would result in the removal of 50% of the trees, exposing us to the road and static traffic, particularly with the introduction of new traffic lights just a few yards from our house.

The central point I wish to emphasise is that our household is likely to experience one of the most substantial impacts as a result of the proposed changes. We have already taken measures to improve our quality of life and create a comfortable home, and these impending changes stand to disrupt not only our lives but also those of our valued neighbors.

We request that the planning board give due consideration to the significant investments we have made, both financially and emotionally, in establishing our house as our cherished home. We hope that the planning board will prioritise the well-being and quality of life of all residents in the Patrician Villas and Patrician Grove community when evaluating the potential impact of these proposed changes.

Sincerely,
Andrew Mc Namee
Fernanda De Sousa



Sinead Singleton

Subject: FW: ABP-317742-23
Attachments: Objection Case Reference 317742_V1_OC.pdf

From: Orla Cooke <[REDACTED]>
Sent: Wednesday, July 10, 2024 5:11 PM
To: LAPS <laps@pleanala.ie>
Subject: ABP-317742-23

Caution: This is an **External Email** and may have malicious content. Please take care when clicking links or opening attachments. When in doubt, contact the ICT Helpdesk.

Name: Orla Cooke and Cian Bascones-Cooke
Address: 58 Patrician Villas, Stillorgan, Co. Dublin, A94 RX39

I am reattaching my objection to the proposed changes to Patrician Villas.
I am particularly concerned about the cutting down of mature trees and that we will now have a direct view on to the N11 and no greenery from our houses.
I also think any extension of the underground tunnel would be far too scary for anyone to go through. Even at its current length, it is quite scary to pass through and night-time is worse of course.
It seems Dublin Bus have already moved the bus-stop, albeit they say temporarily, and this has already meant that the litter and unsocial element has increased around the stop, which now falls down to Patrician Villas.
I firmly believe there has to be another way to do this, and there should be a way to ensure no loss of mature trees by routing a path slightly differently.
Regards,
Orla Cooke [REDACTED]

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 buses. 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