

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

Antanas Luobiks, Ausra Luobikiene

(b) Observer's postal address

13 Nortons Avenue, Phibsborough, Dublin 7, D07
KA44

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 Bus Corridor Scheme

(c) Location of proposed development

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

New sets of restrictions on Annamore Terrace, Charleville road and Monck Place

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).

We are residents and active community members in the area and the newly proposed changes to Monck place and surrounding areas in Annamore terrace and Charleville Road are of great concern. I struggle to see the benefit that these changes will bring in and am extremely fearful of the consequences of these drastic hurried changes that seem to take a blunt and extreme approach to a miniscule problem. By removing access to Monck Place from Phibsborough road the commute/ school runs/ shop runs/ visiting by friends and family and overall access to the area will be heavily affected. Leaving towards the city with no right turn onto Phibsborough road from Monck place also contributes. I foresee that if these changes go ahead this will affect many of the residence including myself by adding an unnecessary and extremely time consuming detour through surrounding roads. Which will be overloaded due to the changes brought forward by the bus corridors. These roads, i.e. north circular road are already overloaded with traffic and by forcing essentially all of north inner city Dublin to travel through the junction at St. Peters church it will be unmanageable. Further the only access point to get into the area will be through the Avondale and north circular road junction which is already too narrow with cars parked on either side (a informal yield system is already needed) as shown in my attached picture. This junction is too narrow and busy to allow for it to be the ONLY access point for the community, deliveries for the shops in the

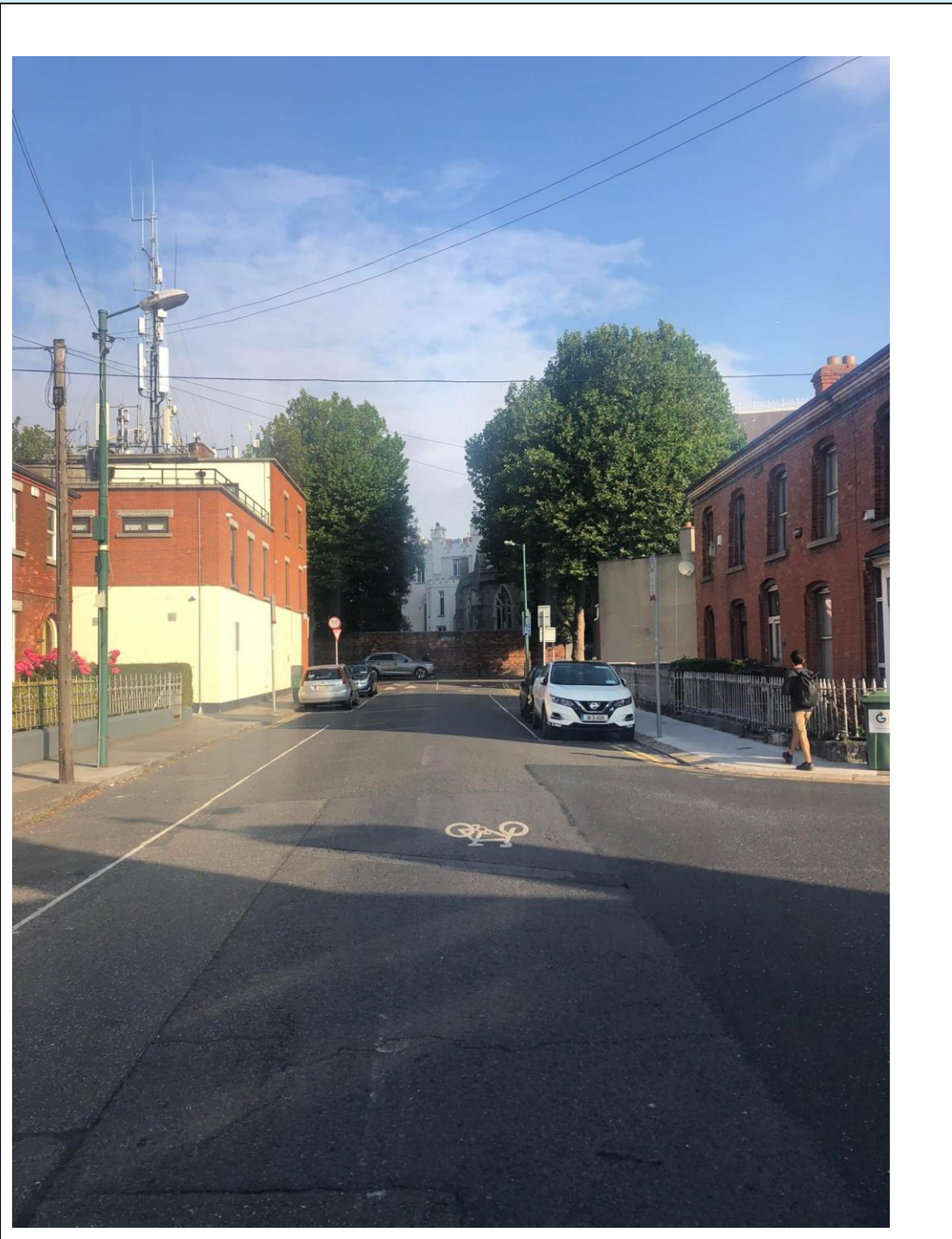
5. Grounds

area, bars, garages and other businesses. Lorries and tow trucks are already struggling to fit through this junction and instead opt to use the Phibsborough road entrance as its larger. With the proposed changes many locals from Phibsborough, Cabra, Sotneybatter, Smithfield and north circular road will all be forced onto the St. Peters church junction which in its current state is not safe for such a large amount of traffic. I foresee a situation where a large majority of road users heading north on Phibsborough road towards Finglas/Glasnevin direction will use Avondale road as a bypass for the St. Peters junction & north circular road junction as this is what I would personally do too. With these changes there will be an increase in traffic using the road as a bypass as it will allow them to turn onto Avondale road and then north on Phibsborough road. As mentioned before the Avondale road & north circular road junction CANNOT handle this increase in traffic and will be unusable by traffic. I don't see this as a safe solution and will increase the traffic at this junction as well as becoming a hotspot for traffic accidents due to impatience. The general push of all traffic towards the St Peters church junction puzzles me as Phibsborough road and north circular road at their current state are already overloaded and I can't see how any infrastructure changes to the junction would allow for additional traffic (heading from Cabra to do a U turn onto North Circular road due to the closing of Charleville road) as well as the increase of traffic heading towards the inner city due to the changes to Phibsborough road junction. Apart from being unsafe and huge risk for increasing traffic accidents in the area due to stressful traffic situations caused by infrastructure. I think the blunt approach of a NO entry from Phibsborough road and no exit southward onto Phibsborough road from Monck pl is not a creative and well thought out solution. I think there are better ways to solve the traffic quantity through Avondale road and a community hearing would aid in this. Apart from the

5. Grounds

serious concerns mentioned above these implementations would also inconvenience myself and others in my area (majority of Nortons Avenue) as access to the city center and out of the city center would become a logistical nightmare. I carry out a bi-weekly shop for my mother who doesn't have the mobility to carry heavy and bulky goods and with these changes a 10minute drive to the shop and back can easily grow into a 1 hour or longer journey. The detours will not only affect me financially (increasing in fuel prices) but as someone who uses alternative transport (mainly cycling) where possible, my carbon footprint will have a dramatic increase. A trip out of the city for a breath of fresh air (not accessible by bus/bike or other means due to family mobility issues) will mean significant travel time in and out of the area. I believe that as residence in Dublin city center we profit greatly from the vibrant area with great places for leisure, community and access to many of the facilities easily. However, along with the benefits we should also expect and accept the negative that come with living in the city center of the country's capital such as a flow of cars through the area, noise and people. Avondale Road is not plagued with traffic or with cars speeding up and down the road but with the proposed changes I can see how impatient and rule breaking drivers may degrade the quality of life for the community.

5. Grounds



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.

For Office Use Only

FEM – Received		SIDS – Processed	
Initials		Initials	
Date		Date	

Notes