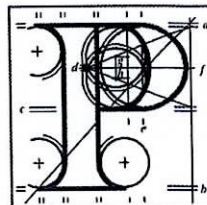


Our Case Number: ABP-316828-23

Planning Authority Reference Number:

Your Reference: AA Tyremaster Limited & Others



**An
Bord
Pleanála**

William Doran
Planning and Project Management Consultant
7 St. Mary's Road
Ballsbridge
Dublin 4

Date: 14 July 2023

Re: Tallaght/Clondalkin to City Centre BusConnect Core Bus Corridor Scheme.
Tallaght/Clondalkin to Dublin City.

Dear Sir / Madam,

An Bord Pleanála has received your recent submission in relation to the above-mentioned proposed road development and will take it into consideration in its determination of the matter. Please accept this letter as a receipt for the fee of €50 that you have paid.

Please note that the proposed road development shall not be carried out unless the Board has approved it or approved it with modifications.

The Board has also received an application for confirmation of a compulsory purchase order which relates to this proposed road development. The Board has absolute discretion to hold an oral hearing in respect of any application before it, in accordance with section 218 of the Planning and Development Act 2000, as amended. Accordingly, the Board will inform you in due course on this matter. The Board shall also make a decision on both applications at the same time.

If you have any queries in relation to this 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.

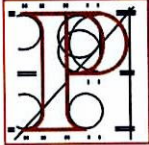
Yours faithfully,

Niamh Thornton
Executive Officer
Direct Line: 01-8737247

HA02A

Tel	Tel	(01) 858 8100
Glaó Áitiúil	LoCall	1890 275 175
Facs	Fax	(01) 872 2684
Láithreán Gréasáin	Website	www.pleanala.ie
Ríomhphost	Email	bord@pleanala.ie

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



An
Bord
Pleanála

SID Online Observation

Online Reference

SID-OBS-000941

Online Observation Details

Contact Name
William Doran

Lodgement Date
03/07/2023 16:36:08

Case Number / Description
TALLAGHT / CLONDALKIN TO CITY CENTRE CORE BUS CORRIDOR SCHEME Observation
316828 & CPO Objection 317070

Payment Details

Payment Method
Online Payment

Cardholder Name
William Doran

Payment Amount
€50.00

Fee Refund Requisition

Please Arrange a Refund of Fee of

€

Lodgement No

LDG—

Reason for Refund

Documents Returned to Observer

Yes No

Request Emailed to Senior Executive Officer for Approval

Yes No

Signed

EO

Date

Finance Section

Payment Reference

ch_3NPonMB1CW0EN5FC0zcZW0W7

Checked Against Fee Income Online

EO/AA (Accounts Section)

Amount

€

Refund Date

Authorised By (1)

SEO (Finance)

Authorised By (2)

Chief Officer/Director of Corporate Affairs/SAO/Board
Member

Date

Date

William Doran (Tech)

**Planning and Project Management Consultant,
Land and Property Surveys
Registry of Deeds and Land Registry Mapping Specialist
Fire Safety & Disability Access Consultant**

**7, St. Mary's Road,
Ballsbridge,
Dublin 4
Ph 0872511579 - 016630288
Email: bill@billdoran.net**

**An Bord Pleanála (Strategic Infrastructure Division),
64 Marlborough Street,
Dublin 1,
D01 V902**

30th June 2023.

JN: 7016

**Re: TALLAGHT / CLONDALKIN TO CITY CENTRE CORE BUS CORRIDOR
SCHEME 316828 & 317070 CPO.**

The construction of the Tallaght / Clondalkin to City Centre Core Bus Corridor Scheme, which has an overall length of approximately 15.5km from end to end with an additional offline cycling facility approximately 3.9km in length consisting of two sections, namely the Tallaght to City Centre section and the Clondalkin to Drimnagh section. The Tallaght to City Centre section is routed along Belgard Square West, Belgard Square North, Belgard Square East, Blessington Road, Main Road, Old Greenhills Road to the junction of Greenhills Road and Bancroft Park. From here the Proposed Scheme is routed along the R819 Greenhills Road to Walkinstown Roundabout via new link roads; in the green area to the east of Birchview Avenue/Treepark Road; in the green area to the south of Ballymount Avenue, and in the green area to the east of Calmount Road. From Walkinstown Roundabout the main Core Bus Corridor is routed along the R819 Walkinstown Road to the junction with R110 Long Mile Road and Drimnagh Road. The Clondalkin to Drimnagh section commences at this junction and the Proposed Scheme is routed along the R110 to the junction of Dean Street and Patrick Street via Drimnagh Road, Crumlin Road, Dolphins Barn, Cork Street, St Luke's Avenue and Dean St. From here the Proposed Scheme is routed along the R137 via Patrick Street to the junction at Winetavern Street and Christchurch Place where the Proposed Scheme terminates within the City Centre. The Clondalkin to Drimnagh section is routed along the R134 New Nangor Road, R810 Naas Road, R112 Walkinstown Avenue, and the R110 Long Mile Road to the junction of Walkinstown Road and Drimnagh Road, where it will join the Tallaght to City Centre section of the Proposed Scheme. The Proposed Scheme includes an offline cycle facility between Walkinstown Roundabout and Parnell Road (Grand Canal) which provides a more direct route towards the city via Bunting Road, Kildare Road and Clogher Road, all in the County of Dublin and within the South Dublin County Council (SDCC) and Dublin City Council (DCC) administrative areas, comprising inter alia: • 29.2 km (two-way) of bus priority infrastructure and traffic management; • 38.5 km (total both directions) of cycling

infrastructure and facilities; • A new bus interchange at Tallaght; • Two new pedestrian/cyclist bridges over the M50 adjacent to the Greenhills Road overbridge; • Five new pedestrian/cyclist bridges over the New Nangor Road / Naas Road / Long Mile Road junction; • Provision of new/refurbished pedestrian facilities and footpaths along the scheme and associated ancillary works; • Provision of 59 junction upgrades and associated ancillary works; • Provision of 64 new/refurbished raised table side entry facilities; • Reconfiguration of existing bus stops resulting in 19 new bus stops and 64 number new bus stop facilities; • Public Realm works including landscaping, planting, street furniture, street lighting, retaining walls, boundary walls and sustainable urban drainage (SUDs) measures; • Roads associated earthworks including excavation of unacceptable material, importation of material, temporary storage of materials; • Provision of road pavement, signing, lining and ancillary works; • Provision of gates, fencing and boundary treatment works; • Provision of new and diverted drainage infrastructure; • Diversion of utilities and services including associated ancillary works; and • Construction of accommodation works including boundary treatment and ancillary grading and landscaping works; together with all ancillary and consequential works associated therewith.

Dear Sir,

I am instructed by.

AA Tyremaster Limited (271064)
Havenglade Limited (637561)
Bloomfield Motor Company Limited (622388)
The City Bin Company (255472)
All at Greenhills Road, Dublin 12 D12 TKK6 & D12 CC8K. (Site 1)
&
Ravensburg Company (141298)
Concrete Pumping Limited (391555)
Greenhills Road, Dublin 12 D12 KC53 (Site 2)

to lodge an objection/observation in relation to the Tallaght / Clondalkin to City Centre Core Bus Corridor Scheme (316828) as set out in the public notice described above, and to lodge an objection against the compulsory purchase Order (317070) of part of the land contained in Folio DN5314F.

I attach the appropriate fee of €50.

ZONING:

In the South Dublin County Council Development Plan 2022-2028, my client's properties (Sites 1 & 2) on the Greenhills Road, are zoned REGEN "*To facilitate enterprise and/or residential-led regeneration subject to a development framework or plan for the area incorporating phasing and infrastructure delivery*".

EXISTING CURRENT LAND USE:

The existing land use on Site 1 is warehouse, wholesale and retail tyre sales and fitting, and car sales, servicing, and repair.

The existing land use on site 2 is a concrete pump facility and depot.

Both uses are long established and historic.

SITE 1 ACCESS:

Access to Site 1 is off the Greenhills Road circa 0.75km from the Walkinstown roundabout. The site has a high profile and brand visibility and relies very heavily on brand recognition and passing trade to maintain sustainable businesses.

SITE ACCESS 2:

Access to Site 2 is off the Greenhills Road circa 0.53km from the Walkinstown roundabout, and daily access to the roundabout is important for attending sites throughout the country and city.

The subject proposed road alterations, particularly the turning of the portion of Greenhills Road into a cul de sac will impact on the viability of all the businesses at these locations.

PROPOSED TURNING GREENHILLS ROAD INTO A CUL DE SAC:

The proposed closing the Greenhills Road between by client's property and the Walkinstown Roundabout and consequently placing my client's property at or near the end of a cul de sac will impact on my client's ability to make a living and cause a loss and devalue their properties for the current and future developments.

In addition they will suffer a loss of amenity and will be placed at a disadvantage in any future planning application for upgrading and/or extending their premises or for a change of use.

WALKINSTOWN ROUNDABOUT:

The Walkinstown Roundabout is a central distribution hub in the existing and proposed traffic distribution in the area and further afield.

Walkinstown Roundabout serves the R112 (St Peter's Road & Walkinstown Avenue), R818 (Cromwellsfort Road), R819 (Greenhills Road & Walkinstown Road) and Ballymount Road Lower, which together make up three regional distributor roads and one local distributor road, access to which are important elements in my client's businesses.

The Walkinstown roundabout, at certain times of the day becomes overloaded and the consequent tailback can impact from Terenure to the Long Mile Road and from Crumlin to Tymon Park and beyond.

PROPOSED CALMONT ROAD EXTENSION:

This scheme proposes to extend the Calmont Road to Greenhills Road and thence to the Walkinstown Roundabout.

It is proposed to close the Greenhills Road to through traffic at a point circa 0.44km from the Walkinstown roundabout.

This would leave my clients cut-off from through traffic and passing trade and render their businesses unsustainable.

The closing of the Greenhills Road will transfer the substantial traffic flow it currently takes onto the new extended Calmount Road, together with the additional traffic which will be attracted to the extended Calmount Road from the existing sub-standard road network in the hinterland area.

I suggest the extended Calmount Road with a bus/cycle lane and a single carriageway each way for other traffic, will be oversaturated from the outset and will exacerbate rather than cure traffic problems in the area.

A prudent solution which would not impact on the proposed road scheme and would make use of the Greenhill Road asset would be to allow Greenhills Road to continue two-way with a slip road access travelling from the Walkinstown Roundabout end and a stop sign on the Greenhills Road travelling towards the Walkinstown Roundabout.

This would have the benefit of easing the traffic burden on the Calmount Road and capitalising on the Greenhills Road as a traffic alleviation asset in the area and aiding the sustainability of businesses on the Greenhills Road, in the interest of the proper planning and sustainable development of the area.

In addition it would not leave my clients at the end of a cul de sac, locked in and surrounded by traffic jams, on a regular basis on the revised road network.

COMPULSORY PURCHASE OF LAND:

It is plain a portion of Land Registry Folio DN5314F will be required to complete the proposed scheme the subject of this objection. It is part of the plot described and illustrated in the public notice as part of 1057 (1).1i in Schedule Part I (See attached drawing 15 of 39 (0809-DM-0015) & drawing 17 of 56 (BCIDA-ACM_GEO_GA-0809_XX_00-DR-CR-0017) marked up with the approximate part of Folio DN5314F outlined in red. One of my client's, the owner of that Folio objects to the compulsory acquisition of the subject portion of that folio.

CONCLUSION:

Based on the foregoing on behalf of my clients I object to the unnecessary proposed closing of the Greenhills Road at circa 0.44km from the Walkinstown Roundabout, and to the proposed compulsory purchase of a portion of Folio DN 5314F.

Yours Faithfully

A handwritten signature in black ink, appearing to read 'William Doran', with a long horizontal flourish extending to the right.

William Doran



View of Tyremaster and Bloomfield car sales & visible signage profile



710800_730416

O.S. Ref:
3327-13
3327-14

Legend:

- LANDS BEING PERMANENTLY ACQUIRED - SCHEDULE PART I (Shaded in Grey)
- LANDS BEING TEMPORARILY ACQUIRED - SCHEDULE PART II (Shaded in Grey)
- Public rights of way to be extinguished listed in the SCHEDULE PART III (Section A)
- Public rights of way to be restricted or otherwise interfered with listed in the SCHEDULE PART III (Section B)
- Private rights to be acquired listed in the SCHEDULE PART IV (Section A)
- Private rights to be restricted or otherwise interfered with listed in the SCHEDULE PART IV (Section B)
- Private rights to be temporarily restricted or otherwise interfered with listed in the SCHEDULE PART IV (Section C)

Present when the seal of National Transport Authority was affixed here to
This _____ Day of _____ 2023

Number of the Authority



National Transport Authority
Údarás Náisiúnta Iompair
National Transport Authority

**Tallaght/Clonsilla to City Centre
Core Bus Corridor Scheme
Compulsory Purchase Order 2023**

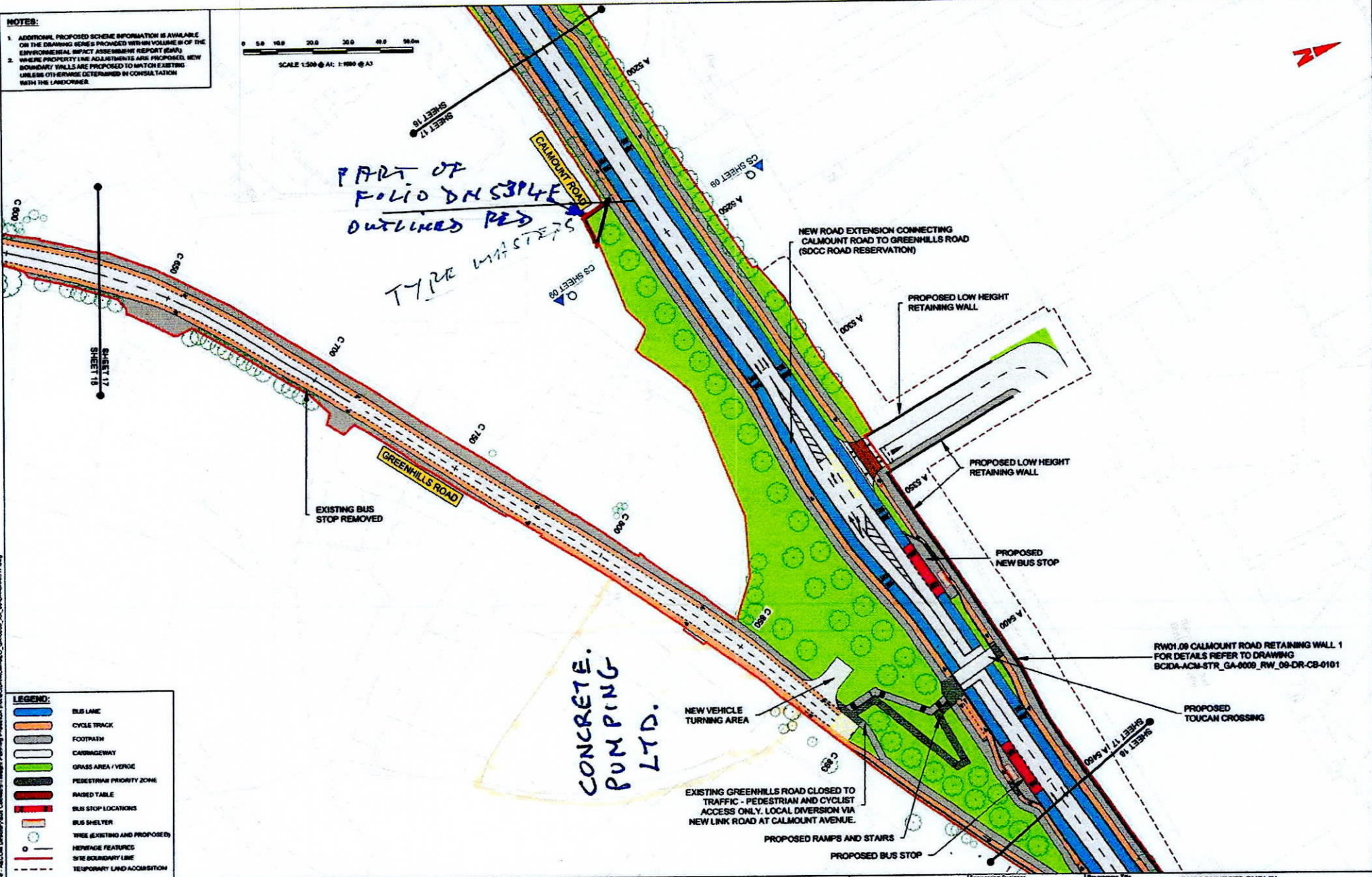
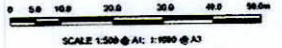
Sheet 15 of 39
Land Acquisition Map

Ref.	Date	Description	Appr.
M01	21/04/23	ISSUED FOR PLANNING APPLICATION	CA

Lands to be Compulsorily Acquired Deposit Map Sheet 15 of 39			
Created: AFD	File Name: SICM-CPD.PDF_8-8608_01_00-00-00-005	Drawing No.	Rev.
Checked: AFD	Scale: 1:500 (A1)	0000-00-0015	M01
Approved: CA	Date: 21/04/23		

NOTES:

1. ADDITIONAL PROPOSED SCHEME INFORMATION IS AVAILABLE ON THE DRAWING SHEETS PROVIDED WITH VOLUME 8 OF THE ENVIRONMENTAL IMPACT ASSESSMENT REPORT (EIA).
2. WHERE PROPERTY LINE ADJUSTMENTS ARE PROPOSED, NEW BOUNDARY WALLS ARE PROPOSED TO MATCH EXISTING UNLESS OTHERWISE DETERMINED IN CONSULTATION WITH THE LANDOWNER.



LEGEND:

	BUS LANE
	CYCLE TRACK
	FOOTPATH
	CARRIAGEWAY
	GRASS AREA / VERGE
	PEDESTRIAN PRIORITY ZONE
	RAISED TABLE
	BUS STOP LOCATIONS
	BUS SHELTER
	WALLS (EXISTING AND PROPOSED)
	NEW/DATE FEATURES
	SITE BOUNDARY LINE
	TEMPORARY LAND ACQUISITION

Disclaimer:

The drawings are the property of the Client. The Client shall be responsible for the accuracy of the data provided to the Designer. The Designer shall not be responsible for any errors or omissions in the drawings or for any damage or loss resulting from the use of the drawings. The Designer shall not be responsible for any delay or interruption of the project caused by the Client or any third party. The Designer shall not be responsible for any change in the requirements or specifications of the project. The Designer shall not be responsible for any cost overruns or budget cuts. The Designer shall not be responsible for any legal or regulatory issues. The Designer shall not be responsible for any environmental or social impacts. The Designer shall not be responsible for any safety or health issues. The Designer shall not be responsible for any other risks or liabilities. The Designer shall not be responsible for any other matters. The Designer shall not be responsible for any other things. The Designer shall not be responsible for any other things.



Rev	Date	By	Chk'd	App'd	Description
001	21/03/23	SM	AD	CA	ISSUE FOR PHASE 4, PLANNING

NTA
"Oideán Náisiúnta Taispeánú"
NATIONAL TALENT AUTHORITY

AECOM **M** **M**
MOTT MACDONALD

Engineering Designer

Date: 21/03/23
Scale: 1:500 @ A1
1:1000 @ A3

Project Code: BCIDA
Originator Code: ACM
GIS Code: M

Drawn: M
Checked: M
Approved: M

Programme Title: **BUSCONNECTS DUBLIN CORE BUS CORRIDOR INFRASTRUCTURE WORKS**

Drawing Title: **TALLAGHT/CLONALMOR TO CITY CENTRE CORE BUS CORRIDOR SCHEME GENERAL ARRANGEMENT**

Drawing File Name: BCIDA-ACM-GEO_GA-0009_XI_09-DR-CR-0017	Sheet Number: 17 of 56	Status: A	Rev: M01
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