



# Observation on a Strategic Infrastructure Development Application

## Observer's details

### 1. Observer's details (person making the observation)

If you are making the observation, write your full name and address.

If you are an agent completing the observation for someone else, write the observer's details:

(a) Observer's  
name

Thomas Curtin and Karina O'Leary

(b) Observer's  
postal address

349 Navan Road, Dublin 7, D07 R2C3

## Agent's details

### 2. Agent's details (if applicable)

If you are an agent and are acting for someone else **on this observation**, please **also** write your details below.

If you are not using an agent, please write "Not applicable" below.

(a) Agent's name

Click or tap here to enter text.

(b) Agent's postal  
address

Click or tap here to enter text.

## Postal address for letters

3. During the process to decide the application, we will post information and items to you or to your agent. For this **current application**, who should we write to? (Please tick ✓ one box only)

**You (the observer) at the postal address in Part 1**

**The agent at the postal address in Part 2**

## Details about the proposed development

4. Please provide details about the **current application** you wish to make an observation.

- (a) **An Bord Pleanála case number for the current application (if available)**  
(for example: 300000)

313892

- (b) **Name or description of proposed development**

Blanchardstown to City Centre Bus Connects Corridor

- (c) **Location of proposed development**

(for example: 1 Main Street, Baile Fearainn, Co Abhaile)

Navan Road, Dublin 7

## Observation details

### 5. Grounds

Please describe the grounds of your observation (planning reasons and arguments). You can type or write them in the space below. There is **no word limit** as the box expands to fit what you write.

You can also insert photographs or images in this box. (See part 6 – Supporting materials for more information).

#### 1. Removal of the Ashtown Roundabout:

The Ashtown roundabout on the N3 serves a crucial purpose which appears to have been completely disregarded in the proposed plans as submitted. The Ashtown roundabout is an essential traffic calming measure for inbound traffic in our community. It signals the end of the dual carriageway and the entrance to a residential area for road users. Speeding on the N3 is an unfortunate reality of traffic travelling on the dual carriage as evidenced by the regular presence of garda speed checkpoints on the inbound lane of the N3. The roundabout, at present, forces the slowing of traffic in two ways: cars must yield to traffic on the roundabout and the lanes of traffic merge to a single lane on approach to the roundabout. The corollary is that traffic is slowed when entering the residential area of the Navan Road which is essential to ensure the safety of the residents in the community. The removal of the roundabout will have a detrimental effect on the safety of pedestrians and other road users in the area. It appears that previous plans had proposed traffic lights be placed on the roundabout rather than the removal of the roundabout. This would appear to achieve the same result for traffic flow without sacrificing the safety of our community. The removal of the roundabout is neither necessary nor

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proportionate to the objective sought; the objective can be achieved through less restrictive means.

### 2. **Funnelling of Additional Traffic onto the Navan Road / Absence of traffic calming measures:**

The current plans appear to restrict current traffic access to Blackhorse Avenue and funnel same to the Navan Road thereby increasing traffic volumes on the Navan Road, a road which is already at capacity. This coupled with the new 30kph speed limit in the Phoenix Park will divert unmanageable volumes of traffic onto the Navan Road. This completely disregards the reality that we are a residential community and not simply a service lane to Dublin City. The properties on the Navan Road are primarily dwelling houses. The Navan Road is a residential area with children walking to school, elderly in the community walking to and from shops and the church and, particularly in the vicinity of our property, a creche.

Alarming, despite this, there appears to be an absence of traffic calming measures in the plans as submitted. As previously mentioned, there is a speeding issue on our road. Indeed, since moving to our property in 2017, there had been a road traffic accident which resulted in one car breaching the wall of the creche to stop moving only on making contact with the creche building itself, and a second speeding vehicle, mount to footpath outside our property, narrowly miss our boundary wall, but ultimately breach our neighbour's wall. The presence of the wider footpath, grass verge and trees played a vital role in slowing down those cars and diminishing the severity of what was a significant road traffic accident. These are all simple yet effective measures to improve the safety of road users and pedestrians on the Navan Road. However, the current plans not only seek to increase

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the volume of traffic on our road but seek to remove these measures. The narrowing of the footpaths, and the removal of grass verges and trees mean that in the future, measures which helped to reduce the severity of that RTA will be removed while traffic volumes are increasing. There has been a total failure of consideration for the reality that this part of the Blanchardstown to City Centre bus route passes through a residential area where safety of residents must be a priority. The plans are inadequate in this regard and must be reconsidered.

### 3. **Absence of measures to discourage use of cars and encourage persons to use public transport.**

Furthermore, there appears to be an absence of measures to encourage people to use public transport once this project is complete. As mentioned above, the traffic on the Navan Road is already at capacity. To funnel more traffic onto the road and then increase bus use of the road without positive encouragement to use that public transport is simply unworkable. The N3 is a commuter route for many professionals travelling from Meath and indeed further into the city daily. Park and ride facilities on the bus route should be considered to encourage commuters to use public transport and reduce traffic on the road. Failure to do so will result in residents of the Navan Road facing significant difficulties both entering and exiting their properties.

### 4. **Traffic lights for cyclists**

It is unclear if it is proposed to have traffic lights for cyclists using the cycle lane. It is an unfortunate reality that some cyclists believe vehicular traffic lights do not apply to them or indeed that pedestrian lights can be used

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by them. At present, exiting our property is difficult due to traffic volumes but manageable in light of the fact that there is only one lane of traffic outside our property (no bus lane). The plans propose two traffic lanes (car and bus) and a cycle lane which will have a significant impact on our ability to access and exit our property. Adequate traffic lights, including specific cyclist traffic lights, and correct sequencing of those traffic lights are essential to the safety of all road users and pedestrians on the Navan Road and to ensure we can safely access our property.

### **5. Removal of Trees**

The plans as submitted include the removal of a significant number of mature trees on the Navan Road. This is simply not workable for a number of reasons and again demonstrates a complete absence of realistic and genuine consideration for the residents of the Navan Road community. The blinkered focus on traffic management by the planners at the expense of the quality of life of the residents must be acknowledged and addressed. The trees on the road aid the reduction of noise pollution from the constant traffic. The suggestion that some trees will be replaced is simply not adequate. It will take decades for new trees to mature and have any impact on the noise pollution that this project will bring. The increase in volume and frequency of buses will bring additional noise pollution. The proximity of traffic to the dwelling houses will also be altered with traffic being significantly closer than at present. This coupled with the removal of trees will create a situation where our properties will not be liveable. While we are aware of recent media reports that residents close to Dublin airport are to receive funding to insulate their properties against additional noise from the increased use of the runways at the airport, we consider that such

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measures will be inadequate for the Navan Road. Our property has triple glazed windows with acoustic glass and it is already inadequate to deal with traffic noise with the trees in place. The removal of the trees will have a devastating impact on our community, our quality of life and indeed the value of our homes.

Secondly, the trees serve an important function with respect to air pollution. It beggars belief that in a time of climate crisis, this project cannot be approached without the removal of the trees on the Navan Road. With increased traffic volumes comes increased pollution which will damage the health and wellbeing of residents in the community. The removal of the trees will exacerbate that pollution to the detriment of the community.

### **6. Low Noise Road Surface**

In light of the submissions outlined above and in recognition of the fact that we are a residential community, we respectfully request that it be made a condition of this project that a low noise road surface be used on the Navan Road.

### **7. Removal of Right Turn Lane onto Ashtown Grove**

The plans as drafted have removed the existing right hand turn lane onto Ashtown Grove. The plans propose to merge traffic turning right and traffic travelling straight ahead into one lane to facilitate the bus lane for outbound traffic. This underestimates the volume of traffic that uses this junction to access the areas of Ashtown Grove and Kinvara. It will also have a detrimental effect to traffic management on the Navan Road and will cause

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tailbacks and delays when traffic in that lane must wait to turn right and should be reconsidered.



## Supporting materials

6. If you wish, you can include supporting materials with your observation.

Supporting materials include:

- photographs,
- plans,
- surveys,
- drawings,
- digital videos or DVDs,
- technical guidance, or
- other supporting materials.

You can insert photographs and similar items in your observation details: grounds (part 5 of this form).

If your supporting materials are physical objects, you must send them together with your observation by post or deliver it in person to our office. You cannot use the online uploader facility.

## Fee

7. You **must** make sure that the correct fee is included with your observation.

### **Observers (except prescribed bodies)**

- strategic infrastructure observation is €50.
- there is no fee for an oral hearing request

## Oral hearing request

8. If you wish to request the Board to hold an oral hearing, please tick the “Yes, I wish to request an oral hearing” box below.

You can find information on how to make this request on [our website](#) or by contacting us.

If you do not wish to request an oral hearing, please tick the “No, I do not wish to request an oral hearing” box.

Yes, I wish to request an oral hearing

No, I do not wish to request an oral hearing

## Final steps before you send us your observations

9. If you are sending us your observation using **the online uploader facility**, remember to save this document as a Microsoft word or PDF and title it with:

- the case number and your name, or
- the name and location of the development and your name.

This also applies to prescribed bodies sending an observation by email.

If you are sending your observation to us by post or delivering in person, remember to print off all the pages of this document and send it to us.

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**For Office Use Only**

<b>FEM – Received</b>		<b>SIDS – Processed</b>	
Initials		Initials	
Date		Date	

**Notes**