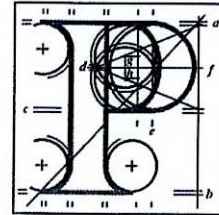


**Our Case Number:** ABP-313509-22

**Your Reference:** Elmpark Green Development



**An  
Bord  
Pleanála**

Patrick Raggett  
O'Connor Sutton Cronin and Associates  
9 Prussia Street  
Dublin 7  
Dublin 7

**Date:** 10 July 2023

**Re:** BusConnects Belfield/Blackrock to City Centre Core Bus Corridor Scheme  
Co. Dublin

Dear Sir,

An Bord Pleanála has received your recent submission in relation to the above mentioned proposed development and will take it into consideration in its determination of the matter.

Please note that the proposed development shall not be carried out unless the Board has approved it with or without modifications.

If you have any queries in relation to the matter please contact the undersigned officer of the Board. Please quote the above mentioned An Bord Pleanála reference number in any correspondence or telephone contact with the Board.

Yours faithfully,

  
Sarah Caulfield  
Executive Officer  
Direct Line: 01-8737287

AA02

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<b>Glaó Áitiúil</b>	<b>LoCall</b>	1800 275 175
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<b>Láithreán Gréasáin</b>	<b>Website</b>	<a href="http://www.pleanala.ie">www.pleanala.ie</a>
<b>Ríomhphost</b>	<b>Email</b>	<a href="mailto:bord@pleanala.ie">bord@pleanala.ie</a>

64 Sráid Maoilbhríde	64 Marlborough Street
Baile Átha Cliath 1	Dublin 1
D01 V902	D01 V902

An Bord Pleanála  
Strategic Infrastructure Division  
64 Marlborough Street  
Dublin 1  
D01 V902

5<sup>th</sup> July 2023

A-PR

PROJECT NO. C1030

**AN BORD PLEANÁLA**

LDG-

ABP-

313509-22

06 JUL 2023

Fee: €

Type:

Time: 10AM

By: HAD



**OCSC**

O'CONNOR | SUTTON | CRONIN

Multidisciplinary  
Consulting Engineers

**RE: SUBMISSION ON BEHALF OF THE DAVY PLATFORM ICAV  
ACTING ON BEHALF OF ITS SUB FUND ELM REAL ESTATE  
INVESTMENTS REGARDING BUSCONNECTS BELFIELD/BLACKROCK  
TO CITY CENTRE CORE BUS CORRIDOR SCHEME PLANNING  
APPLICATION (ABP-313509-22) AND COMPULSORY PURCHASE  
ORDER AT ELM PARK GREEN (PLOT LIST: 1042(1).1E) (ABP-313565-22)**

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Dear Sir/Madam,

O'Connor Sutton Cronin & Associates (OCSC) have prepared this response on behalf of The Davy Platform ICAV acting on behalf of its sub fund Elm Real Estate Investments with respect to the following:

- BusConnects Belfield/Blackrock to City Centre Core Bus Corridor Scheme Co. Dublin (ABP-313509-22)
- Belfield/Blackrock to City Centre Core Bus Corridor Scheme, Compulsory Purchase Order 2022 Co. Dublin (ABP-313565-22)

Specifically, this letter relates to the responses submitted by the National Transport Authority (NTA) to our original submissions. It is noted that the NTA responses to each respective case submission are identical. As a result, this single, consolidated response refers to both cases as appropriate.

### **CPO of Elmpark Green Lands**

The NTA note in their submission that the extent of lands identified for CPO have been carefully considered and includes areas that will require ongoing maintenance by the NTA/Local Authority, referencing specifically at this location items including traffic signal infrastructure, SUDS measures and public lighting columns. The NTA go on to acknowledge that the landscape design is sympathetic to the existing design and maintenance agreements can be included as part of the CPO process when consultation will take place to agree reinstatement works.

In our original submissions we questioned why a permanent CPO was required at the entrance of Elm Park Green and particularly for the area to the southeast of the junction which is proposed as soft landscaping only. We do not believe the NTA response provides a cogent justification for requesting a permanent



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CPO at this location based on the design information available. The existing junction layout has operated successfully for many years without a requirement for a permanent CPO. As such, it is difficult to appreciate why the limited works proposed at this location requires the existing ownership arrangements to be changed to the extent proposed.

In this regard, our original submission ultimately noted that the specific request in our original submission focussed on the portion of proposed landscape area to the southeast of the junction and requested that this be subject to a temporary CPO only. This will facilitate construction works as required but revert back to part of the Elmpark Green Development once complete. For clarity, this area is indicatively highlighted by the blue cloud on the BusConnects General Arrangement Layout following.



**Figure 1: Extract of Proposed BusConnects Layout Highlighted Section of Land Requested to be Subject to Temporary CPO Only**

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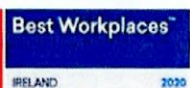
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This area is of key importance to the Elmpark Green Development, acting as its sole entrance and playing a key role in its public frontage and branding as a high quality, commercial and residential development.

With respect to the infrastructure highlighted in the NTA submission, OCSC refer to the following drawings extracts from respective drawing sets and how the design relates to the landscaped area in question.



**Figure 2: Extract from Proposed Traffic Signal Design Layout  
(BCIDC-ARP-TSM SJ-1415 XX 00-DR-TR-0012)**

As can be seen, the area in question is almost entirely free of proposed traffic signal infrastructure with the exception of a single CCTV pole and camera which is located immediately adjacent the back of footpath which would easily be accommodated without need to permanently CPO the entire area highlighted.

Induction loops are not shown but would be located in the carriageway exclusively while ducting would be expected to be confined to the footpaths so



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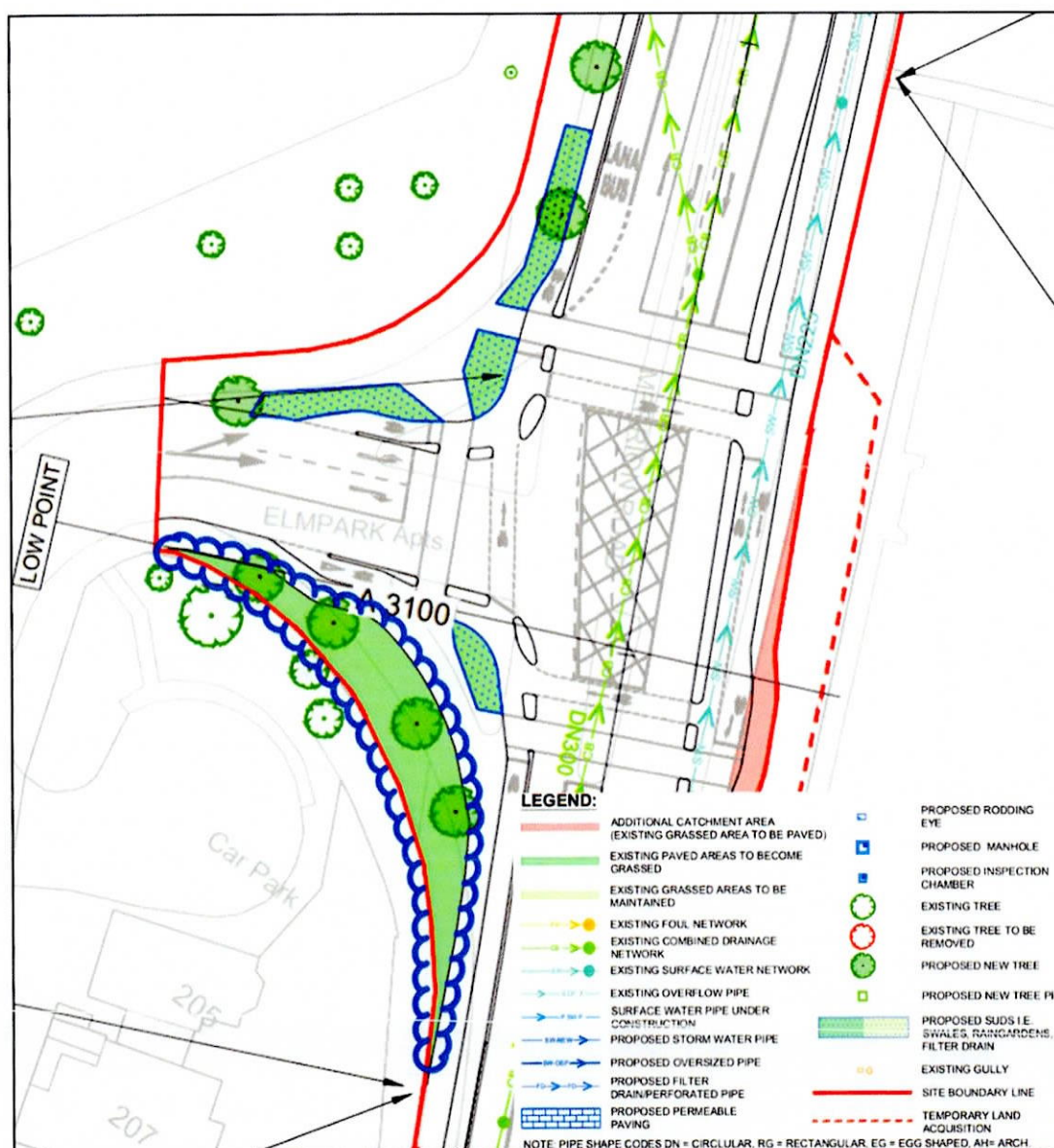


Figure 3: Extract from Proposed Surface Water and SUDS Design Layout  
(BC/DC-ARP-DNG RD-1415 XX 00-DR-CD-0009)



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As can be seen above, there is no proposed surface water or SUDS infrastructure proposed in the landscaped area in question.

On this basis, it is considered that no permanent CPO of this area is required to facilitate surface water infrastructure.



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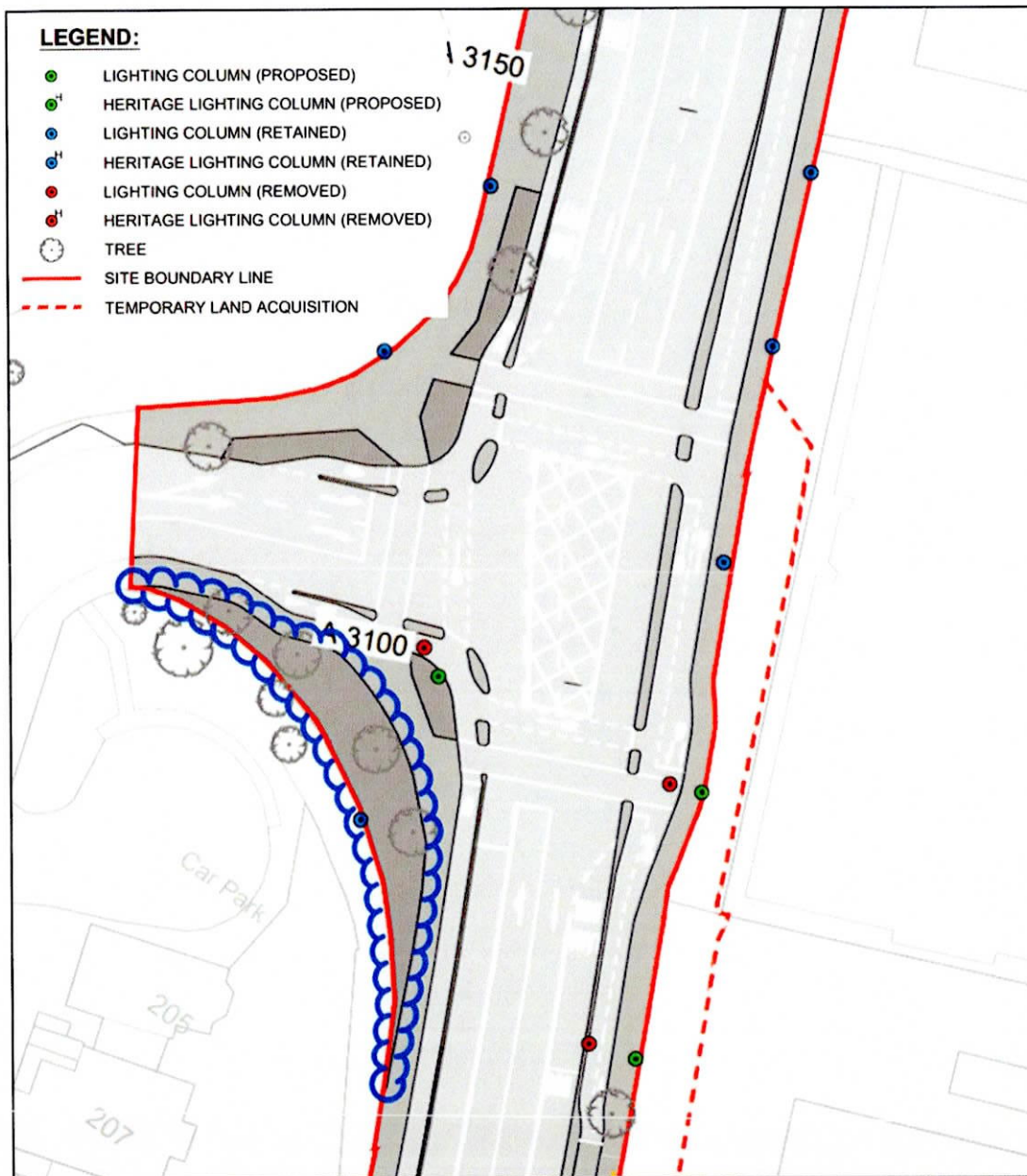
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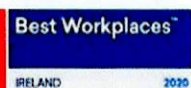
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**Figure 4: Extract from Proposed Public Lighting Design Layout  
(BCIDC-ARP-LHT RL-1415 XX 00-DR-EO-0009)**

The drawing notes that only a single public lighting is proposed in the landscape area in question. This is an existing column which is to be retained



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in its current position, at the back of existing footpath. The drawing also notes that "lighting column locations are indicative".

As can be seen, all other lighting columns are to be located at updated back of footpath locations which is the standard to ensure appropriate effectiveness and ease of access for maintenance. It is considered extremely unlikely that the lighting column indicated in this landscaped area, remote from the footpath and road it is to light, will ultimately be constructed in this location. Instead, it is expected to be more appropriately moved to the revised back of footpath proposed. This can again be easily accommodated in a similar manner to that suggested for the proposed CCTV camera in this area without the need for the permanent CPO of the entirety of this portion of the lands.

On this basis, having considered the proposed design information submitted as part of this application, it is again requested that the landscaped area to the southwest of the junction be subject to a temporary CPO order only to facilitate construction and that the permanent extent of CPO lands be limited to areas where permanent infrastructure is indicated and realistically expected to be located.

### **Traffic Impact**

It is stressed that the Elmpark Green Development is fully supportive of the BusConnects project and its objectives with respect to improving accessibility by sustainable means. It is equally understood that the reallocation of road space and improvement of environment for pedestrians and cyclists will result in a negative impact on car traffic. However, access by vehicle to the Elmpark Green Development is still a critical requirement to its ongoing viability and for existing residents and workers at the site.

The NTA submission has noted the benefits provided from the perspective of bus travel and acknowledges the traffic capacity issues created as a result. While it is not suggested that the latter is reason to prevent the delivery of such critical infrastructure, it is requested that the signal plans put in operation at the revised junctions be required, through appropriate condition, to give sufficient consideration to the operation of the Elmpark Green Development. This is to avoid any disproportional impact on its operation and the potential creation of a traffic hazard as outlined in our original submission.



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## Construction Access

The NTA acknowledge the disruption that will be caused to access as part of the construction process but give a commitment that "access and egress will be maintained at all times" to affected properties.

This commitment is welcomed and it is requested that this is appropriately reflected in the planning conditions should permission for the proposed works be granted.

We trust the above is in order, however, should you have any queries please do not hesitate to contact the undersigned.

Yours sincerely,



Patrick Raggett  
For O'Connor Sutton Cronin



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