

AN BORD PLEANÁLA

64 Marlborough

Street, Dublin 1

AN BORD PLEANÁLA
LDG- _____
ABP- 313892-22 (H)
25 OCT 2022
Fee: € _____ Type: _____
Time: 11:22 By: Lorna

Lorna Leatham

149 Navan Road
Dublin 7
D07 F2X9

24/10/2022

Blanchardstown to City Centre Core Bus Corridor Core Bus Corridors—
OBJECTION TO PLANNING and REQUEST FOR ORAL HEARING

Submission of Objection to Blanchardstown to City Centre Core Bus Corridor Scheme Compulsory Purchase Order 2022

To whom it may concern,

Please see below my objection to the Blanchardstown to City Centre Core Bus Corridor planning submitted by the NTA as it affects the Navan Road traffic and environment.

Also included is my objection to the CPO of Plot ist:1091(1).1d, 1091(2).2d- 149 Navan Road, Dublin 7, D07F2X9 and observations from my perspective of the process and plans submitted. I formally request an Oral Hearing related to this CPO and my objections

Point 1.

My first point of objection is that I received a letter from the NTA officially notifying me of the CPO on the 1st of July 2022 also notifying me of the planning being sought and deadline of August 30th 2022. This is wholly unsatisfactory, and I believe a deliberate action by the NTA to disenfranchise me from the process. There is not enough time for lay people to read, understand and engage with legal support. Without this support to present my concerns over the range of issues with the submitted plan I will not have proper representation at the Planning stage. The legal and industry professionals I have requested assistance from have declined due to lack of time available to support my concerns.

I believe this directly affects the planning process and my suggested remedy is for an extension of 4 months to the deadline for submissions.

Point 2.

The public consultations supporting the NTA's planning application were not fit for purpose. 4 letters were submitted to BusConnects/NTA over 2020-2021 during the Covid pandemic. No response was made to any of the concerns raised. This consultation proceeded during lock down and poorly advertised online forums.

Point 3.

Regarding the planning. In brief the plan increases car usage of the Navan Road from Castleknock to Cabra Road while reduces the number of roads that cars can use towards the city centre when it gets to Cabra Cross, junction of Navan road and Cabra road (busgate at OCR) without making any mitigation in the way of control for the increase in car traffic.

I believe a congestion charge should be applied at the M50 to reduce car usage as the new bus connects system is to be very efficient.

The current NTA assessment makes no reference to the Phoenix Park planning that moves traffic out of the Park and onto Blackhorse avenue and the Navan Road further impacting a worsening situation

Point 4.

The removing of mature trees between Navan Road/ Ashtown and Navan road Nephin road including trees to be felled from private property is an act of environmental vandalism and will result in degradation of the living environment and health of residents of the area for years to come. The current tree line is a fundamental part of the local aesthetic and provides noise abatement, shade, privacy and identity to all users of the Navan Road.

I contend that the policy for tree removal should be revisited and an emphasis put on retaining mature trees and replacing removed trees with mature/semi-mature trees not saplings. The focus of the NTA is solely on delivering a cheap product to satisfy Dublin bus needs and disregards residents in areas being ripped apart.

Point 5.

Has notified my property is subject to a CPO and under The Housing Act 1966 I object to the plan for the under the items listed below.

I am very concerned as a homeowner that the project has continued to creep and I am losing more of my property as the project builds. The latest plan submitted for the public space for road, bike and footpath has my property now losing 3 meters depth of driveway and garden.

The cycle lane and path proposal has increased throughout the process from 1.8 to 2.5 meters both the increased path width and cycle lane width is taken from my property as the opposite side of the road is not affected. I object to this increase loss that I suffer as cycle lanes across all the corridors in the plan vary from 1.75 Map 30 to 2.5m Map 35, 3.0m Map 29 and 3.5 Map 16 for double lanes showing that the NTA proposal is to take more if they want or can, not backed by a systematic review and approach. Detailed dimensions of the CPO have not been provided.

My mitigation would be to set all single bicycle lanes to 1.8m and double to 3.6M a uniform width throughout the system. There is no study or report to support a 2.5 m path to replace the current 2m path at this property.

The above is an illustration of the flawed concept by Dublin Bus to propose motorway width thoroughfares through residential areas until they reach structural reality in a non-grid type city then allow the traffic chaos to deter drivers onto the Bus. No plan is better than this bad plan.

Point 6

The process will remove my road facing wall and 30-year-old tree line replacing with a "Like for like" solution. I find this very distressing as I have not been able to get any detail regarding what will be put in place to account for the

cost of replacement and refit other than the trees will be replaced by saplings and that no granite is to be used in the wall construction of private properties.

I also have no idea if the CPO will in any way compensate for the loss of my private property (27 square meters in all) or how the CPO value is calculated.

My unanswered questions

How can I be compensated for the resulting traffic chaos and difficulty accessing my property?

How will the increase in noise and vehicle pollution be mitigated? A few saplings are not appropriate or acceptable and more like the lazy and cheap solution. Full triple glazing should be provided, and trees reinstated with mature or semi- mature trees.

Who will decide what "like for like" means for the rebuild of my boundary walls? Surely the finish should be uniform and contribute to the area's urban landscape.

When my trees at the road wall are cut down will the matching trees at the side of my property be replaced?

Who will pay to reinstate my driveway, gates and associated landscaping?

How can the CPO compensate me for the reduction in property value due to now 28m wide roadway restricting access to my property?

In short, I find the process very difficult and have not been able to have any feedback never mind input as the NTA have not replied to any of my letters.

I welcome the improvement of infrastructure and cycle lanes. However, a few minutes reduction in bus times from Littlepace to the city centre should not require the destruction of residential areas in its path. The need for people to travel into town has changed due to Covid and working from home which is not considered in the plan and not part of the Dublin Bus plan to make itself relevant.

I request an **Oral Hearing** as provided for in legislation and postponement of the planning application process to allow full examination.

Lorna Leatham



149 Navan Road

Dublin 7

D07F2X9

