

Submitted to Proposed Draft Variation No 6 of the Dublin City Development Plan 2016 - 2022: Marrowbone Lane (including DCC Depot lands), Dublin 8  
Submitted on 2018-12-10 18:24:37

### Introduction

#### 1 What is your name?

Name:  
Ms Nalin Nathan

#### 2 What is your email address?

Email:  
[REDACTED]

#### 3 What is your organisation?

Organisation:  
Resident on [REDACTED]

#### 4 Make a submission here

Make a submission:  
10th December, 2018

As a resident and owner of an apartment in [REDACTED] on [REDACTED], which sits in front of the current City Council Depot, I am strongly opposed to the creation of a 'Super' depot that is proposed to be built in the inner city by Dublin City Council Chief Executive, Owen Keegan.

There are several reasons for this:

- As a busy pedestrian conduit to different areas (Fatima Luas Stop, Rialto, Pimlico, Cork St etc) Marrowbone Lane's pedestrian paths are already quite narrow and cannot afford to have increased traffic as a result of a 'Super' depot.
- It is nonsensical to propose increasing traffic on an already heavily congested road, with large trucks already having to mount pavements just outside the current depot in order to pass oncoming vehicles. This will just create a 'super' block on the roads instead of opening up routes for pedestrians and traffic.
- As mentioned in the 2015 The Liberties Greening Strategy "With population densities as high as 18,000 per km<sup>2</sup> in places, the inner city has a social, economic, indeed moral claim for substantially greater 'green' investment."
- With only 0.7 sqm of quality public green space for each person in the Liberties, compared to an average of 49 sqm per person for Dublin city Council as a whole, the Council should stick to its original promise (as passed by motion in 2015) and provide to the 18,000+ residents of The Liberties, good quality, usable green space.
- A super depot should be placed in accessible outskirts locations for Council workers to access all parts of the city (such as the depot in the less congested Davitt Road in Goldenbridge). Placing it in the inner city centre does not make sense where areas are already heavily populated and heavily congested with traffic.
- Given the large population in the area, Dublin City Council has not noted the already existing noise pollution from 7am on weekdays AND Saturdays at the existing depot of reversing large vehicles, machinery, people shouting etc.

Owen Keegan has a duty first to the welfare of the thousands of residents and children of The Liberties to meet its greening strategy goals and housing. Proportionally, the impact of his proposal will affect thousands more people than just providing a solution to 'inefficient' smaller depots around the city. He will just have to find an alternative, more agreeable solution and a 'Super' depot may not be the answer.

Sincerely,

[REDACTED]

#### 5 Upload document image or link here

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Submission opposing the Draft Variation No 6 of the Dublin City Development Plan 2016 - 2022 Marrowbone Lane.docx was uploaded