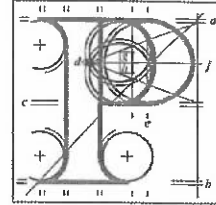


Our Case Number: ABP-316828-23



**An
Bord
Pleanála**

Concrete Pumping Limited
Greenhills Road
Walkinstown
Dublin 12

Date: 25 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 (including your fee of €50) in relation to the above-mentioned proposed road development and will take it into consideration in its determination of the matter.

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

If you have any queries in the mean time, please contact the undersigned officer of the Board at laps@pleanala.ie

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

HA02

Tel	Tel	(01) 858 8100
Glaó Áitiúil	LoCall	1800 275 175
Facs	Fax	(01) 872 2684
Láithreán Gréasáin	Website	www.pleanala.ie
Ríomhphost	Email	bord@pleanala.ie

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

1 of 2

An Bord Pleanála (Strategic Infrastructure Division),
64 Marlborough St,
Dublin 1. DO1V902.

**Concrete
Pumping
Limited**



"Don't Dump It - Pump It"

Re: Tallaght/Clondalkin Scheme - SDCC - Bus Connect

AN BORD PLEANÁLA	
LDG-	<u>064745-23</u>
ABP-	_____
30 JUN 2023	
Fee: €	<u>50</u> Type: <u>CHQ</u>
Time:	<u>09:59</u> By: <u>Nard</u>

Dear Sir/Madam,

We wish to object to the above scheme as detailed on the www.tallaghtclondalkinscheme.ie to the extent that affects us.

We operate our Concrete Pump Hire business from a yard on lower Greenhills Road which is outlined in the attached map that is taken from the above website. This property is owned by our parent company.

The proposed road scheme is essentially the one designed by SDCC in an earlier proposal from 2003/4/5/6/7. We are not quite sure when it was first proposed as no public notices were erected in the local area by SDCC and no contact was made with any of the companies in the area by SDCC regarding such a radical change in the roads network. We believe that there may have been a notice put up in the Greenhills Community Centre at that time which is 700m away in a straight line or 1.5 Km by road.

In 2006/7 with some other local business's, we had one meeting with SDCC about this scheme after which we were told verbally, by letter to us and email to our local councillor that we would be consulted before "final design stage" and kept informed. However, we have not been consulted or given any opportunity to have an input into the current design nor have we been kept informed regarding progress of the scheme.

The reasons for objecting are as follows:

1. This proposed plan puts our premises at the end of a cul de sac and we have serious concerns about the security of our valuable equipment parked at night and weekends.
2. We object to the turning point at Walkinstown side of our premises and see it as a potential area for dumping or having unauthorised encampments.
3. A lot of our activity is routed through the Walkinstown roundabout which is 0.5Km away, whereas in the proposed new scheme that increases to 2.5Km via heavy traffic on the extended Calmount Road due to the detour we would have to take to get there.

4. We believe that there would be traffic chaos on Calmount Road under the proposed scheme. Greenhills Road traffic which is of itself notorious is not M50 bound and is a separately generated traffic flow being essentially Tallaght/N81 bound/generated. Adding this traffic to the M50 bound/generated traffic going through the proposed new traffic lights at the junction of Calmount Road and Ballymount Avenue in the proposed design is ridiculous. Calmount Road is already at a standstill at peak times. We would have to travel through this traffic going to and from our premises.
5. Furthermore, as Calmount Road would become a direct link from the M50 to Walkinstown roundabout it would generate further traffic to and from south city suburbs like Templeogue, Rathfarnham, Terenure, Rathgar, Drimnagh, Kimmage & Harolds Cross. We believe that all this combined would cause tailbacks to and through the Walkinstown roundabout which would cause traffic congestion in a large area.

We appeal to the board to reject this scheme and instruct the promoters of this scheme to consult with the affected parties instead of proceeding in such a covert underhand manner with such a radical change in road layout,

James O' Dowd



Managing Director

Concrete Pumping Ltd

Document with this letter:

1. Extract map of area showing premises of Concrete Pumping Ltd.
2. Council letter dated 10th May 2006
3. Copy email Cathriona Lambert SDCC to Councillor Cait Keane 17th October 2007.
4. Page containing photographs of Calmount traffic at peak times.
5. CHEQUE FOR €50.00.

- 4. We believe that there would be traffic issues on Calmount Road under the proposed scheme. Greenhills Road traffic which is of itself notorious is not M20 bound and is a separate generated traffic flow being essentially Tallaght/181 bound generated. Adding this traffic to the M20 bound generated traffic going through the proposed new traffic lights at the junction of Calmount Road and Ballymount Avenue in the proposed design is ridiculous. Calmount Road is already at a standstill at peak times. We would have to travel through this traffic going to and from our premises.
- 5. Furthermore, as Calmount Road would become a direct link from the M20 to Wexford town, it would generate further traffic to and from south city suburbs like Templeogue, Rathfarnham, Terenure, Rathgar, Glinagh, Kilmagee & Harold Cross. We believe that all this combined would cause traffic to and through the Wexford town area which would cause traffic congestion in a large area.

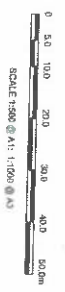
We would like to see the proposed scheme and details of the proposed scheme in detail. We would like to see the proposed scheme in detail. We would like to see the proposed scheme in detail.

[Handwritten signature]

2. Calmount Road

NOTES:

1. ADDITIONAL SPECIFIC SCHEME INFORMATION IS AVAILABLE ON THE DRAFT ENVIRONMENTAL IMPACT STATEMENT OF THE BIRKENHEAD RAILWAY LINE PROJECT.
2. WHERE NECESSARY, LINE ADJUSTMENTS ARE PROPOSED, NEW UNLESS OTHERWISE SPECIFIED TO MATCH EXISTING WITH THE LANDOWNER.



LEGEND:

- BUS LANE
- CYCLE TRACK
- FOOTPATH
- CARRIAGEWAY
- GRASS AREA / VERGE
- PEDESTRIAN PRIORITY ZONE
- RAISED TABLE
- BUS STOP LOCATIONS
- BUS SHELTER
- TREE (EXISTING AND PROPOSED)
- HERITAGE FEATURES
- SITE BOUNDARY LINE
- TRIPROBARY LAND ACQUISITION

CONCRETE.
PUMPIN' G-LTD.



PROPOSED TOUCHAN CROSSING

RWB 1.09 CALMOUNT ROAD RETAINING WALL 1
FOR DETAILS REFER TO DRAWING
BCIDA-ACM-STR-GA-0009 RWB-09-DR-CB-0101

Rev	Desc	DM	CHKD	APPRD	Description
M01	21/03/23	EM	AD	CA	ISSUE FOR PHASE 1 PLANNING
BUSCONNECTS DUBLIN CORE BUS CORRIDORS INFRASTRUCTURE WORKS GENERAL ARRANGEMENT					
Drawing File Name: BCIDA-ACM-STR-GA-0009-XX-00-DR-CR-017					
Drawing Title: TALLAGHT/COLINDALE/KIN TO CITY CENTRE CORE BUS CORRIDOR SCHEME					
Scale: 1:500 @ A3					
Date: 21/03/23					
Author: [Name]					
Checked: [Name]					
Approved: [Name]					
Status: []					
Rev: M01					

BOMBING PRO
CONCRETE



NOTES
1. THE WALL IS TO BE CONSTRUCTED IN ACCORDANCE WITH THE SPECIFICATIONS FOR CONCRETE WALLS.
2. THE WALL IS TO BE FINISHED WITH A SMOOTH SURFACE.
3. THE WALL IS TO BE PAINTED WITH AN OIL-BASED PAINT.
4. THE WALL IS TO BE MAINTAINED IN GOOD REPAIR AT ALL TIMES.

NO.	DESCRIPTION	QTY	UNIT
1	CONCRETE	100	CY
2	REINFORCING BARS	100	LB
3	FORMWORK	100	SQ YD
4	PAINT	100	GA

SOUTH DUBLIN COUNTY COUNCIL
COMHAIRLE CONTAE ÁTHA CLIATH THEAS

Halla an Chontae
Lar an Bhaile,
Tambhlacht,
Baile Átha Cliath 24
Telefon: 01-4149000
Facs: 01-4149201
website: www.southdublin.ie



Roads Department
Town Centre,
Tallaght, Dublin 24
Telephone: 01-4149000
Fax: 01-4149201
website: www.southdul

Mr. James O'Dowd,
Director,
Concrete Pumping Ltd.,
Greenhills Road,
Walkinstown,
Dublin 12.

OUR REF. 44263

10th May, 2006.

RE: Greenhills Road to Ballymount Reconfiguration.

Dear Mr. O'Dowd,

I wish to acknowledge receipt of your correspondence dated 2nd May, 2006 regarding the above.


In compliance with the Planning and Development Regulations 2001, I wish to inform you that at the County Council meeting on Monday 13th February 2006, the Council agreed to proceed with this proposal subject to the following modifications:

1. The revision of the junction of Ballymount Avenue and Calmount Road to avoid Calmount Holding lands;
2. The revision of road marking so as to exclude bus lanes from the Scheme.

It is now proposed to proceed with the scheme as modified.

I wish to advise you that South Dublin County Council will contact you during the course of the detailed design stage (within the next 2/3 months) to discuss aspects of the design which are of concern to you.

Yours sincerely,


KATE WHELAN,
STAFF OFFICER.

From: Cait Keane [mailto:ckeane@sdblincoco.ie]

Sent: 17 October 2007 20:01

To: 'Jimmy O'Dowd'

Subject: FW: Greenhills Ballymount Realignment: Jimmy O'Dowd of Concrete Pumping Ltd./Cait Keane

From: Caitriona Lambert [mailto:clambert@SDUBLINCOCO.ie]

Sent: 17 October 2007 16:32

To: Cllr Cait Keane

Subject: Greenhills Ballymount Realignment: Jimmy O'Dowd of Concrete Pumping Ltd.

I have contacted Mr. O'Dowd and have arranged a site meeting with him for Tuesday 23rd October at 10.00 a.m.

Please note that as previously pointed out (verbally) to Mr. O'Dowd by SDCC Roads Dept., the detailed design for the scheme has not yet been finalized, as the CPO has not yet been confirmed. The terms of confirmation will have an impact on how this design will be finalized, particularly at the area in question. However, we will endeavour to keep Mr. O'Dowd and indeed all interested parties informed and to take their views on board as much as is possible within the terms of the approved Part 8 design. Please note that the Part 8 for this scheme was approved by South Dublin County Council on 13th February 2006.

Yours sincerely,

Caitriona Lambert

A/Senior Executive Engineer

Roads Design and Construction

South Dublin County Council

ph: 01 414 9000

fax: 01 414 9201email: clambert@sdblincoco.ie

EXISTING CALMOUNT TRAFFIC

Below Peak-time traffic from Calmount estate via Calmount Rd to roundabout at junction Calmount Rd and Ballymount Avenue this traffic is heading SW to roundabout.



Below Peak-time traffic from Calmount estate with other traffic after exiting the Calmount Rd/Ballymount Avenue roundabout heading SW toward the M50 at Ballymount exit.

