

An Bord Plenála

Dear Madam or Sir,

In relation to the Blanchardstown QBC and closing Old Cabra Road, there is a set of changes clubbed into KA29N.313961 as listed here that seem to be protecting few selected streets at the expense of increasing traffic through already excessively busy Phibsborough junctions to the point where it is likely to cause major problems in local Phibsborough traffic. Further to this, it unnecessarily restricts local traffic.

NTA should not be allowed to solve problems in one area (Old Cabra Road) by introducing problems in another which is going to be the case if these are allowed to proceed. All these measures should be rejected and removed from QBC planning request and addressed separately. Further to this, these measures are a last minute addition to the original request, have not been communicated to affected local communities requiring anyone wanting to engage to submit a costly planning objection like we did.

Thanks in advance for your consideration,

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Observation 1:

Residents of properties on south side of NCR on the stretch of the road from Hanlon's corner to Doyle's corner have ALL access routes removed from Cabra and Phibsborough Road side with the exception of altered junction in front of St Peter's church. This means that this altered junction needs to take all of the excess traffic that comes from:

1. closure of Old Cabra Road
2. removing access to NCR from Charleville Road
3. removing access to NCR via Annamoe Terrace and Annamoe Road
4. removing access to Monck Place from Phibsborough Road

All these are used by local residents to actually avoid St Peter's junction and Doyle's corner as the traffic through these right now is already extremely heavy with 100s of cars queued to pass through at peak times. The queue of cars to this junction at peak times can range from Bright Motors group all the way to St Peter's junction. Similar situation is on the opposite direction, on Cabra Road and basically all roads joining on St Peter's junction.

What makes this situation even less logical is that NTA seem to be concerned over "rat runs" in the said streets (2-4) to the extent to partially close the same yet seem to be happy to force all that combined excess traffic through an already busy St Peter's junction and Doyle's corner. It seems that the only answer to the newly created problem is to remove restrictions on St Peter's junction (which were introduced for safety) to allow this new excess of traffic to flow... somehow.

Finally, this junction also is very frequently used by emergency services traffic being located very close to local Garda station, Mater Hospital and also Phibsborough Fire Brigade – it really does not need any more traffic routed to it and whatever the intentions behind the items 2-4 were, they must be accommodated differently, protecting the actual traffic on the junction itself and specially, local traffic.

Maybe NTA can redesignate these new restrictions to exclude local traffic?

Observation 2:

None of these measures have been advertised to the local population on NCR despite of such radical impact until Senator Marie Sherlock's team distributed informational leaflets and arranged a Zoom call in the beginning of August. As we are friendly with our neighbours, we know that none of them even knew about this before Senator Sherlock shared the information herself along with her own set of objections.

It is disgraceful that such changes would be even suggested without proper communication to local residents. While it might be the case that NTA's current planning procedures may allow for this, it is unbelievable that not even a leaflet was delivered and yet such level of closures is intended and particularly to the extent where the only way to address feedback is to place a costly planning objection!

Impact assessment to a local resident on impacted area:

Just as an example of the result of this set of additional measures is that a person living on NCR but returning from:

- a shopping in Tesco Cabra, or
- a swimming pool (say Inspire Fitness in Deaf Village)
- Woodies in Glasnevin
- an airport

would have no choice but to drive through new junction. At present, they can take either of the roads to be closed.