

22 Park Road  
Navan Road  
Dublin 7  
D07 ET38

An Bord Pleanála  
(Strategic Infrastructure Division)  
64, Marlborough Street  
DUBLIN 1. D01 V902

29 August 2022.

**Ref No. ABP 313892 Blanchardstown to City Core Bus Corridor.** Strategic Roads Infrastructure Project.

Dear Sir,

I support the National Transport Authority (NTA) Core Bus Corridor (CBC) Project in having a modern and efficient transport system but object to aspects which negatively affect the community on the Navan Road.

Due to Covid-19, I attended the one public meeting held by the Navan Road Community Council on 16 August 2022. This was very well attended with most people only then realising the negative implications of the proposed project. The consultation period was very short, and held in summer when most people are on holiday and the fact that it was online has disenfranchised all the residents not on the internet.

#### **TREES:**

My main concern is the proposed removal of at least 150 trees, mostly mature, which will have a negative effect on the environment and the health of the community. There are also unquantified numbers of woodland trees to be removed. SUGGESTION: There is already a bus and cycle lane from Halfway House to Cabra Cross which could be upgraded, without the need for removing the trees. In the opposite direction, there is a small section of road from Cabra Cross to the Halfway House where there is no bus lane. With the proposed traffic lights at junctions and with signalling prioritising buses, the existing bus and cycle lane should be upgraded without the need to remove mature trees. All tree planning to be shown clearly on a plan before ABP grants permission for any core bus corridor works to commence.

The developer should be required, by ABP condition attaching to any grant of permission, to replace any trees removed with equivalent semi-mature trees of similar species in the nearest proximate location as a matter of planning policy and to relocate utilities, where necessary, to facilitate that planning. There is an opportunity to replant street trees in properly constructed tree pits that will still allow for the provision of cycle, public transport, and car lanes. The technology for this is available in other countries, e.g., Denmark, France, Germany, Britain and indeed in Ireland. These large tree pits (and they will have to be large) will be constructed to current European standards, where it has been possible to plant trees in particularly challenging locations. There are a few examples in the Navan Road itself, of street trees that were previously planted into restricted tree pit sizes in pedestrian paths that have not grown properly as a result. What we need is a recognized standard for tree pits to be used in the replanting of new street trees. This will include proper structural soil growing media for the tree roots, and protection for the hard surface above the root areas.

#### **ROUNDAABOUT AT HALFWAY HOUSE:**

This should be retained as it is both visually and environmentally important. It provides a buffer between the county and the city and acts as an entrance into a residential area. Importantly it slows down traffic.

## **CPO GARDENS:**

Residents to have their gardens restored correctly e.g. NTA to build walls, plant and maintain trees (suitable for front gardens) for a couple of years, according to residents wishes. The boundary walls of the front gardens should be reinstated to a high standard and using the same palette of materials as had been included previously during the construction of the houses. In addition, the disturbed garden areas should be reinstated by a reputable landscape firm under the supervision of the NTA.

## **NOISE POLLUTION:**

The shortening of gardens and the removal of trees will have a detrimental effect on residents resulting in more noise day and at night as well with the proposed new night bus services. Their homes will need to be insulated against the noise and this will require the NTA to instal triple glazing where required.

## **ROADS & TRAFFIC:**

The proposed bus gate on Old Cabra Road will have a negative effect on nearby narrow roads Blackhorse Avenue, Baggot Road, Nephin Road, Skreen Road forcing motorists to take short cuts onto and from Blackhorse Avenue with resulting congestion. Blackhorse Avenue has been partially upgraded over the past few years. But there are still very narrow and dangerous sections. The entire length of Blackhorse Avenue needs to be upgraded.

New Cabra Road is already congested with traffic stopped on a daily basis from the 17 Shops to Phibsboro. And in the opposite direction the same delays occur. The proposal to introduce a right turn onto the NCR AT St Peter's Church will add to delays.

## **PARK & RIDE:**

There is no plan to ensure that the existing park and ride facilities are utilised properly. SUGGESTION: More park and ride facilities are needed with regular shuttle connections to train stations and bus services. These need to be maintained properly and this will entice people to give up driving into the city.

There is no plan to reduce vehicular traffic which is currently impacting on the air quality, noise and safety of pedestrians. SUGGESTIONS: as in other European cities e.g. A toll to enter Dublin City. Abandon free parking spaces for civil servants and other workers who do not need a car to carry out their jobs. Number plate alternatives to be looked at. Ban on one-person occupied cars entering the city.

## **BICYCLE STANDS:**

The proposed Bicycle Stands along Navan Road from Parkway to NCR need to be re-examined. They are too close to the bus stops and areas where elderly, infirmed, wheelchair, blind and impaired people use the bus service

## **NAVAN ROAD ISLAND BUS STOP:**

The proposed Island Bus Stops along Navan Road from Parkway to NCR is also a hazard for disabled people who will have to pass through the cycle lane making it dangerous and harder to see an oncoming bike or scooter. The rights of people with disabilities need to be considered.

## **UTILITIES INCLUDING NATURAL GAS:**

By 2050 there will be no natural gas use by residential consumers in Ireland, so the gas network has a maximum remaining life of 27years. New trees will have a life of several hundred years, long after natural gas is no longer a fuel option in this area. It is therefore more important to get the trees in the right location, or keep them in their current locations, and divert the utilities locally. ABP should insist on local diversion of utilities to facilitate tree planting or retention of trees where a single utility is involved, especially where that is utility is limited life natural gas. Redundant utilities should, therefore, not be allowed to determine where Ireland makes long-term investments in necessary green infrastructure.

**CORE BUS CORRIDOR AND DART + Maynooth electrification/to close all level crossings from Ashtown to Maynooth, both under NTA.**

It is unclear as to whether there is any communication / liaison between these 2 applicants on the effects on our area and the wider Dublin 15 area from both plans. There is a proposal to make Ashtown Road a cul de sac at the former level crossing, cutting off pedestrian communities on both sides, i.e, Ashtown/Navan Road areas and the new area of Pelletstown, with only a large footbridge to cross over. The car traffic to be directed into a tunnel under the Royal Canal, and the rail lines, coming out at Ashtown, directly unto the Navan Road at the current Halfway House roundabout site. Residents in Dublin 15 claim that road diversions have led to even more car traffic in their area and I am worried about the effect this will have on the Navan Road area.

**JUNCTIONS, TRAFFIC LIGHTS AND BUS STOPS location and capacity:**

Will need to be designed properly with safety a priority. There are numerous schools in the area that will be affected by these proposals:

- Parkway out from town. 1000 school children attending the new Edmund Rice school
- Ashtown Grove/Daughters of Charity, provide services to persons with intellectual disability using buses to bring clients on trips to Blanchardstown Centre
- Our Lady Help of Christians Church, 1700 school children attend surrounding schools
- Nephew Road. Declan's College Cabra, 650 school children attend

As this is a Strategic Roads Infrastructure project, I request that an Oral Hearing be held, as many of my neighbours have not had the opportunity to make observations, due to the time frame occurring in the summer holiday period.

I enclose the fee €50.00.

Yours sincerely,

*Colette Timmons*

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