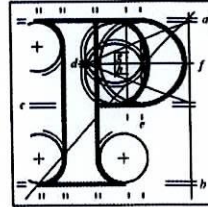


Our Case Number: ABP-316828-23

Planning Authority Reference Number:



**An
Bord
Pleanála**

Cllr. Teresa Costello
92 Castlepark
Tallaght
Dublin 24

Date: 19 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

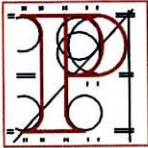
Teil
Glaó Áitiúil
Facs
Láithreán Gréasáin
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64 Sráid Maoilbhríde
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D01 V902

64 Marlborough Street
Dublin 1
D01 V902



An
Bord
Pleanála

SID Online Observation

Online Reference
SID-OBS-000947

Online Observation Details

Contact Name
Teresa Costello

Lodgement Date
04/07/2023 09:53:08

Case Number / Description
Tallaght & Clondalkin Route to
the City

Payment Details

Payment Method
Online Payment

Cardholder Name
Teresa Costello

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_3NQ4ytB1CW0EN5FC0RMhudeH

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

Formal Objection to National Transport Authority Application for Tallaght / Clondalkin to City Centre Core Bus Corridor Compulsory Purchase Order in Respect of Recreational Green Area at Bancroft Part Tallaght Dublin 24 & the latest Bus Connect route through Tallaght Village

I, Cllr. Teresa Costello of 92 Castlepark Tallaght Dublin 24, wish to support and align myself with the below objections and observation made by Tallaght Community Council and concerned local residents.

I agree with concerns and alternatives which have been outlined below.

Summary

Our objection rationale remains consistent, the wider community losses (public amenity space, parking and cúl de sac status) is not justified by the outlines “gains” for bus transport.

Bus Connect contains an analysis which shows this route is NOT the best option.

1. Bus Connect Analysis shows the village is NOT the best route.

BG1 and BG5 routes propose this dramatic alteration in the village layout, opening the cúl de sac and sacrificing the largest village public plaza plus over 20 parking spaces to create a very short bus lane that “gains very little in distance and time strategically.



BG2 Through TU Dublin



BG5 (Town Centre, Via Belgard Square East)

Table 6-1: Revised Options Assessment Section 1

| Assessment Criteria | BG1 | BG2 | BG3 | BG4 | BG5 |
|----------------------------------|--------|--------|--------|--------|--------|
| Economy | Red | Green | Green | Green | Red |
| Integration | Green | Orange | Red | Red | Green |
| Accessibility & Social Inclusion | Green | Green | Red | Orange | Green |
| Safety | Yellow | Yellow | Yellow | Yellow | Yellow |
| Environment | Orange | Green | Green | Red | Green |
| Overall Rating | Green | Green | Orange | Red | Green |

2. Loss of largest communal village plaza

Tallaght village has very little publicly owned open space to allow events, gathering, socialising.

SDCC created 3 pocket plaza in a series of Part 8s.

Bus Connect is proposing to permanently remove the largest at the end of the Old Greenhills Rd.

This plaza plays a pivotal role in public village festivals, such as Tallafest. Creating a reasonable, safe place to enjoy outdoor activities.





3. Loss of cúl de sac in the village

All the properties have enjoyed a low traffic environment for many years. Some cottages rely upon the onstreet parking as their only source of personal and visitor parking, home deliveries.

Opening this cup de sac will dramatically alter their day to day lives. Their properties will no longer be on a cúl de sac, but now a high frequency bus lane with 2 bus stops.



This cúl de sac is the site of family events in Tallagt village as the only public cúl de sac in the village.

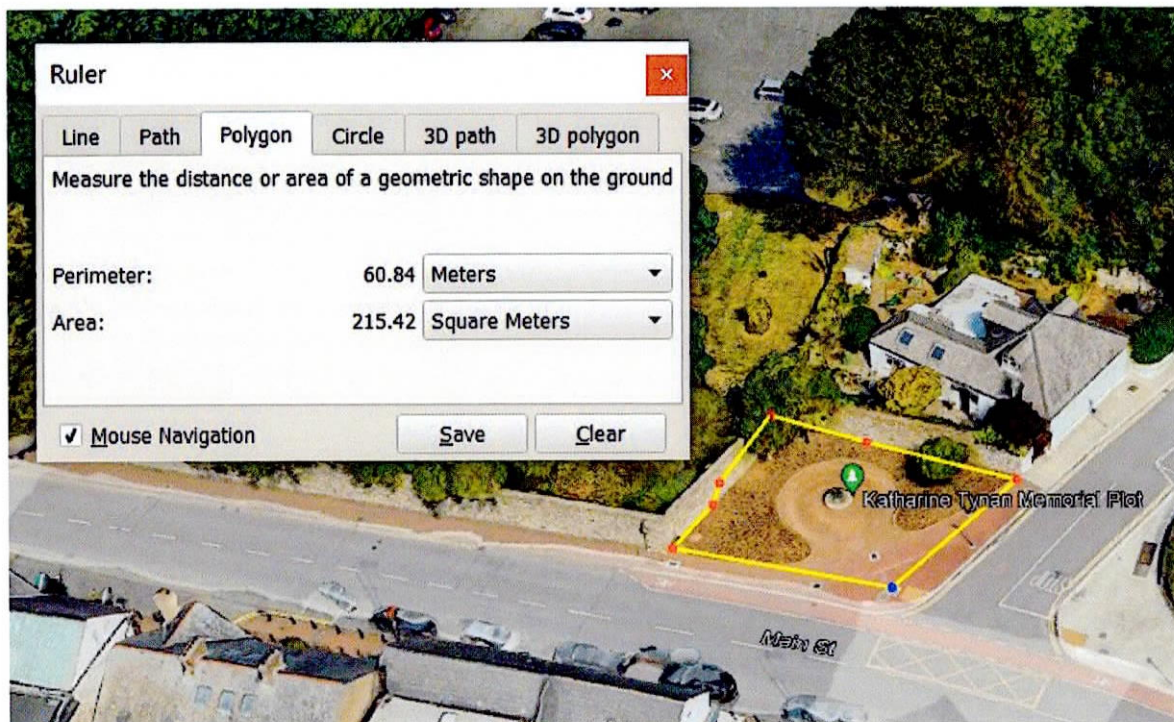


The small garden with the Dancers statue at the top of this cúl de sac is the site of the village Christmas Tree, where residents celebrate Christmas, safely outdoors each year.

This will be practically impossible with buses turning left on Main St into the Old Greenhills Rd.

This will deprive the community of an established community event every year.





4. Loss of over 20 onstreet car parking space (1 disabled space)

Residents rely on these for their sole source of secure parking for themselves and visitors.

Nearby offices and businesses (some high turn over eg barbers, suit hire) also rely on these adjacent spaces for their commercial viability.

This Bus Connect proposal undermines the residents and businesses access to reliable, cost effective parking.

5. Failure to adequately explore TUD Tallaght option

The Bus Connect report fails to include any real detail on why this route (only route with NO red scores) is not being explored further.

This TUD Tallaght option is the best in the analysis and means no community losses of amenity space or residents parking.

TUD Tallaght has a busy part time study programme.
These classes run until 9.30 pm nightly, so the campus is already open until 10 pm.

Facilitating a bus lane through the campus connect Belgard Rd to Greenhills Rd below Bancroft would not involve a massive change in campus opening times.

As in UCD campus, it works successfully elsewhere in Dublin. It could in fact enhance the vitality of the university campus and improve public transport links to it.

The college is publicly owned land.

This route is obviously the best option.

We strongly challenge the lack of detail and effort pursuing this option.

6. Tidy Towns strategic plans for this plaza

Tallaght village Tidy Towns have been reinvigorating Tallaght Main Street, Old Bawn Rd and Greenhills Rd plazas since 2022. This has involved celebrating Street Fest in one of the 3 community plazas in Tallaght village in 2023.

The cúl de sac and plaza are used for community festivals - Tallafest, Christmas tree lighting ceremony and other performances.
See photos.

Bus Connect positions the loss of the largest of the 3 public plazas in Tallaght village as “impacting 5 properties”. This is a massive understatement.

The loss of this public plaza will impact negatively on the community ability to socialise in Tallaght village in a meaningful way.

As part of the community regeneration of Tallaght village, public spaces are very limited and will be precious assets as the village lacks a public market square or village green in its geography, so the 3 plazas we have are valuable community assets for multi organised and informal community use for events, gathering and playing.

The 3 x plazas in Tallaght village are needed as communal areas for residents to use, particularly those in the hundreds of apartments who only have small balconies of outdoor space available to them.

The plaza on the Old Greenhills Road is one the Tidy Towns group wish to develop it to enable more communal uses as it benefits from day long sunshine, making it comfortable to use.

These community plans include public art, seating, more landscaping to support use by the school kids of St Marys to/from schools, parents dropping / collecting kids from school, apartment dwellers in Greenhills court, and students from Priory Youthreach plus the wider village community.

7. Loss of mature Trees

This route via the cúl de sac in Tallaght village will result in the direct loss of 9 mature trees.

This is not acceptable or in line with the SDCC Living with Trees policy.

This is not adequately scored on the route analysis.

8. Protected structures - The Priory Walls

The Priory walls are protected. These are not included in the analysis.

9. The strategic vacant site on Main St at junction with Greenhills Rd

This vacant site is not “under construction” as labelled in the Bus Connect report.

This site has not been assessed as an option in Bus Connect - missing a win win option for travel, community and a strategic brownfield vacant site.

This site has been left by the owners since the late 1990s. There have been no successful applications for development for this site. It is an awkward site for residential use, but could provide another solution for Bus Connect.

This site could allow Bus Connect create a bus only plaza, avoiding the main traffic lights.

It could carry two bus lanes, two bus stops abs even create a parklet.

This positive lane use would also solve the issue of a long term vacant site on Main St Tallaght village.



**FORMAL OBJECTION TO NATIONAL TRANSPORT AUTHORITY APPLICATION FOR FOR
TALLAGHT/CLONDALKIN TO CITY CENTRE CORE BUS CORRIDOR COMPULSORY PURCHASE
ORDER
IN RESPECT OF RECREATIONAL GREEN AREA AT BANCROFT PARK TALLAGHT DUBLIN 24**

To whom it may concern,

I, , strongly object to the acquisition of the green area, currently zoned recreational amenity space, on Bancroft Park by the National Transport Association for the facilitation and creation of a construction compound to enable works associated with the Bus Connects corridor on several grounds.

For wider context to this objection, the population of Bancroft Estate and Main Road Tallaght is a mix of both proud longstanding elderly residents and young families seeking to establish roots and build on the strong community already in existence in our area.

Bancroft residents have for decades tended to, and maintained this green space; which takes pride of place near the west entrance to the estate. At their own time and expense, residents have kept this community facility aesthetically pleasing for all who utilise it or enjoy its presence as a calming and pleasant visual amenity of which there is none other in the local Tallaght village.

The Green involved at the top of Bancroft Park has already lost a lot of itself when land was taken from the Green which used to go as far as St Basil's on the Old Greenhills Road. The portion of the green taken was used to build the very busy and very noisy new Greenhills Road which went into use about 2004. This means that the remaining Green is all the more important for us all. It helps to screen traffic, absorb pollutants and provides pleasure to the eye and the spirit. It is the only public open green area in the village. As well as being a pleasant amenity it also provides valuable soakage and drainage during wet spells or heavy rain. I object to its being taken over for a works compound.

Just this year a celebration of our community and those who have dedicated their lives to its improvement takes place on the green space on June 25th.

Conversion of the space for an industrial use would have an untold detrimental social impact especially on those for whom use and maintenance of the space is an incredibly valuable social outlet and a pleasing visual and natural presence in daily comings and goings. The proposed Compound would be sited at the junction of Bancroft Avenue and Bancroft Park a natural meeting point for residents from both these roads. Residents are unlikely to want to linger and chat as is the case at present if the works compound is beside them with portacabin offices and toilets and works machinery. This works compound would seriously affect the social structure of our community living. Such industrial use and development of this mature area of green, recreational space would not be in keeping with the character of the area.

Our access to lifeline local amenities such as shops and banks in Tallaght Village would be severely curtailed with the location of such a proposed site on Bancroft Park. In addition to the detrimental social impact that the loss of this space would pose to our community, I believe that use of this site for a construction compound, to house machinery, would pose safety implications for many including the following groups of vulnerable pedestrian traffic passing such a proposed site via the R819 Greenhills Road and Bancroft Park.

- Parents and children going to and coming from St Mary's Primary School, enrolment about 350 pupils
- Parents and infants going to and coming from the Startbright Greenhills Creche at St Mary's Primary School
- Parents and infants going to and coming from the creche facility at TUD just off Greenhills Road
- Parents and infants going to and coming from the Little Ladybird Creche, Main Road, Tallaght Village
- Parents and infants going to and coming from Aisling Childcare facilities on Main Road Tallaght Village
- Vulnerable adults attending the Cheeverstown facility on Airtown Road.
- Elderly and vulnerable residents of Bancroft Estate attending mass in the Priory.
- Residents of Tallaght Village and surroundings going to and from WestPark Fitness Centre Greenhills Road
- Residents of Tallaght Village and surroundings going to and from Athletics Club Greenhills Road
- Residents of Bancroft Estate using shops eateries and bus services in Tallaght Village
- Persons using the current bus stops for 27 / 54a / 65 bus routes
- Vulnerable residents of Bancroft who use mobility aids and have sensory deprivations, of whom there are a number living in the area, and require using this route to access shops and banks in Tallaght Village.
- Our residents and neighbours in the many apartments in Tallaght Village who wish to utilise this space to play with their children, as well as walk their dogs often use both the pathway on the Greenhills Road and the green space with their dogs.

It is also of major concern to me and a clear objective engineering problem, to locate the access and egress of a major construction machinery compound on one of the narrowest sections of the Greenhills Road. This would no doubt have a serious impact upon requirements for traffic management of vehicular traffic on the Greenhills Road.

It currently takes over two minutes for the traffic lights, very close to the proposed compound, in Tallaght Village to work through the sequence. There are numerous daily traffic delays at this junction with a severe consequence being air quality to residents of Bancroft Park and the Greenhills Court apartments and the local schools and creches. Adding to the density of traffic, with construction machinery works and egress, requiring both left and right hand turns into traffic, close to a major traffic lighted crossroads in one direction and to a pedestrian crossing in the other direction, will be problematic and unsafe for all road users. The narrowness of the road mentioned above, will exacerbate the issue and risk major road traffic accidents resulting from a collision between construction traffic and public traffic, pedestrians, and cyclists. In addition, a serious concern here also is the risk of disruption to emergency response vehicles (fire, ambulance, and Garda) to our community.

The proposed entrance/egress is

less than 100 metres from the major traffic crossroads in Tallaght Village and 50 metres from existing vehicular entrance/egress to Greenhills Court apartment Block in one direction and less than 40 metres in the other direction from a major pedestrian crossing for access to buses, school, village, church.

It is dangerous to site the compound in such a busy area. It is also unsuitable for traffic flow and inefficient, time wasting and detrimental for the works proposed.

A Works Compound so close to such a major intersection is unsuitable and will add to the existing traffic flow difficulties which already causes backup queuing on the N81 in both directions and queuing from Main Road further down than Lidl supermarket and down past St Mary's Primary School and on vehicular traffic in Tallaght village, associated access roads and the consequent impact on bus services.

The proposed compound location for works vehicles and workers to the proposed compound will pose a significant danger for all the above and will cause anxiety over safety issues for all. It is quite simply totally unsuitable.

I have a serious concern also over the noise, dust, dirt, and vibration that locating a machinery compound on this site would have to the houses in Bancroft Park but also those on Main Road, Tallaght which back on to the site as well and the neighbouring apartments at Greenhills Court. The proposed construction compound will no doubt create loud noises and bright lights etc. potentially disrupting sleep patterns of residents. Noisy generators running on winter nights, large construction vehicles kicking up dust and noisily beeping. Bright lights from the compound, all combining to create the environment that is not conducive with a healthy environment for individuals.

One household, Cheeverstown Community House is located on Bancroft Park (*See image 3*). The residents here currently live in a quiet and peaceful location by design as benefits their circumstances. Disruption to routines and loud noises can cause these vulnerable residents much distress.

Another special needs housing facility is Suzanne House on Main Road, Tallaght. This care facility backs on to the green recreational space. This is a St John of Gods community services house and provides live in respite for children with multiple disabilities.

Another special residence which would suffer detrimental impact is at 69/71 Bancroft Park, directly adjoining the Green, which regularly runs yoga classes, meditation classes and host monthly retreats - all of which require silence and quiet space. This property, owned by the Dominican Sisters, is known as a haven of peace for those who attend their events. Disruption in terms of noise pollution here is entirely unacceptable and may damage residents' livelihoods and effect the mental wellbeing of it's patrons.

The visual impacts this location would suffer by converting green community space, on which many local children play regularly and residents directly overlooking the green space enjoy, to an industrial compound is obvious. The prospect of there being a works office, a toilet facility, parking, heavy vehicle storage and materials storage is most distressing. It would be both a danger and an eyesore. Very many residents walk by the green several times daily and the quality of their daily healthy activity will be adversely affected by the presence of a works compound.

How can such a compound be put in without significant destruction of trees some of which were only planted when the new Greenhills Road went in in 2004 and which trees were meant as a goodwill gesture from the Council to make up for some of the loss experienced by taking part of the Green?

Are we to wait another 20 years for trees to grow again? Many children will have grown up and left the area by then and many senior residents will be dead.

While I have no objection to the proposed return the 27 bus route to its former route via Old Greenhills Road this will necessitate removal of 9 trees at the end of old Greenhills Road. This will diminish public space greenery and makes the retention of Bancroft Green even more important.

Concern must also be raised with regard to the potential impact on the value of our houses immediately facing this proposed compound and the surrounding area.

No reassurance has been offered to date, in relation to the measures that any such site might have in protection human health from both a mental and physical health perspective. The biodiversity offered from the green space on Bancroft Park has numerous positive impacts upon the health of Bancroft and neighbouring residents. The trees and woodland ecosystems are incredibly valuable to the quality of life for residents of our area and provide clean air, offer protection and storage of carbon from the neighbouring Greenhills Road.

Bancroft's Green space is a natural greenway for fauna (see image 1) and forms part of such a corridor to Tymon Park and beyond. Foxes, Rabbits, Hedgehogs and Squirrels have used this route to gain access to both Priory Grounds and the green area. Residents frequently see Foxes on The Green (see image 2). Any site which impacted upon these is unthinkable. There are over 35 trees such as Ash, White Ash, Common Lime, Sour Cherry, Common Horse Chestnut, Red Horse Chestnut, African Cedar, Scots Pine, Honeydew Oak, and Beech.

Ash is connected to multiple species of animal. Its seeds provide food for small animals such as Squirrels and Bullfinches. The Green also is home to a variety of Butterflies such as Peacock, Small Tortoise Shell, Painted Lady, Red Admiral, Common Blue and Speckled Wood. The green is also a habitat for birds such as Goldfinches, Bullfinches, Swallows, Wood Pigeons, Blackbirds, Starlings, Hooded Crows, Jackdaws, Bluetits, Blackcaps, Pied Wagtails, Great Tits, Sparrowhawk and Marsh Thrush. Article 12 reporting under the EU Birds Directive notes species of wild bird that occur naturally in Ireland are fully always protected by the Wildlife Act and relevant amending legislation.

Desktop reviews of this site's suitability were undertaken as opposed to any specific and/or significant consultation with residents. This is not acceptable. I have no doubt that the changing of this recreation space, even temporarily, to an industrial site would cause untold damage to the current complement and diversity of wildlife and trees.

The associated Bus Connects Corridor is intended to pass through a zone of archaeological potential associated with the historic village of Tallaght. Tallaght was a significant ecclesiastical settlement founded in the early medieval period and such heritage should be protected. To think that any local authorities and the NTA could see it fit to interfere with these is negligent when alternative routes such as the already constructed roads through TUD were proposed.

I understand that the proposed scheme aims to provide enhanced walking, cycling and bus infrastructure on this key access corridor for sustainable transport movement to Dublin City. However, the destruction of a recreational space with biodiversity impacts make little sense when other potential locations for this compound site, to assist in the delivery of the bus corridor, are possible and not located in valuable amenity space. Sites such as the "Esso site" in Tallaght Village (see Image 4A) appear to be obvious alternatives and scrutiny should be applied to their current exclusion as possible location for this proposed compound. The site is located on the actual Old Greenhills Road where the works will take place. A second alternative is perhaps the derelict site currently surrounded by hoarding advertising Elephant Storage, Greenhills Road (See Image 4B).

These alternatives are far more sensible from a logistical perspective, they would have safer access and egress. They won't break soil on green space. They will use land that has been derelict for many years. Both offer more room and access for construction crews.

I find it unconscionable that SDCC could support such a proposal, which is in direct contravention of Tallaght's LAP (local area plan). Specifically objective OS which is to preserve and provide open space and recreational areas (See Image 5).

An Bord Pleanála should reject the current application and ensure that our residents can have confidence is in them taking the sensible decision to use current local derelict sites as alternatives, instead of destroying current recreational space.

Yours faithfully,
Niamh Walker

IMAGE 1



IMAGE 2

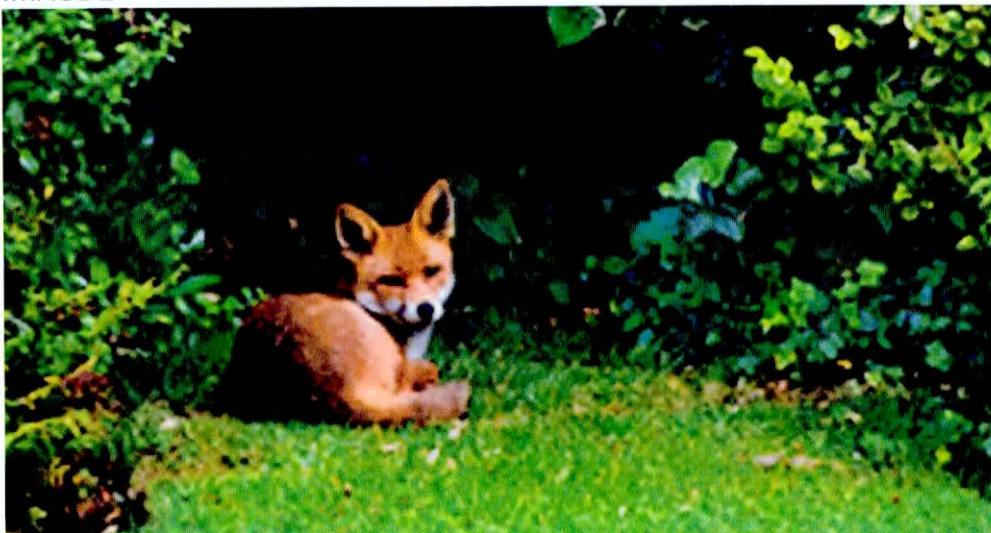


IMAGE 3



IMAGE 4 A – The “Esso” site



IMAGE 4 B - Elephant Storage (Greenhills Road)



IMAGE 5



- | | |
|---|--|
| <ul style="list-style-type: none"> Objective VC Objective LC Objective EE Objective OS Objective HA (LV, DV, DM) Objective RU | <p><i>To protect, improve and provide for the future development of Village Centres</i></p> <p><i>To protect, improve and provide for the future development of Local Centres</i></p> <p><i>To provide for and consolidate retail warehousing</i></p> <p><i>To provide for enterprise and employment related uses</i></p> <p><i>To preserve and provide for open space and recreational amenities</i></p> <p><i>To protect and enhance the outstanding natural character and amenity of the Liffey Valley, Dodder Valley and Dublin Mountains areas</i></p> <p><i>To protect and improve rural amenity and to provide for the development of agriculture</i></p> |
|---|--|