

An Bord Pleanála
Marlborough Street
Dublin 1

Shadowmill Ltd
5 Cherrymount Park
Phibsborough
D07 RH64
30th August 2022

CPO: Blanchardstown Bus Corridor, Case Reference: KA29N.313961

Dear Sir/Madam,

I make this submission on behalf of Shadowmill Ltd and in my personal capacity as a resident of Cherrymount Park. I would like to object to certain aspects of the above scheme. I am particularly concerned with the decision to alter the current usage of Charleville Road, Monck Place and Annamore Road and Terrace. These changes were not part of the proposal until the final application for a CPO lodged with An Bord Pleanála in late June 2022. As such this I have three concerns:

1. The late alteration of the project raises significant questions in relation to public participation.
2. In so far as it is possible to object to the changes given the above issue, these changes of usage will likely lead to considerable difficulties for residents and businesses in certain streets and local areas.
3. The entire CPO process may be premature as it should wait for the enactment of the Road Traffic and Roads Bill 2021.

Inadequate public participation

It may be that these changes are necessary for the viability of the Busconnects project and for the benefit of the local community. However the complete lack of public participation on them means that the concerns of the local community and residents have not been addressed. I would refer you to the recitals of the Aarhus Convention on Access To Information, Public Participation In Decision-Making And Access To Justice In Environmental Matters which state that

"improved access to information and public participation in decision-making enhance the quality and the implementation of decisions, contribute to public awareness of environmental issues, give the public the opportunity to express its concerns and enable public authorities to take due account of such concerns"

This is not just an abstract goal. It is there to:

"further the accountability of and transparency in decision-making and to strengthen public support for decisions on the environment"

That has not happened here. Instead there has been extensive consultation on most of the plan but changes that significantly impact our community have arisen at the last moment. While I do not know why these changes were introduced at this point in the process, the suspicion is that residents and business that benefit from them made submissions in their favour during the final public consultation stage and those submissions were adopted in the draft CPO plan. This is fundamentally unfair. Any

significant issues with the original proposal should have been anticipated and the original consultation phase designed to allow for alterations to the plan and consultation on those alterations.

A partial solution to this problem is for An Bord Pleanála to allow for an oral hearing into this project where there can be a full and proper discussion of these changes and the NTA can show the rationale and necessity from them. But this oral hearing must start on the basis that these late changes are materially different from the rest of the draft CPO in that they have never been properly scrutinised. For example, the changes were announced in very late June, just as many of those affected were starting annual leave. There was no time to request information from the NTA on the data behind these changes, such as who lobbied for them, the traffic data on which they are based and the modelling predictions as to how they would impact local residents and businesses.

Difficulties for local residents

Before discussing these potential difficulties, it is important to restate that it has not been possible for those affected to properly research or coordinate a response to them for all the reasons set out above. It has not been possible for the local community to engage the services of an expert in traffic and transportation to consider the changes. However, it is possible to state that these changes will mean the local residents in Charleville Road, Rathdown Road, Rosemount Road, Cherrymount Park and Great Western Square will have significant difficulties making any journey that requires access to their homes from north of the North Circular Road (the NCR). Such journeys include any travel from schools north of the NCR, from the airport, retail outlets in the north city, the northern natural amenities and Northern Ireland. At present residents have a choice of using Charleville Road to access the NCR or Monck Place. The closure of these roads means that all traffic will now have to make a right-hand turn in front of St Peter's Church. Such a turn is currently prohibited at that junction, presumably for the reason that to allow right-hand turns at such a sharp junction would cause significant traffic problems. Yet the current proposal is to funnel a significant amount of traffic through that area. It is important to state that the proposal will alter four routes:

- Cabra Road
- Annamore Terrace
- Charleville Road
- Monck Place

The following are just a number of examples

1. Happy Days crèche and pre-school is located on Quarry Road. If it is necessary to drop off a child from the NCR to Quarry Road by car, Charleville Road can be used in both directions. The proposal will require the return journey to be significantly extended. There is no public transport option for journeys such as this.
2. The retail outlets at Tesco and the Navan Road, Woodies and Lidl in Glasnevin and the 17 Shops will now require circuitous routes passing through St Peter's Church junction.
3. Sporting activities along the Navan Road and the Inspire complex will also be affected.

These are just some of the journeys that will now be funnelled through the St Peter's church junction. These journeys will now be competing for road space with all the normal traffic seeking to use Doyle's Corner, in addition that that displaced from the Old Cabra Road. Given the late changes in the project design, I do not think that all of these problems can have been considered by the project team and factored into the decision. For a variety of reasons we will all still need vehicle access to our homes and residents and even the most committed cyclist need to drive on occasion. The Busconnects project will bring greater public transport options to certain residents on certain routes but this should not be done at the expense of inner city communities.

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[Roads and Traffic Bill 2021](#)

This Bill is currently going through the legislative process. It proposes one amendment that is relevant to this project. The CPO Order relies on a number of statutory provisions, including s. 44 of the Dublin Transport Authority Act 2008. This section is to be amended by the above Bill in two ways, most significantly but the insertion of s. 44(6A). This amendment gives the NTA the powers the it is purporting to exercise in this CPO. Thus the current application must be considered invalid. Otherwise the Oireachtas would not seek to extend the powers of the NTA in this way.

Finally, both I and Shadowmill Ltd wish to adopt the submissions of the Rathdown Road, Charleville Road and Cherrymount Park residents association, and of Ms Marie Sherlock, Labour Party Senator.

Yours sincerely



Gary Fitzgerald