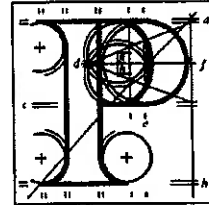


Our Case Number: ABP-313892-22



**An
Bord
Pleanála**

Pat Allison
4 Martin Savage Park
Ashtown
Dublin 15

Date: 21 July 2023

Re: Bus Connects Blanchardstown to City Centre Core Bus Corridor Scheme
Blanchardstown to Dublin City Centre

Dear Sir / Madam,

An Bord Pleanála has received your recent submission in relation to the above mentioned proposed development and will take it into consideration in its determination of the matter.

Please note that the proposed development shall not be carried out unless the Board has approved it with or without modifications.

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,

Eimear Reilly
Executive Officer
Direct Line: 01-8737184

AA02

Toll
Glao Áitiúil
Facs
Láithreán Gréasáin
Ríomhphost

Tel (01) 858 8100
LoCall 1800 275 175
Fax (01) 872 2684
Website www.pleanala.ie
Email bord@pleanala.ie

64 Sráid Maoilbhríde
Baile Átha Cliath 1
D01 V902

64 Marlborough Street
Dublin 1
D01 V902

Pat Allison

Eimear Reilly

From: LAPS
Sent: Thursday 13 July 2023 15:43
To: Eimear Reilly
Subject: FW: Re; ABP -313892-22 Blanchardstown to City Centre Core Bus Corridor,
Attachments: Bus Connects my submission on NTA responses & Oral hearing.docx

From: Pat Allison [REDACTED]
Sent: Wednesday, July 12, 2023 2:09 PM
To: LAPS <laps@pleanala.ie>
Subject: Re; ABP -313892-22 Blanchardstown to City Centre Core Bus Corridor,

4, Martin Savage Park, Ashtown, Dublin, 15.

Dear Sir/Madam,

I attached herewith my submission, as invited by your letter of 8th June, to the NTA responses to my and other original submissions.

Please acknowledge receipt in due course.

Sincerely,

Pat Allison (Mrs.)

4, Martin Savage Park, Ashtown, Dublin, 15

TO: An Bord Pleanala,
64, Marlborough Street,
DUBLIN, 1.

11th July, 2023.

RE: ABP 313892-22
Bus Connects – Blanchardstown to City Centre core bus corridor.

Dear Sir/Madam,

As invited by your letter of 8th June, I submit herewith on the NTA responses to my earlier submission to the Board, among many other submissions, as "per Section 217B of the Planning & Development Act, 2000, as amended."

- I suggest from Section 4 A (i) of said section 217 B i.e., 'Environmental concern' - if due diligence is not seen in any Bord Pleanala decision of efforts to amend a proposal on environmental grounds, it is likely any subsequent Court decision might set aside any such decision.

I feel very little, or very lazy consideration has been given to my, and indeed other observations in the 'responses from NTA on our observations' - from a possibly large, and very well paid team of professionals. I am a Volunteer, and PRO of Navan Road Community Council. In this instance I am submitting on my own behalf. As my previous submission has been lazily 'responded' to, and just lumped into a block 'response' to all other submissions, I feel it is still relevant and worthy of your consideration.

Therefore, I am re-submitting below my original submission of 30th August, 2022, with my comments on NTA 'responses' below each relevant section

My Previous submission - 4, Martin Savage Park, Ashtown, Dublin, 15.

An Bord Pleanala, 64, Marlborough Street, DUBLIN, 1.

By hand 30th August, 2022.

Ref. No. ABP 313892 - Blanchardstown to City Centre Core Bus Corridor.

Dear Sir/Madam,

Herewith my submission on above, with fee of €50.00. Please acknowledge receipt in due course. I also wish to request an Oral Hearing. I am PRO of Navan Road Community Council (NRCC), submitting herewith on my own behalf, from my love of my own surrounding area/s.

I am a life-long resident of the Navan Road parish. Having cycled all my working life on Navan Road to City Centre, now I use buses every other day, and welcome the idea of extra, regular, clean, timely buses, with much reduced fares, which may, eventually, encourage people out of cars onto public transport or bicycles. However, extra buses and cycle lanes should not be provided at the expense of the quality of life and established residential amenity of the living community, through which they pass.

- **COMMENTS ON NTA's lack of response to this** - Getting people onto buses requires, clean and cheaper buses, **AND NOT** changes to bus routes creating inconvenience and extra time journeys for the public., i.e. No 70 from Dunboyne, a fast trip down Navan Road, after in/out of Hansfield area, to be changed to entry to Blanchardstown Centre (approx. 10/12 minutes added to journey am and pm on a good day - much longer at busy times such as Easter & Christmas added to which is approx 5 mins to empty a full bus, depending on how fast passengers emerge. Those with child buggies, wheelchairs, walking aids can take longer. At Blanchardstown Centre all 70 bus passengers are required to **CHANGE** to another bus.
- No. 122 bus from within Ashington which is a cross city bus, along Dame St, Sth Gt. Georges St., SC Rd to Crumlin Hospital - to be curtailed to City Centre and **CHANGE** to another bus to cross onwards to South side City, adding extra times and in both cases, a queue ahead of the emerging passengers, to access the **CHANGE** bus. 'CHANGE' is a beloved word of the Bus Connects planning.

As this entire process took place on-line, all those people not on the internet were disenfranchised from the pre-planning process, and from any participation in the public consultation process. The 2019 TILDA study by Trinity College Dublin researchers was highly critical of the quality of public consultation processes in the Dublin City Council functional area. That predates the Covid19 disenfranchisement of those not capable of taking part in zoom meetings. Even those able to join the meetings were denied the opportunity to take part in the discussion by the control afforded by the technology to those hosting the meeting. The pre-planning process was therefore flawed to the point of being useless. It is now incumbent on Dublin City Council, as the planning authority, and an Bord Pleanala to ensure that the requirement to facilitate meaningful public participation in the planning process is guaranteed to all citizens, regardless of their computer skills.

As a non-professional, I am basing my concerns (listed below) on my own study of the very inadequate information supplied by NTA to the ordinary public, who are, in this country, still entitled to participate in all planning applications. Access to full and clear information is presumed as a requirement of the planning process. Sadly, this has not been the case through the pre-planning process with drawings

and other written information are not available in a clear or easily understandable format, suitable for public access. Specifically, large format drawings were

condensed into pdf format resulting in some important text being unreadable, even at magnification.

The NTA application was lodged over the peak summer holiday period – end June to end August. This is a time when many people are on holiday, including our elected public representatives, who were not then able to assist citizens in accessing the information critical to the planning process. I am aware of requests, even from some of our elected representatives, to have the pre-planning ‘public’ consultation period extended to facilitate the public, were met with a refusal by NTA.

To overcome this deficiency, the printed planning drawings and texts should be put on public display in the Dublin City Council public library in Cabra to assist those unable to access them electronically and/or to overcome the deficiencies of electronic publication available to date. The statutory public consultation period included in the planning process should begin on the day the drawings and texts go on public display. Site notices should be attached to every bus stop advising that the plans and texts associated with the development are on public display in the planning office and in the Cabra Library, and advising of the opening hours. There have never been site notices/explanatory notices on our bus stops, throughout the entire Bus Connects procedures. This is not a private planning application, rather it encompasses our own public spaces and infrastructure.

We note from the An Bord Pleanála website that the planning authority is required to have due regard for ‘the protection of the environment’ in relation to all planning decisions and ask that this duty be appropriately applied in the consideration of this submission, as below;

“Our mission

To play our part as an independent national body in an impartial, efficient and open manner, to ensure that physical development and major infrastructure projects in Ireland respect the principles of sustainable development, including the protection of the environment.”

- MY comments on refusal of an Oral Hearing - this might have enabled people not on line to learn more, and participate fully.

My concerns:

ENVIRONMENTAL PROTECTION

- Loss of approx. 150 mature and semi-mature trees along Navan Road
- Loss of key green infrastructure and visual amenity as a result
- Loss of residential amenity due to an increase in space dedicated to traffic and a reduction in space dedicated to residential amenity
 - MY comments on NTA 'responses' They express very little concern for loss of so many trees, i.e., one environmental gain = Electric buses is off set by Environmental damage by LOSS of trees, carbon saving trees, visual amenity, health benefits, gives privacy to at least 220 homes along Navan Road from double decker buses, looking in to their private areas.
 - This enhances the requirement to abide by Section 4 A (i) of Section 21B of the Planning & Development Act, 2000, as amended, which your letter of 8th June kindly acquainted us with.
 - NTA's responses rather amusingly equate loss of visual amenity from tree loss to benefits of 'enhanced built environment' ?? see pg. 37 2.2.27 "loss of trees results in increased dominance of built environment I the view, and a loss of visual amenity. However, this is balanced to an extent by the URBAN REALM IMPROVEMENTS overall, there will be a MINOR NEGATIVE CHANGE in the Character and visual amenity of the view."

You could not make this up !

- NTA's responses completely disregard requirements of DEMURS which highlights the benefit of Street trees.

PUBLIC SAFETY

- Loss of safety for our school-going children in the area, notably:

Dominic's Secondary Convent beside Navan Road Church; Boys & Girls Primary Schools beside same Church; St Declan's Secondary School, Nephin Road (who cross over & back at that junction to access buses), and new Edmund Rice Secondary School beside St. Brigid's GAA grounds, Navan Road. I estimate almost 2,500 school children in our immediate area of this application, i.e., approximate numbers Convent 800; Primary Schools 900; Declans 650 = approx 2,350; added to which, new Ed. Rice School beside St. Brigids GAA to be about 1,000, 500 now enrolled as far as I can ascertain = approximately 3,350 school children whose safety is essential.

· Loss of safety for children using St Brigid's GAA grounds when walking or cycling- and those who may walk or cycle to our immediate club Oliver Plunketts GAA grounds, off Navan Road within Kinvara area.

- NTA's Responses completely disregard the safety of children at this Bus stop opposite Church, and also at pg. 37 2.2.29 Junction Nephin Road/Navan Road, an island bus stop - where hundreds of students from ages 11 - 18 yrs. Access/exit buses to go to St. Declans Secondary School on Nephin Road - Ignored by the professionals in NTA.

SOCIAL EQUITY

- Reduction in the provision for disabled persons using buses
- The impact of CPOs on the integrity of the planning process)

For homes to have front gardens CPO's, there is to be;

- a) Loss of street trees; b) possible loss of in garden trees or hedges; c) loss of privacy within homes; d) encroachment of fumes and noise; e) apart from possible improvement of electric buses, there will still be much car traffic on a main arterial route into the City, which is the very reason regular appeals for longer crossing times at pedestrian crossings, or speed limits to be better policed, are refused as 'it's a main arterial route into the City'.

TREES:

I enclose my non-professional photographs of the existing mature trees on Navan Road which are proposed to be removed, see pictures 1, 2, 3, 4. (sorry, not included, as I don't know how to attach them! If possible, I will send them on separately, after this - am a bit of Luddite by choice !)

1. Shows the beginning of our 'avenue of trees' from Ashtown to Baggot Road/ Kinvara Avenue; it then continues onwards towards Navan Road Church.
2. Shows the end of this avenue of trees, facing West out of city, at Ashtown inwards bus stop No. 1969 - with lovely line of 7 - 9 Silver Birch type trees, to be seen inside the wall at Belleville, Ashtown on opposite side.
3. 'Umbrella Tree' as known, opposite Navan Road Church, suddenly giving perfect shade during our recent very hot weather.
4. Copse of Scots Pine Trees on roundabout at Ashtown, showing the site; showing the long fast straight run from West down from D.15 area, and showing mature Californian Redwood inside wall of former Phoenix Park Racecourse.

Our Navan Road trees provide us with a wonderful and beneficial visual amenity; lessen noise from homes along; provide privacy from stopped bus passengers looking into homes; protect homes and families from traffic fumes. They remove

harmful pollutants from the air and release beneficial oxygen. They provide important protection against intense solar gain producing urban heat island effects. They also host significant biodiversity. Approximately 150 of these trees are scheduled to be removed, many for being a matter of millimetres on the wrong side of a traffic engineer's arbitrary line. These important features of the urban landscape and contributors to residential amenity are insufficiently valued by the proposed design.

University of Canada Research 2015, (<https://www.nature.com/articles/srep11610>) confirms that "having 10 trees in a city block, on average, improves health perception in ways comparable to an increase in annual personal income of \$10,000 (€7,500), moving to a neighbourhood with \$10,000 higher median income, or being 7 years younger." They also found that "having 11 more trees in a city block, on average, decreases cardio-metabolic conditions in ways comparable to an increase in annual personal income of \$20,000 (€15,000) and moving to a neighbourhood with \$20,000 higher median income or being 1.4 years younger." They refer "backyard trees as equally important to public trees". I suggest Navan Road garden trees are our 'backyard trees' deserving proper consideration. The loss of 150 trees has therefore an immediate impact on health perception of €2,250,000 within a small community of people living along the Navan Road. No mitigation is proposed where trees are removed and not replaced. This is unacceptable. I therefore ask that the developer be required to justify the removal of each tree individually to the satisfaction of An Bord Pleanála, and, where removal is unavoidable, that the developer be required to replace each removed tree with semi-mature trees of similar species located within 3m of its current location. Where necessary, underground services should be relocated to ensure sufficient space for root development.

A similar provision should apply to trees and hedgerows located in front gardens which are removed as part of the works. There are approximately 222 houses fronting Navan Road, with approximately 49 trees in various front gardens and approximately 52 mature hedgerows in various front gardens likely to be affected by the works. Many of these are mature trees and hedgerows and their loss will have considerable impact on the residential amenity of the area and on the local biodiversity. These have not been adequately considered in the EIS.

Most residents along Navan Road are living in their homes, since marriages 50/60 years ago, now with grand-children, or great grand-children, or in some cases, the house is their own former family home.

The planning precedence established on Mobhi Road, where residents were granted a reprieve of the removal of their trees, with cycleways and bus lanes redesigned to reduce the number of trees to be removed, and I trust that An Bord Pleanála planners will be instrumental in ensuring a similar reprieve for the Navan Road trees.

- My comments on NTA 'responses' Regular vapid NTA comments refer to 'removal of trees, removal of visual amenities, removal of local character of area, but will be improved by the new built environment' as mentioned above.
- No reference to DEMURS 2019 on street trees, such as enhancement of an area, their only reference to DEMURS is in relation to traffic etc.
- The removal of any one tree MUST BE replaced by 2 trees, to allow for different growth patterns. Majority of Navan Road residents on and off the main roadway are older as opposed to new younger residents in the newly developed area of Pelletstown. So long time residents of Navan Road areas will never see the growth of any new trees promised, again, as stated by NTA professionals, 'where practicable' 'where possible' etc. which of course gives no feeling of trust.
- No tree subject to disease should be considered for re-planting, such as Dutch Elm or Whitebeam, a rather simple idea ?
- I do not agree with removal of any tree, along Navan Road, including the 8 or 9 mature Cherry Trees opposite our Parish Church, see pg. 37 2.2.27 which goes on to vapidly state "the loss of visual amenity here is balanced by the urban realm improvements....."

VISUAL AMENITIES

Navan Road Community Council spent 6 years in contact with Fingal Co. Council to have the group of Scots Pine Trees on the Ashtown Roundabout trimmed to their now lovely state. These make an important urban design statement, highlighting the transition from a motorway environment to a residential area. It is vital to retain this visual transition from the speedway of upper Navan Road (between the M50 and the roundabout at Ashtown) to support the urban speed limit area.

During initial stages of 'consultations' NTA indicated this roundabout to be replaced by 4-way signalised crossing. Following objections from residents about the loss of these trees, NTA agreed it would become a signalised roundabout. Now I understand that it is proposed to revert to a signalised crossing with all trees removed. This is unacceptable to the local residents, and contributes to a serious lack of trust.

I ask that An Bord Pleanála impose a condition on the grant of permission requiring the retention of the Scots Pine trees in the centre of the roundabout at Ashtown.'

- My comments on NTA responses to this - pg. 28 they refer to "safety of residents between Ashtown roundabout and Kempton Ave. entrance" seeming to be vapidly unaware of the original residents of entire Ashtown area; new residents, expected to be approx 10,000, in Pelletstown; walkers to/from the Phoenix Park; school going children within Pelletstown, with no school for children over age of 7/8 (I think, to be checked by you) and no Secondary School – all having to cross back and forth at Ashtown roundabout area, to access buses to secondary schools elsewhere ?
- They refer to possible wind tunnel created by removal of roundabout. As a long time resident of Ashtown, where that roundabout was created by the new N3 motorway, having previously been a signalised cross roads, with no wind tunnel.

SAFETY FOR SCHOOL GOING CHILDREN Moving the west-bound Bus Stop (No. 1661) opposite Navan Road Church closer to the city centre by some 20m will result in it being closer to the entrance to Cabra Convent Secondary School, which must be regarded as a road safety concern. The increased danger I perceive is that young people exiting the secondary school, seeing their bus approaching the stop, may be inclined to dash across the road, avoiding the signalised crossing, as their stop is directly opposite and has been moved further away from the crossing. Please consider if the benefit gained from this move is of greater benefit than the potential endangerment of school children it brings. A resident of "The Paddocks", Ashtown was killed a few years ago, whilst crossing to the east-bound bus stop (No. 1696), without using the pedestrian crossing.

- My comments on NTA responses - they seem to have moved the unfortunate death of a local resident, close to the roundabout area to further eastwards along Navan Road, OR, may well have been referring to another death on Navan Road, from speeding traffic ?
- NTA totally ignored dangers to school girls emerging from Cabra Convent Secondary School, (St. Catherine's) and rushing across to a newly moved bus stop, directly opposite their entrance, and ignoring the safety of the pedestrian crossing.

New Edmund Rice Secondary School, beside St. Brigid's GAA grounds, Castleknock – opposite Parkway/Navan Road train station - concern has been expressed by local people for the HEALTH & SAFETY of pupils walking/cycling to and from that site also. Please consider if the proposed access arrangements to bus stops near that school is adequate to ensure the safety of school-going children.

- NTA's responses appear to have considered correctly this location, now in full operation with school going children - we must wonder is this the result of local Political intervention in this planning process for that local area – whilst forgetting the entire population of Navan Road, who are, against our own wishes, contained within that political boundary? Myself, and others have requested a change of boundary in the new Boundary consultations.

St. John Bosco's schools are junior and primary schools with very young children with families entering and leaving. The proposed CPO of lands at the entrance to these schools must not result in a diminution of the safety of children entering or leaving the school access roadway. It is not clear if driver sightlines will be affected by the widening of the carriageway and the removal of parking at this point.

Prior to granting permission, a study of the safety impact on the school access should be undertaken to ensure no greater endangerment of children using schools because of the proposed development.

- I must insist on a **STUDY OF SAFETY IMPACT FOR SCHOOL GOING CHILDREN WITHIN OUR NAVAN ROAD AREA TO BE UNDERTAKEN PRIOR TO ANY PERMISSION GRANTED.**
- Hopefully, no tragic accidents occur, following any permission granted, but in the event of such, this letter could be used to support evidence in any subsequent litigation, to prove this matter may have been ignored

ABLED/DISABLED ACCESS TO BUSES

The design of the cycleway adjacent to bus stops is unresolved. Running cycle lanes between a footpath and access area to buses is a health and safety issue for both passengers and cyclists and should be conditioned-out from any planning grant. Wheelchair users seeking to access bus services are at even greater risk of collision due to limited manoeuvrability and the deployment of the bus ramp.

A revised arrangement is required to ensure the safety of cyclists and bus users at bus stops along Navan Road.

- My comments on NTA responses on this. Pg. 37 2.2.29 'New Island Bus stops' they refer to a dream situation where all cyclists will 'slow carefully on the instructions of signage OR,' (worse for cyclists) 'cycle out around the bus to pass by' - putting the cyclist in grave danger. The idea of the sadly aggressive nature of many current cyclists gives little hope of their

slowing to avoid pedestrians accessing buses - daily one has to look over one's shoulder on every footpath, to be sure no cyclist or electric scooter is coming up behind one at speed, with no bell, or not ringing a bell, and never calling out to forewarn a pedestrian. Only 2 weeks ago, very sadly, a lady was killed whilst walking along Eccles Street footpath, by an electric scooter.

- These Island bus stops are a crazy suggestion, and apart from the dangers, those waiting at such stops will be subject to endless splashes on a rainy day. With current stops, one can stand backwards when one sees speeding traffic coming too close to the stop. ALSO, and most serious, one can step back, when the newer buses (now old) are coming in to a stop, if driver is not careful, or has not been trained properly, the front section of the newer buses comes right across the footpath, and can hit a person standing, if they do not move back. I just enquired of some Bus drivers recently to ask if this is raised at training sessions and was told it was not? I am myself, familiar with this, as the first day a 'new' bus arrived at my Ashtown Stop, No. 1696 I had to jump back fast, as the front section came right across the footpath. My next door neighbour saw this and was shocked.

CPOs

Whereas I cannot make any submission in relation to individual CPOs, the CPO of lands outside the Mary Help of Christians parish church and adjacent "Pastoral Centre" are public lands. Please note, the 'Pastoral Centre' is no longer such, and is now in private ownership.

- My comments on this - the former 'Parish Centre' wrongly identified as this by NTA original application, is now fully in private hands, outside of Parish, has been re-developed with 6 bells on its front door, and likely to open shortly, for whatever purpose. It is not a Parish Centre. 6 bells indicates a high residential or office use.

Arrangements for the current practice of parking of hearses and mourning cars outside the church grounds during funerals will need to be maintained. The developer should be requested to provide details of how the space which is to be CPO'd will be used in the event of a funeral to afford third parties the ability to assess if proper consideration has been afforded in the proposed development for funerals. Our traditional funerals, sadly almost daily nowadays within Navan Road Parish, involve large groups of people awaiting arrival of hearse before funeral, followed by same groups standing outside, meeting & greeting, and eventually to see the Hearse and mourning cars depart.

- My comments on NTA's response to this - pgs. 56/7 2.2.312
 "temporary take-over as part of the accommodation for work process. During construction there will be temporary disruption to parking and access to the Church at ALL TIMES. Do details regarding temporary access will be discussed with Diocesan Trust,/PP/NTA prior to construction".
N.B. Of late, there have been daily funerals in this our Parish Church Our Lady Help of Christians; daily Masses at 9.00 and 10.00 am. Including Saturdays and 6.30 pm on Saturdays; Sunday Masses 9.00, 10.30 am. And 12.noon. Certain Sacraments on Saturdays at 10.30 am and 6.00 p.m. Other ceremonies every week-day after 9.00am. Mass and also on First Saturday each month at 5.00 pm. Baptisms are on first 3 Saturdays each month at 12.30 p.m.

TRIPLE GLAZING

Given the significant reduction in residential amenity due to the removal of trees which act as an acoustic buffer and/or the reduced separation between existing dwellings and 24hr bus traffic, the developer should be required to fund the installation of triple glazing when requested by residents affected by either:

1. the removal of existing trees between their property and the bus lane
2. the reduction in the distance between the bus lane and the front wall of their house.

* I repeat this demand for this facility to be presented to all front facing homes (about 220) along Navan Road - a sad alternative to facing onto our current Avenue of Mature trees.

I look forward to the display of planning documents in Cabra Library and to the proper consideration of the matters raise and for the proper clear information for my fellow residents, throughout Navan Road area.

- Not granted by NTA - many people throughout Navan Road area are not on internet, by choice, or otherwise, and are disenfranchised by this procedure. As already stated above, this is an older area - hence the sad daily funerals !

Junction Castleknock Road/Blackhorse Avenue at Ashtown Gate entrance to Phoenix Park.

As far as I can see, the plan here is to prevent entry to Blackhorse Avenue from Castleknock Road, with also a No Right Turn into Phoenix Park at this junction.

This will drive all traffic down onto Navan Road - whilst roundabout is in place at Ashtown, they will turn around and go back up to turn left at Blackhorse Avenue. There is currently a NO LEFT TURN sign here, during early peak hours ? If, the new plan to remove the roundabout to a signalised crossing, how will all that traffic proceed ?

Finally, I note from NTA's own copious planning documentation AT Section 14 I forget which document -

“Well designed urban realm contributes to the identity of localities and enhances everyday lives, of both local communities and those passing through” - I could not put it better myself.

- We the residents of this area wish to retain our Navan Road ‘identity’ ;
 - We look forward to our ‘everyday lives being enhanced’ - NOT reduced to concrete;
 - As our entire area is under threat for the benefit of those ‘passing through’ we wish for their lives also to be ‘enhanced’.
- Both DCC and Fingal Development Plans are referred to by NTA and their respective Objectives to save trees, woodlands etc. and then apparently ignored by NTA. The public are encouraged to take part in all Development Plan stages, and I, as PRO of Navan Road Community Council (NRCC) have over years attended Council meetings in DCC, often till 10/11 at night, and NRCC have participated in at least the last 5 years of Dev. Plans. To be subsequently ignored, as well as the input of our elected Councillors is surprising, to say the least ?.

I note from Bord Pleanala Website that the ‘**Board is required to have due regard to the protection of the environment**’ which goes on to quote from “**Our Mission.....**” which highlights the requirements.

I trust the Board will now consider its own Mission re our local Environment, please.

I, as others, welcome the idea of a Bus Connects, running properly, cleaner (currently very unclean buses) and on time – **BUT NOT AT THE COST TO OUR LOCAL ENVIRONMENT, AS CURRENTLY PLANNED.** My own, and others’ local knowledge should not be disregarded.

Thank you for your time reading this. Confirming I am submitting here on my own behalf, from my love of my own area of Ashtown and Navan Road.

Yours sincerely,

Pat Allison (Mrs.)

4 Martin Savage Park, Ashtown, Dublin, 15.

NOTE: The Dublin 15 refers to our previously being in Dublin Co. Council, ie., Castleknock postal area. We are still in the Castleknock postal sorting and delivery area, hence our Dublin 15 address - not any silly wish to be considered as Castleknock, as we are rather proud of our 'Ashtown' identity.

When 'Dublin 7' is put on letters to our homes - the '7' is crossed of by An Post and '15' inserted, with a delay of day or 2 from our usual very efficient next day delivery.