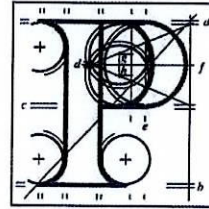


Our Case Number: ABP-316828-23

Your Reference: Woodies DIY



**An
Bord
Pleanála**

Whelan O'Connor
222-224 Harold's Cross Road,
Dublin 6W

Date: 20 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 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 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.

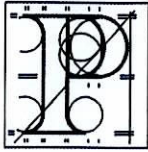
Yours faithfully,

Niamh Thornton
Executive Officer
Direct Line: 01-8737247

HA03

Teil	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	64 Marlborough Street
Baile Átha Cliath 1	Dublin 1
D01 V902	D01 V902



An Bord Pleanála

SID Online Observation

Online Reference
SID-OBS-000959

Online Observation Details

Contact Name
Alan Whelan

Lodgement Date
04/07/2023 15:58:49

Case Number / Description
316828

Payment Details

Payment Method
Online Payment

Cardholder Name
Alan Whelan

Payment Amount
€50.00

Fee Refund Requisition

Please Arrange a Refund of Fee of

€ 50

Lodgement No

LDG-065191-23

Reason for Refund

on CPO schedule

Documents Returned to Observer

Yes

No

Request Emailed to Senior Executive Officer for Approval

Yes

No

Signed

EO

Date

20/7/23

Finance Section

Payment Reference

ch_3NQAgnB1CW0EN5FC18os8nwq

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

**The Secretary
An Bord Pleanála
64 Marlborough Street
Dublin 1**

4th July 2023

Dear Sir

**Re: Tallaght / Clondalkin to City Centre Bus Corridor Scheme CPO 2023
An Bord Pleanála Reference No. 316828
Plot Reference Number 1148(1).1C, 1148(2).2c**

**Objection Letter to the Proposed Strategic Infrastructure Development
Application and the CPO**

1.0 Introduction

On behalf of Woodies DIY, Grafton Group, 2nd Floor, Corrig House, Sandyford Business Park, Dublin 18 D18Y2X6, and WD Dublin Sarl, 2 rue Edward Steichen, Luxembourg, L2540 we wish to object to the aforementioned potential CPO and strategic infrastructure development application in relation to the proposed pedestrian Bridge and Bridge Ramp opposite the Woodies and EZ Living commercial premises on the Naas Road, in South Dublin.

2.0 Grounds of Objection

- The proposed pedestrian Bridge and Bridge Ramp will impinge on the ability of EZ Living (as an income-generating sub-tenant to Woodies) to manage its current external delivery & external goods-inwards arrangements, at least temporarily. EZ Living occupy 14,000sq ft or approximately 24% of the retail unit under a 10 year concession agreement and as a significant also occupier of our client's Naas Road property no workable proposal has been reached as to how they are to operate their business going forward, despite our client having raised this with Aecom (acting on behalf of Bus Connects), save for a narrow access route between the east elevation of the building and the edge of the bridge ramp.

PLANNING CONSULTANTS

**222-224 Harold's Cross Road,
Dublin 6W.**

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W: www.oconnorwhelan.com**

Directors: A. Whelan and F. Whelan
Registered in Ireland No. 486703
Registered Office: 222-224 Harold's Cross Road, D6

- The pedestrian footbridge will impinge on the visibility of the end of the building for both Woodies and EZ Living. The drawings issued by Aecom fail to accurately inform a blocking of the view of the entire east elevation of the Woodies store. The bridge structure and long ramp system is bulky and substantial and we are of the view that it will certainly blot out the visibility of the Woodies and EZ Living stores, which ultimately affects the profiles of both stores to trade and attract customers. It constitutes an undue interference with the streetscape and our client's use of its property. It will also have a detrimental visual impact and the area.
- We also have serious concerns (which Woodies have raised with Aecom previously) around vandalism/damage to large glazing panels and the stores in general arising from the elevated position of the proposed footbridge. No solution or commitment to dealing with this (foreseeable) issue has been forthcoming and the presence of bridge and a very lengthy and substantial ramp arrangement is entirely prejudicial to our client's use and enjoyment of its property.
- It also leaves our client at risk of substantial and unquantifiable litter and antisocial/damage risk, which is unfair, unnecessary and contrary to proper sustainable development and planning of the area.
- There has been no indication or commitment given to our client as to how NTA intends to access or manage its proposed works. Although a temporary take area has been indicated it does not instil confidence that the works will be carried out without further incursion and disruption to our client. In our view the proposed NTA temporary take makes insufficient provision for site access, offload and storage of materials, or traffic management during the course of works.
- We are also concerned about the lack of timescale for the works.
- No information has been published or provided to us that we can see justifying a bridge project of this scale in terms of its proposed use, benefit to the public at large, or its cost. The bridge is poorly located in terms of accessibility to residential areas and it is questionable whether substantial numbers of pedestrians working in businesses in the area will make economically justifiable use of such an expensive asset. It will also have an unacceptable impact on the commercial operations of businesses such as our clients.
- By way of example we are aware of the Metronorth proposal to realign the junction of Swords Road and Seatown Road and a key part of the works is the removal and non-replacement of the pedestrian overbridge as the primary means to connect residential lands west of the Swords Rd to the new Seatown Metronorth station, instead being replaced by integrated traffic control and pedestrian access at street level. We also note the removal of the pedestrian bridge across the N11 at RTE Montrose Campus due to its lack of use.

3.0 Conclusions

We believe that the proposal is a substandard development, that is poorly located and will have an unacceptable impact on the commercial operations of businesses in the area. We cannot see the need for a bridge in at all at this location and have not above their lack of implementation and us in the past.

The grounds for our objection are as pointed out above.

We would greatly appreciate your response to the above, and to also hear your thoughts are to how this can be reasonably resolved for all parties.

Yours sincerely



Alan Whelan
Director
O'Connor Whelan Limited