

Tallaght / Clondalkin to City Centre Core Bus Corridor Scheme

NTA Observations on the Proposed Scheme CPO Objections

September 2023

**BUS
CONNECTS**

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1. Introduction

1.1 Introduction

This report provides a response to the objections made to An Bord Pleanála (“the Board”) in response to the Tallaght / Clondalkin to City Centre Core Bus Corridor Scheme Compulsory Purchase Order 2023 (“the CPO”), which relates to the Tallaght / Clondalkin to City Centre Core Bus Corridor Scheme (“the Proposed Scheme”).

An overview of the objections is provided in Section 1.2 below. The issues raised in the objections to the CPO, together with the relevant responses, are provided in Section 2.

1.2 Overview of Objections Received

Thirty objections to the CPO were provided to the NTA by the Board. Each objection was individually numbered by the Board and this numbering system has been retained for ease of reference in this report.

Of the thirty objections provided, twelve were scanned duplicates of other objections. There were eighteen different individual objections.

Six of the parties who submitted the objections also made an identical submission in response to the Section 51 Application for the Proposed Scheme.

Table 1.2.1 below sets out the locations referred by the objections and the key issues raised.

Table 1.2.1: Summary of Objections in Response to the CPO

Location	No of CPO Objections	Key Issues Raised
New Nangor Road	3	Extent of temporary acquisition, boundary treatments, impact on operations during construction
Walkinstown Roundabout	3	Extent of temporary acquisition, lack of details provided, impact on parking
Walkinstown Road	5	3 private residences: loss of parking, noise, loss of value, access during construction 2 businesses: loss of parking, impact on viability of businesses, access during construction
Greenhills Road	4	Access during construction, boundary details for commercial businesses
Naas Road / Long Mile Road	2	Impact of proposed ramps for new pedestrian / cyclist bridge on adjacent commercial businesses
Bangor Drive	1	Loss of on road parking for businesses
Duplicate Objections	12	N/A

Table 1.2.2 below sets out the location referred by each of the objections.

Table 1.1.2: Location Referred to by each Objection to the CPO (by ABP Reference Number)

No	Location	No	Location	No	Location
1	New Nangor Road	11	Walkinstown Roundabout	21	DUPLICATE OF 14
2	New Nangor Road / Killeen Road	12	Greenhills Road	22	New Nangor Road
3	Walkinstown Roundabout	13	Walkinstown Road (Walkinstown Mall)	23	DUPLICATE OF 22
4	Walkinstown Road	14	Walkinstown Road (Shopping Centre)	24	DUPLICATE OF 22
5	Walkinstown Road	15	Greenhills Road / Airtown Road	25	Greenhills Road / Calmount Road
6	Walkinstown Road	16	Walkinstown Roundabout	26	DUPLICATE OF 25
7	Naas Road / Long Mile Road	17	DUPLICATE OF 15	27	DUPLICATE OF 25
8	Bangor Drive	18	DUPLICATE OF 13	28	DUPLICATE OF 25
9	Naas Road / Long Mile Road	19	DUPLICATE OF 14	29	DUPLICATE OF 25
10	Greenhills Road / Calmount Ave	20	DUPLICATE OF 14	30	DUPLICATE OF 25

2. Response to Objections to the Compulsory Purchase Order (CPO)

2.1 CPO-01 Air Products Ireland Limited, New Nangor Road

2.1.1 Description of the Proposed Scheme at this location

In order to achieve the Proposed Scheme objectives along this section of the corridor, as described in paragraph 4.5.5.1 of Chapter 4 of Volume 2 of the EIAR, Proposed Scheme Description, between the New Nangor Road (R134) / Riverview Business Park junction and New Nangor Road (R134) / Killeen Road junction it is proposed to widen the existing R134 carriageway to accommodate enhanced bus, cycle and pedestrian facilities along the corridor. This will require localised land acquisition on both the southern and northern boundaries to the existing carriageway. The existing roundabouts and junctions along this portion of the New Nangor Road (R134) will be upgraded to cycle protected signalised junctions with the provision of large segregation islands proposed where practicable in consideration of the heavy goods vehicle movements in the area. Removal of left turn slip lanes and improved pedestrian crossing facilities are also proposed.

In order to achieve the desired design for the Proposed Scheme, permanent and temporary land acquisition is proposed at this property, with a maximum width of land to be permanently acquired of approximately 1.1m. The relevant extract from the General Arrangement Drawings in the EIAR, Volume 3, Figures Part 1 of 3, Chapter 4 Proposed Scheme Description is shown in Figure 2.1.1.

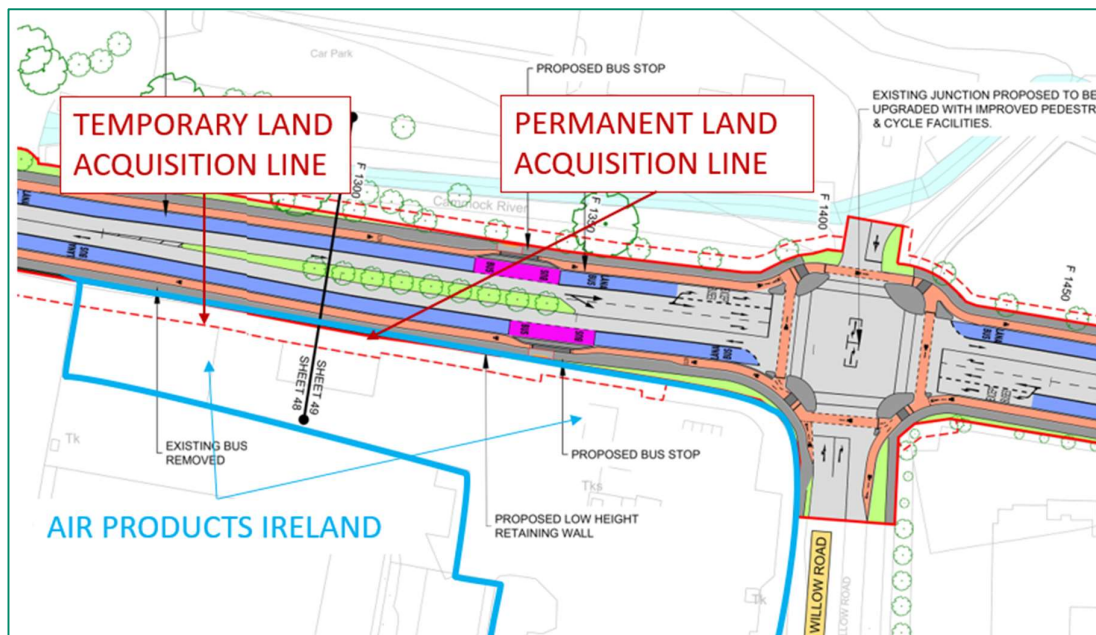


Figure 2.1.1: General Arrangement of Proposed Scheme adjacent to Air Products Ireland Limited (Sheet 48 & 49)

The relevant extract from the typical cross-section in the EIAR, Volume 3, Part 1 of 3, Chapter 4 Proposed Scheme Description is shown in Figure 2.1.2.

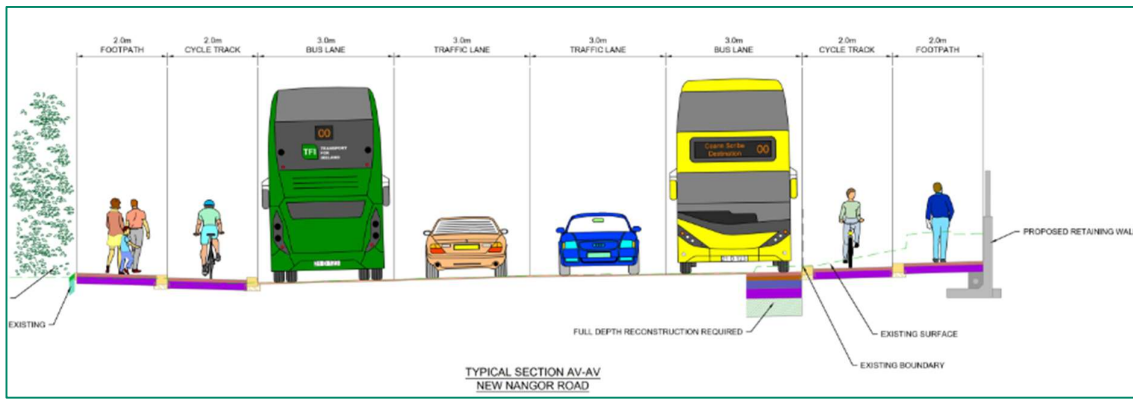


Figure 2.1.2: Typical Cross-section in Close Proximity to Air Products Ireland Limited

The relevant extract from the CPO Deposit Maps showing the proposed permanent and temporary land acquisition areas at this location is shown in Figure 2.1.3.

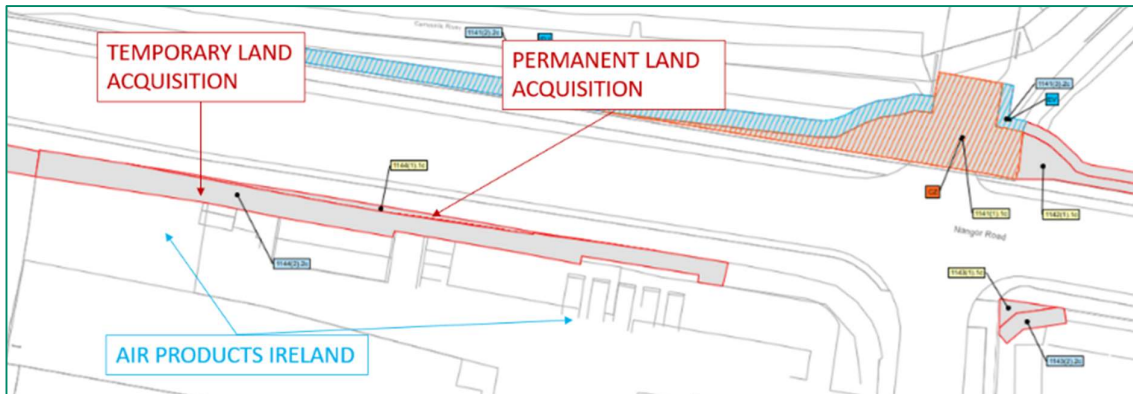


Figure 2.1.3: Extract from CPO Deposit Maps at Air Products Ireland Limited

The proposed permanent and temporary land acquisition lines overlain on aerial photography are shown in Figure 2.1.4. The permanent acquisition will result in the loss of approximately 45.5m² over a length of approximately 85m with a maximum width of 1.0m.

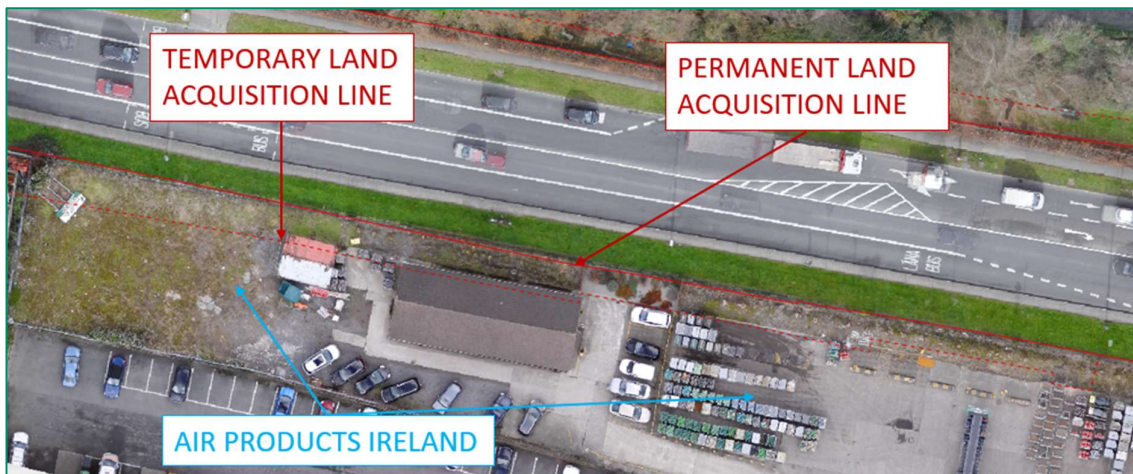


Figure 2.1.4: Proposed Land Acquisition lines adjacent to Air Products Ireland Limited

The existing boundary fence to the site is shown in Figure 2.1.5 below. As shown on the General Arrangement drawings in Figure 2.1.1, as part of the proposed scheme a low height (less than 1.5m) retaining wall is required at this location, which as noted above is approximately 85m in length with a maximum set back of 1.0m.

Section 4.6.18.1 of EIAR Chapter 4 provides a summary of the accommodation works and boundary treatment for the entirety of the Proposed Scheme and notes that there are a number of areas along the extents of the route where the Proposed Scheme will result in the requirement for accommodation works and boundary treatments, with specific accommodation works are considered on a case-by-case basis. Section 4.6.18.1 goes on to state that *“To maintain the character and setting of the Proposed Scheme, the approach to undertaking the new boundary treatment works along the corridor is replacement on a ‘like for like’ basis in terms of material selection and general aesthetics, unless a section of street can benefit from urban improvement appropriate to the area.”*

At this location the existing security fence will be replaced on a like for like basis along the line of the permanent land acquisition. The land to be temporarily acquired is to facilitate the construction of the retaining wall and the replacement security fence.



Figure 2.1.5: Existing boundary fence to Air Products Ireland Limited (Image source: Google)

2.1.2 Summary of the Points of Objection to the CPO by Air Products Ireland Limited

This submission objected to the CPO noting that while the land is located on the periphery of Air Products' site, it is considered invaluable to the operation of the company and includes an emergency egress and below ground electricity cables for EV charging.

2.1.3 Responses to the Points of Objection

In respect of the reference to an emergency egress, all existing accesses / egresses will be replaced on a like for like basis, as described above, although there is no evidence of an egress point in the existing security fence. For any emergency egress from the existing building, the Proposed Scheme will not prevent the egress from being used as it is currently and during construction the egress will be maintained at all times.

In respect of the underground electricity cables noted by the submission, Section 5.5.3.6 of Chapter 5 Construction of Volume 2 of the EIAR describes how existing utilities and services will be located and recorded prior to the commencement of works. It goes on to state that *“Prior to excavation works being commenced, localised confirmatory surveys will be undertaken by the appointed contractor to verify the results of the pre-construction assessments undertaken and reported in this EIAR.”*

Section 5.5.3.6 of Chapter 5 also states that areas to be excavated *“will first be traced for live services using established scanning techniques. Where necessary, trenches excavated for utility diversions will be supported to ensure that the sides of the excavation are secure. Each of the different utilities will be re-laid at a location, depth and spacing in agreement with the appropriate standards, and the trench then backfilled.”*

Therefore, it is not envisaged that the Proposed Scheme will impact on business operations as any emergency egress points will be maintained and any underground electrical services can be accommodated during the construction phase.

2.2 CPO-02 JJ Smith (Builders) Limited, New Nangor Road

2.2.1 Description of the Proposed Scheme at this location

In order to achieve the Proposed Scheme objectives along this section of the corridor, as described in paragraph 4.5.5.1 of Chapter 4 of Volume 2 of the EIAR, Proposed Scheme Description at the Killeen Road junction the existing outbound bus bypass facility will be modified to accommodate the revised junction arrangements. A new two-way cycle facility will provide connection to the proposed cycle bridge at the New Nangor Road (R134) / Naas Road (R810) junction and also linking to the proposed two-way cycle track on the northern side of the Naas Road (R810), thus enhancing the accessibility of the existing Killeen Road cycle tracks that link to the Grand Canal Greenway and Park West whilst also reducing the need for cycle crossings on the New Nangor Road (R134). A proposed inbound right turn ban from the New Nangor Road (R134) towards Killeen Road will be implemented to facilitate bus priority in this section through lane reallocation. Alternative access to Killeen Road from the New Nangor Road (R134) is available via Willow Road / Knockmitten Lane. The existing peak hour right turn ban from Killeen Road to the New Nangor Road (R134) is proposed to be retained with the provision of inbound bus signals to allow for continuous bus priority during the right turn movements from Killeen Road.

The relevant extract from the General Arrangement Drawings in the EIAR, Volume 3, Figures Part 1 of 3, Chapter 4 Proposed Scheme Description is shown in Figure 2.2.1.

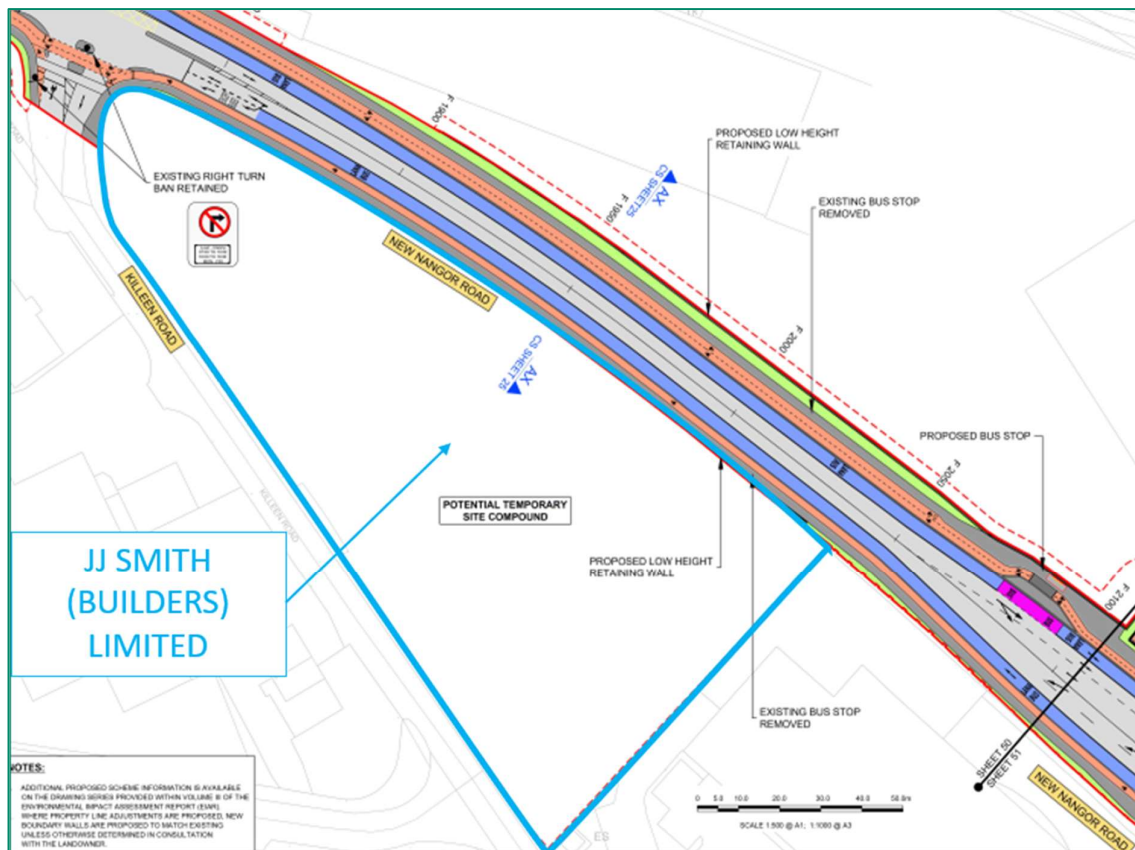


Figure 2.2.1: General Arrangement of Proposed Scheme adjacent to JJ Smith (Builders) Limited (Sheet 50)

As described in section 5.3.5.1 of Chapter 5 of Volume 2 of the EIAR, Construction, Construction Compound TC12 is proposed at this location on the vacant land between New Nangor Road and Killeen Road and temporary land acquisition of this area is required.

In order to achieve the desired design for the Proposed Scheme, a small triangle of permanent land acquisition is also proposed at this property, with an area of 12.5m². The relevant extract from the CPO Deposit Maps showing the proposed permanent and temporary land acquisition areas at this property is shown in Figure 2.2.2.

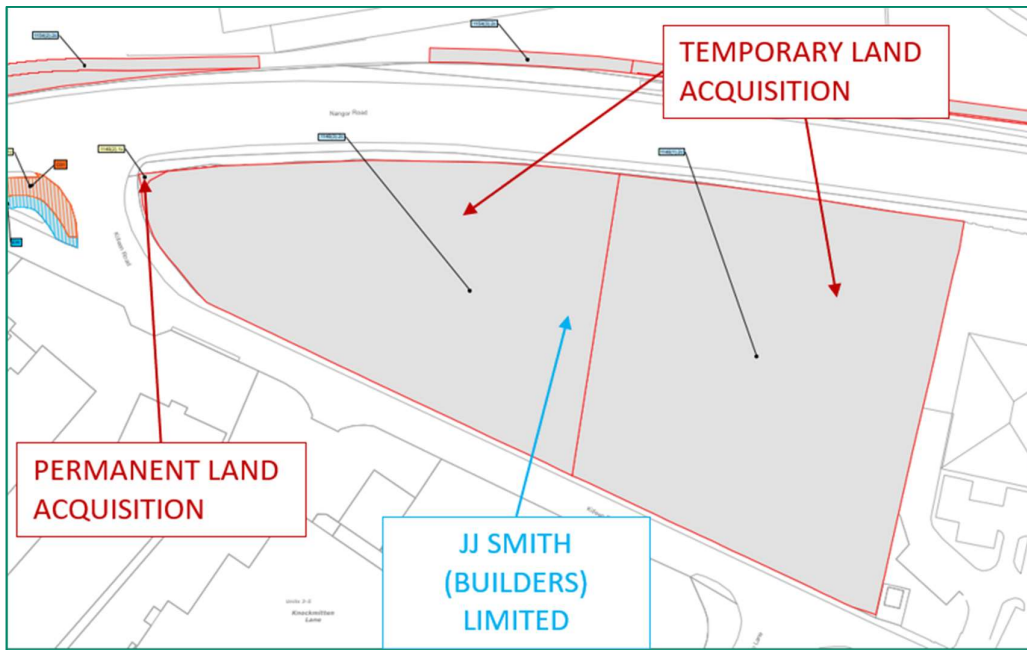


Figure 2.2.2: Extract from CPO Deposit Maps at New Nangor Road at JJ Smith (Builders) Limited

The proposed permanent and temporary land acquisition lines overlain on aerial photography are shown in Figure 2.2.3.



Figure 2.2.3: Existing site (Image source: Google) and Proposed Land Acquisition lines at JJ Smith (Builders) Limited

As described in section 5.3.5.1 of Chapter 5 of Volume 2 of the EIAR, Construction Compound TC12 is expected to be utilized for Sections 5 and 6 of the Proposed Scheme; Section 5 covers the New Nangor Road between Woodford Walk / New Nangor Road junction to Long Mile Road / Naas Road / New Nangor Road junction, with Section 6 continuing from that junction along the Naas Road, Walkinstown Avenue and the Long Mile Road as far as the Walkinstown Road / Drimnagh Road junction.

Section 5.7.1 of Chapter 5 of Volume 2 of the EIAR, states that in order to construct the Proposed Scheme, the appointed contractor will require Construction Compounds from which they can manage the delivery of the Proposed Scheme and explains that the Construction Compound locations have been selected due to the amount of available space, their relative locations near to the majority of the Proposed Scheme major works and access to the National and Regional Road network.

Construction Compound TC12 will be located at the green area between New Nangor Road and Killeen Road, as shown in Figure 2.2.4. The area of Construction Compound TC12 is approximately 11,960m².

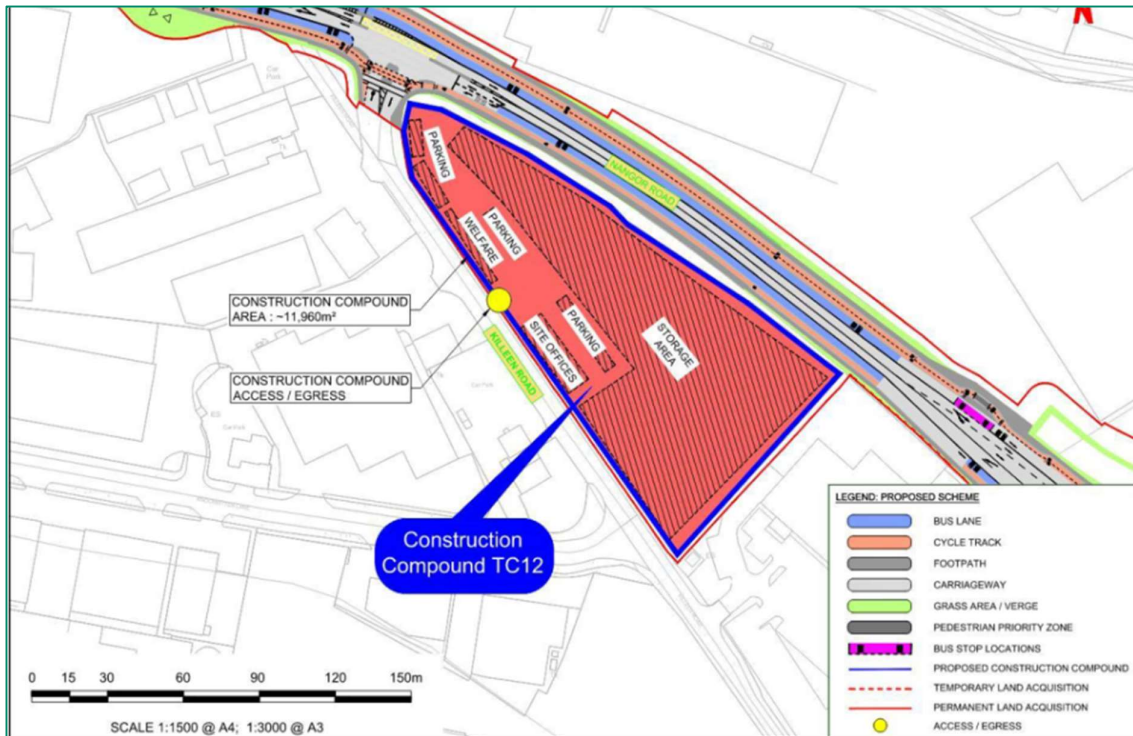


Figure 2.2.4: Image 5.12 of the EIAR Chapter 5 – TC12 at JJ Smith (Builders) Limited

2.2.2 Summary of the Points of Objection to the CPO by JJ Smith (Builders) Limited

This submission objected to the CPO on the basis of the following assertions:

- i. that they had not been furnished with sufficient scheme information and that the EIAR and NIS did not set out in sufficient details the impact of the works on the land to be acquired;
- ii. that the acquisition would have a disproportionate effect on the landholding and that the proposed acquisition / public need had not been sufficiently justified;
- iii. that alternatives to the proposed acquisition had not been considered in accordance with the proportionality principle and that the acquisition is not the minimum required to meet any identified public need;
- iv. that there had been no appropriate engagement with the NTA to explain the nature of the works to which the CPO relates and the impact during construction and operation, and no attempt had been made to seek agreement for the acquisition; and
- v. that there should be engagement with the landowner in respect of the implications and statutory compensation.

2.2.3 Responses to the Points of Objection

- i. Insufficient scheme information and details of the impact of the works on the land to be acquired

As part of the standard landowner pack, the information provided to the property owner included:

- Statutory landowner/interested party notice;
- Extracts from the Schedules to the CPO describing the location and extent of the impacted lands and/or rights relating to the landowner;
- Server map(s) showing the location and extent of the impacted land(s) and/or rights; and
- A copy of the National Transport Authority privacy statement.

These enclosures provided the internet address for the scheme website, www.tallaghtclondalkinscheme.ie, where full details of the scheme and its impact are available.

As regards the specific impacts on the lands to be temporarily acquired, the site of Construction Compound TC12 is not subject to any current planning permission and the baseline condition is that the site is vacant. The environmental management measures to ensure the protection of Construction Compounds during the construction phase are summarised in Section 5.7.3 of EIAR Chapter 5 Construction and detailed in the topic chapters and Appendix A5.1. Section 5.7.3 notes *“following completion of the construction works, the Construction Compound areas will be cleared and reinstated to match pre-existing conditions”*. Therefore, the operational phase impact on the site will be the loss of the permanent land acquisition, with an area of 12.5m².

- ii. The acquisition would have a disproportionate effect on the landholding and that the proposed acquisition / public need had not been sufficiently justified

As described in Section 5.7.1 of Chapter 5 of Volume 2 of the EIAR, in order to construct the Proposed Scheme, the appointed contractor will require Construction Compounds from which they can manage the delivery of the Proposed Scheme. The Construction Compound locations, including the location of TC12, have been selected due to the amount of available space, their relative locations near to the majority of the proposed works and access to the National and Regional Road network.

As described in section 5.3.5.1 of Chapter 5 of Volume 2 of the EIAR, Construction Compound TC12 is expected to be utilized for Sections 5 and 6 of the Proposed Scheme; Section 5 covers the New Nangor Road between Woodford Walk / New Nangor Road junction to Long Mile Road / Naas Road / New Nangor Road junction, with Section 6 continuing from that junction along the Naas Road, Walkinstown Avenue and the Long Mile Road as far as the Walkinstown Road / Drimnagh Road junction.

Section 5.7.2 of Chapter 5 of Volume 2 of the EIAR, sets out the activities that will be undertaken in the various construction compounds, stating that will contain a site office and welfare facilities for NTA personnel and contractor personnel. Limited car parking will be allowed at the Construction Compounds, and materials such as topsoil, subsoil, concrete, rock etc., will be temporarily stored at the Construction Compounds for reuse, as necessary. Items of plant and equipment will also be stored within the Construction Compounds when not in use.

Section 5.7.2 goes on to describe that certain materials will be re-used where practicable, primarily, site-sourced concrete and excavated material. Any crushing of materials will be undertaken by a mobile crusher that will be located in the Construction Compounds although due to the limited volume of this material generated as part of the works, it is anticipated that crushing will only be undertaken intermittently for short periods of time.

With the exception of Construction Compound TC13 (which will be located along the Long Mile Road, south of the New Nangor Road / Naas Road / Long Mile Road and which is required specifically for the construction of the new pedestrian and cycle bridges), Construction Compound TC12 is the only compound proposed for remaining elements of Sections 5 and 6 of the Proposed Scheme. As set out in Table 5.2 (Proposed Scheme Construction Programme) of Section 5.4 of Chapter 5 of Volume 2 of the EIAR, while the total construction programme for the Proposed Scheme is anticipated to be 36 months, the construction works within Sections 5 and 6 of the Proposed Scheme are anticipated to take 24 months to complete.

Section 5.5.5 of Chapter 5 of Volume 2 of the EIAR, sets out that on completion of construction, all construction facilities and equipment such as plant, materials, temporary signage, and laydown areas, Construction Compounds, etc. will be removed and the area which was occupied by the Construction Compounds will be reinstated.

It is considered that there is a clear need for a Construction Compound for Sections 5 and 6 of the Proposed Scheme. TC12 is the most suitable site based due to the amount of suitable space in this area, its relative location near to the majority of the proposed major works and its ease of access to the National and Regional Road network.

As such the temporary acquisition of the land for use as a construction compound is considered justified and the extents of the temporary acquisition are considered necessary for the delivery of the Proposed Scheme and to achieve the Proposed Scheme's objectives.

iii. **Alternatives to the proposed acquisition not considered in accordance with the proportionality principle and acquisition is not the minimum required to meet any identified public need**

As described in Section 5.7.1 of Chapter 5 of Volume 2 of the EIAR, in order to construct the Proposed Scheme, the appointed contractor will require Construction Compounds from which they can manage the delivery of the Proposed Scheme. The Construction Compound locations for the Proposed Scheme have been selected due to the amount of available space, their relative locations near to the majority of the proposed works and access to the National and Regional Road network.

Potential locations for construction compounds along the route of Sections 5 and 6 of the Proposed Scheme were evaluated. This area of Dublin is highly developed and the choice of suitable sites is extremely limited. The proposed compound site is the least developed site in this area of the Proposed Scheme and thus the impact on the site would be less compared to the impact on a more developed / utilised site.

Locating the compound away from Section 5 and 6 would result in increased journeys for construction vehicles and would potentially result in longer construction durations, with an increase in the overall construction impact. Figure 2.2.5 shows the location of TC12 in the context of these sections of the Proposed Scheme.



Figure 2.2.5: Location of TC12 along Sections 5 & 6 of Proposed Scheme

Based on meeting the requirements set out above it was determined that the vacant site between Killeen Road and New Nangor Road was best suited for Construction Compound TC12, which would facilitate construction of Sections 5 and 6 of the Proposed Scheme.

As such the temporary acquisition of the land for use as a construction compound is considered justified and the extents of the temporary acquisition are considered necessary for the delivery of the Proposed Scheme and to achieve the Proposed Scheme's objectives. As mentioned in the previous section, it is proposed to reinstate the site following the completion of the construction stage. Therefore, the operational phase impact on the site will be the loss of a small triangle of permanent land acquisition, with an area of 12.5m².

- iv. No appropriate engagement with the NTA to explain the nature of the works to which the CPO relates and the impact during construction and operation, and no attempt made to seek agreement for the acquisition

The title research undertaken for this location showed that the site is not registered in the Land Registry. A search in the Valuation Office indicated that JJ Harris (Assemblers) were in occupation, however, they later confirmed they did not have any ownership or occupation interest in the site. During the design development of the Proposed Scheme all reasonable efforts were made to establish the identity of the landowner of this unoccupied site, however no such ownership information was forthcoming.

Immediately prior to the finalisation of the CPO documentation in March 2023, further internet based title research provided information in relation to a proposed sale of the site in 2015 when it was offered for sale as one of two sites, the other being a site on the Old Naas Road which was registered in the Land Registry as owned by a Bernard Smith.

While the title research did not find evidence the subject site was owned by Bernard Smith, it was possible to establish a link between Bernard Smith and J.J. Smith (Builders) Limited. In addition, CRO documentation was used to assist with research in the Registry of Deeds which eventually produced evidence to suggest that the subject site may be in the ownership of J.J. Smith (Builders) Limited, although this was not confirmed and it was considered possible that J.J. Smith (Builders) Limited had disposed of the subject site. Therefore, J.J. Smith (Builders) Limited were included as the Owner or Reputed Owner of the site in the CPO Schedule that was included as part of the Tallaght / Clondalkin to City Centre Core Bus Corridor Scheme Compulsory Purchase Order 2023.

The subsequent CPO correspondence issued to J.J. Smith (Builders) Limited states: *“The National Transport Authority has submitted an application under Section 51 of the Roads Act 1993 (as amended) in relation to the Tallaght / Clondalkin to City Centre Core Bus Corridor Scheme to An Bord Pleanála and will be submitting the associated application for confirmation of the Tallaght / Clondalkin to City Centre Core Bus Corridor Scheme Compulsory Purchase Order 2023 (CPO) in the coming days. You have been identified as an owner, lessee, or occupier of, or have rights over or an interest in land referred to in the Compulsory Purchase Order.”*

The correspondence issued by the NTA to J.J. Smith (Builders) Limited goes on to state that: *“Further information relating to the Tallaght / Clondalkin to City Centre Core Bus Corridor Scheme including a copy of the Environmental Impact Assessment Report, Natura Impact Statement and CPO documentation can be found at the National Transport Authority website for the Tallaght / Clondalkin to City Centre Core Bus Corridor Scheme at:*

www.tallaghtclondalkinscheme.ie

If you have any questions or queries in relation to the above or the information attached, please contact us at 1800 303 653 or at property@busconnects.ie.”

The National Transport Authority website for the Tallaght / Clondalkin to City Centre Core Bus Corridor Scheme referenced in the correspondence issued to J.J. Smith (Builders) Limited provides links to the Environmental Impact Assessment Report, which provides extensive information in relation to the Proposed Scheme.

Comprehensive Preliminary Design drawings for the Proposed Scheme are provided in Volume 3 of the EIAR, as shown in Figure 2.2.6.

These drawings, when read in conjunction with the various Chapters of the EIAR, provide full details of the impact of the Proposed Scheme on this property, during the course of the construction and operational phases.

tallaghtclondalkinscheme.ie	
Volume 3 - Figures: Part 1 of 3 <ul style="list-style-type: none">Volume 3 - Preface 1 of 3Volume 3 - Table of Contents Chapter 4 Proposed Scheme Description <ul style="list-style-type: none">01. Site Location Map and Plan02. Mainline Plan and Profile03. General Arrangement04. Typical Cross Sections05. Landscaping General Arrangement06. Pavement Treatment Plans07. Fencing and Boundary Treatment08. Traffic Signs and Road Markings09. Street Lighting	Volume 3 - Figures: Part 2 of 3 <ul style="list-style-type: none">Volume 3 - Preface 2 of 3Volume 3 - Table of Contents Chapter 4 Proposed Scheme Description <ul style="list-style-type: none">10. Junction System Design11. Proposed Surface Water Drainage Works12. IW Foul Sewer Asset Alterations13. ESB Asset Alterations14. Telecommunications Asset Alterations15. GNI Asset Alterations16. IW Water Asset Alterations17. Combined Existing Utility Records18. Bridges and Major Retaining Structures19. Bus Interchange

Figure 2.2.6 Extract from Proposed Scheme website

v. Request for engagement in respect of the implications and statutory compensation

In regard to compensation, if the CPO is confirmed by An Bord Pleanála, a Notice to Treat will be served on the landowner whose land is being acquired. Following service of the Notice to Treat, the landowner will be required to submit a claim for compensation and as part of this process, the NTA will pay the reasonable costs (as part of the claim) for the landowner to engage its agent / valuer in preparing, negotiating and advising on compensation.

2.3 CPO-03 Fairfield Inns Limited, Walkinstown Roundabout

2.3.1 Description of the Proposed Scheme at this location

In order to achieve the Proposed Scheme objectives along this section of the corridor, as described in paragraph 4.5.2.1 of Chapter 4 of Volume 2 of the EIAR, Proposed Scheme Description, the layout of Walkinstown Roundabout has been designed to provide enhanced cycle and pedestrian connectivity around this busy junction as well as improving safety for pedestrians, cyclists, bus and general traffic.

A two-way segregated cycle track has been proposed around the junction to allow cyclists to adopt the most direct route around the roundabout (i.e., both directions) and to reduce interactions with motor vehicles. Parallel pedestrian / cyclist raised table crossings have been implemented on all arms to improve pedestrian and cyclist safety.

Set back crossings have been used on all arms to promote pedestrian / cyclist desire lines with consideration for vehicle exit lane storage off the roundabout. Cycle detection loops have also been implemented on the two-way segments on approach to the crossings to help promote cycling journey time efficiencies and minimise delays for cyclists crossing multiple arms of the junction.

The number of general traffic entry lanes / flares, circulation lanes and angle of entry have been reconfigured to promote safer vehicle movements.

Landscaping proposals and revised parking arrangements are also proposed to enhance the area. City bound cyclists will be directed to the offline cycle route along Bunting Road and St. Mary's Road, providing a more direct route linking Walkinstown Roundabout with Kildare Road.

The relevant extract from the General Arrangement Drawings in the EIAR, Volume 3, Figures Part 1 of 3, Chapter 4 Proposed Scheme Description is shown in Figure 2.3.1.

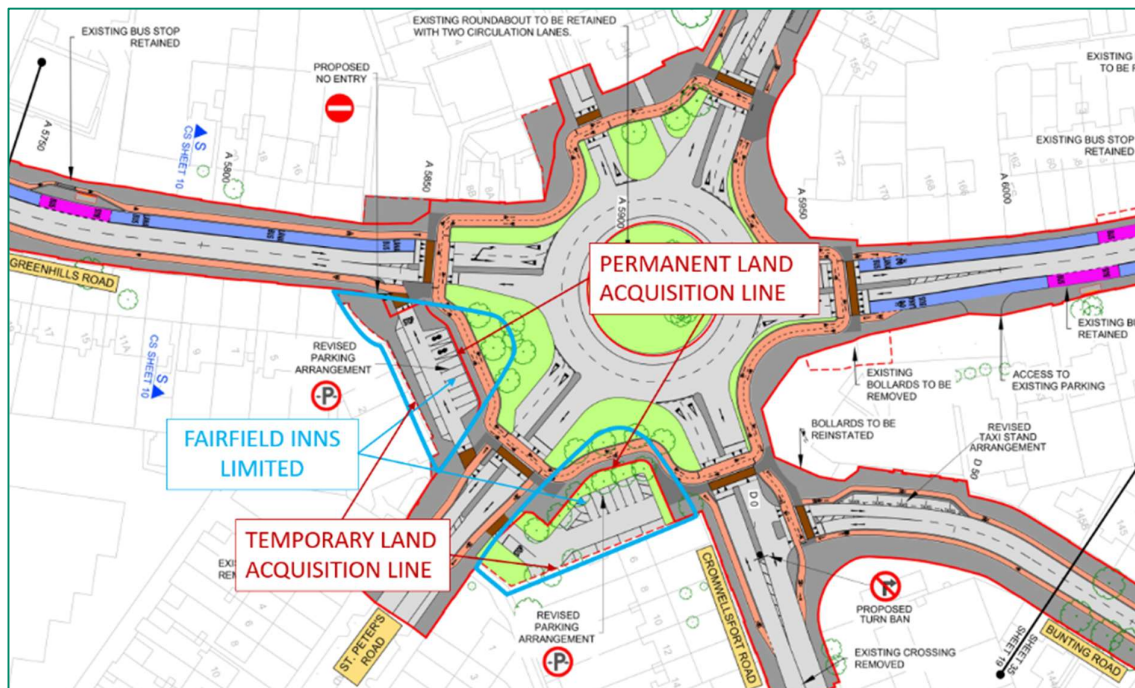


Figure 2.3.1: General Arrangement of Proposed Scheme at Walkinstown Roundabout (Sheet 19)

In order to achieve the desired design for the Proposed Scheme, permanent and temporary land acquisition is proposed at this property at two locations which are existing car parking areas. The first is located between Greenhills Road and St Peter's Road and the second is located between St Peter's Road and Cromwellsfort Road. The permanent land acquisition areas of these two locations are 368m² and 409m² respectively, and the temporary land acquisition areas of these two locations are 593m² and 705m² respectively.

The relevant extract from the CPO Deposit Maps showing the proposed permanent and temporary land acquisition areas at the Fairfield Inns Limited property is shown in Figure 2.3.2.

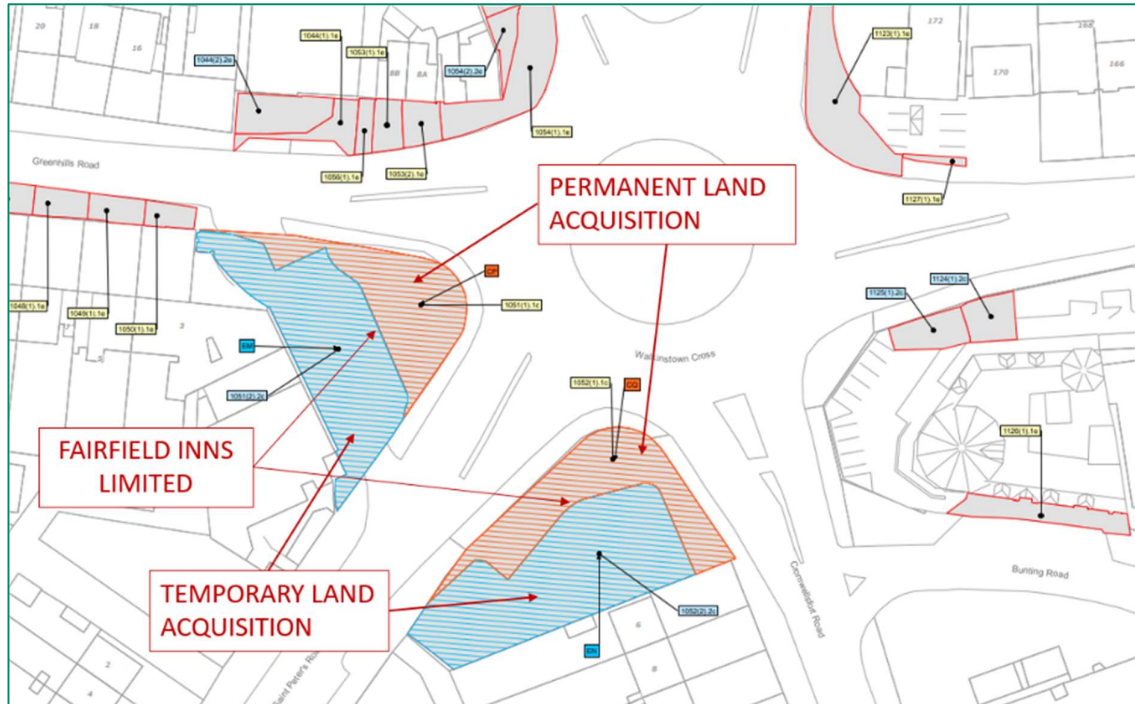


Figure 2.3.2: Extract from CPO Deposit Maps at Fairfield Inns Limited

The permanent land acquisition is required from the two car parking areas to provide the two-way segregated cycle track that has been proposed around the junction to allow cyclists to adopt the most direct route around the roundabout (i.e., both directions) and to reduce interactions with motor vehicles.

Parallel pedestrian / cyclist raised table crossings have been implemented on all arms to improve pedestrian and cyclist safety. The temporary land acquisition is required to re-arrange the parts of the existing parking areas that are outside the permanent acquisition, as shown in Figure 2.3.1. The proposed permanent and temporary land acquisition lines overlain on aerial photography are shown in Figure 2.3.3.

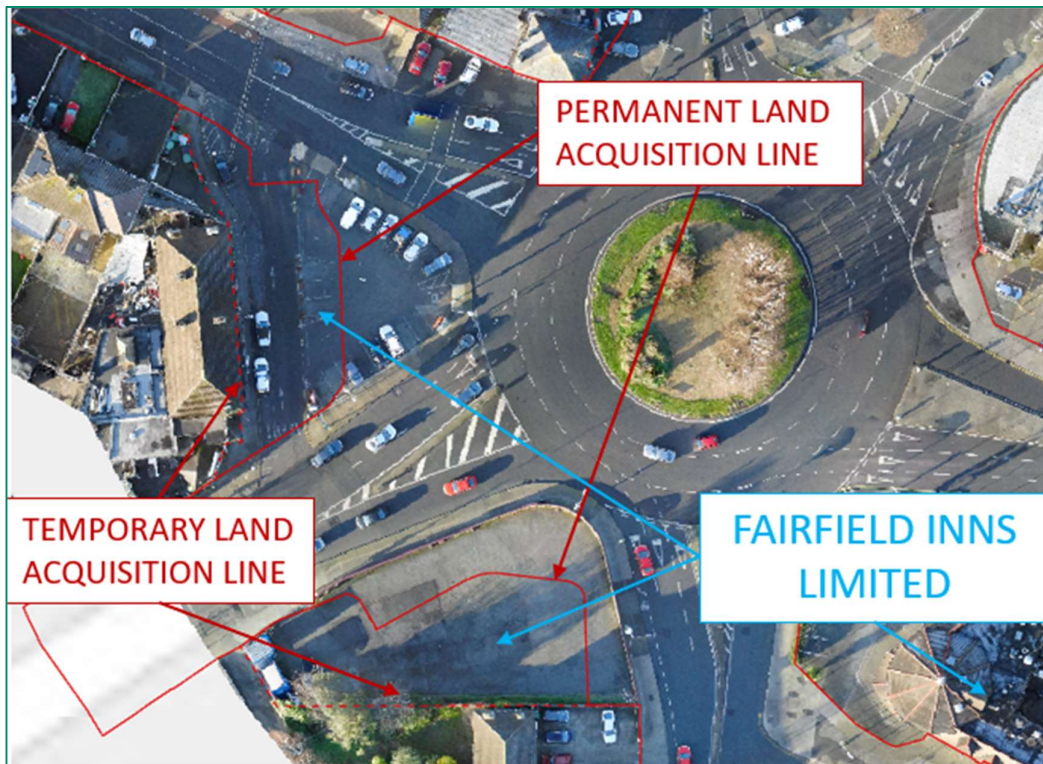


Figure 2.3.3: Proposed Land Acquisition lines at Fairfield Inns Limited

Figure 17.2 of Volume 3 of the EIAR, Figures: Part 3 of 3, Chapter 17 Landscape and Visual provides photo-montages of this location, with views V9 (from Greenhills Road) and V10 (from St Peter's Road) showing the areas of proposed land acquisition from Fairfield Inns Limited, see Figure 2.3.4. The as existing and as proposed views from V9 and V10 are shown in Figures 2.3.5 to 2.3.8.

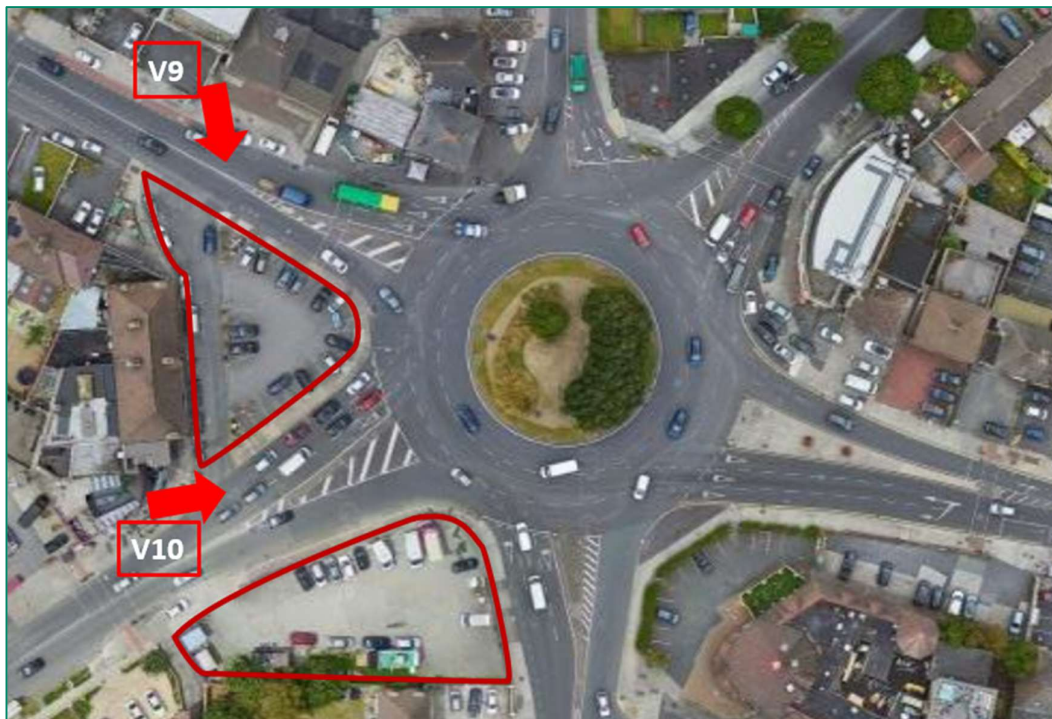


Figure 2.3.4: Locations of Photo-montage views V9 and V10 (Image source: Google)



Figure 2.3.5: Extract form EIAR Figure 17.2: View 9 – Greenhills Road – as existing



Figure 2.3.6: Extract form EIAR Figure 17.2: View 9 – Greenhills Road – as proposed



Figure 2.3.7: Extract form EIAR Figure 17.2: View V10 - St Peter's Road – as existing



Figure 2.3.8: Extract form EIAR Figure 17.2: View V10 - St Peter's Road – as proposed

2.3.2 Summary of the Points of Objection to the CPO by Fairfield Inns Limited

This submission objected to the CPO, citing the following areas of concern:

- i. The proposed acquisition is surplus to scheme requirements
- ii. Potential drainage implications for retained property
- iii. Inadequate information re noise mitigation to control increased noise pollution from the Proposed Scheme when operational
- iv. The extent of temporary acquisition is unnecessary, asserting that the Cherry Tree public house will need to close during construction
- v. A lack of detail of traffic management during construction
- vi. A lack of clarity about the boundary treatments in the permanent and temporary scenarios
- vii. A lack of clarity of the total environment impact, upfront carbon footprint and concern about the design and route chosen
- viii. A lack of clarity on impact on footpaths and cycle paths

The objection as noted that other matters may be raised and requested that an Oral hearing be held.

2.3.3 Responses to the Points of Objection

i. The proposed acquisition is surplus to scheme requirements

As shown in Figure 2.3.1, the permanent land acquisition is required from the two car parking areas to provide the two-way segregated cycle track that has been proposed around the junction to allow cyclists to adopt the most direct route around the roundabout (i.e., both directions) and to reduce interactions with motor vehicles. The route of the cycle tracks past the two car park areas has been aligned to allow a revised car parking arrangement to be designed within the remaining space while providing a cyclist route that is as safe and direct as practicable, in order to enhance the potential for cycling in line with the objectives of the Proposed Scheme.

ii. Potential drainage implications for retained property

The objection does not provide details of their concerns in respect of drainage. However, the existing levels of the retained property will be maintained and the retained areas will continue to drain towards the public road. The design of the revised parking arrangements on the land included in the temporary land acquisition will include a surface water drainage collection system that will discharge to the existing outfall that the areas currently discharge to. Existing road gullies will be replaced with narrow profile gullies and relocated beside the new kerb line and road surface where necessary. The proposed cycle tracks will drain to the existing public road drainage network which is to be retained, as shown on the Proposed Surface Water Drainage Works drawings included in EIAR Volume 3 Part 2 of 3.

iii. Inadequate information re noise mitigation to control increased noise pollution from the Proposed Scheme when operational

Section 9.4.4.1 of EIAR Volume 2 Chapter 9 Noise and Vibration provides details of the assessment undertaken for the Operational Phase of the Proposed Scheme in respect of the potential noise and vibration impacts associated with altered traffic flows, realigned traffic lanes and displaced traffic flows.

Section 9.4.4.1.1.5 states that “*Along the majority of roads of the Proposed Scheme within the 1km study area, impacts as a result of traffic redistribution are determined to be Indirect, Positive, Imperceptible to Slight to Moderate, and Short to Medium Term to Negative, Moderate, and Short to Medium term once the Proposed Scheme becomes operational.*” It goes on to state that “*There are a small number of roads in the overall study area where there are potential initial significant impacts. These are defined as roads with a traffic noise level above a daytime noise level of 55 dB LAeq,16hr an increase in noise level greater than 3 dB.*” Table 9.51 lists these roads and none of the roads at Walkinstown Roundabout are included in Table 9.51. The Fairfield Inns Limited property will therefore not be subject to any perceptible increased noise levels during the operational stage of the scheme.

Section 9.5.2.1 summarises the change in road traffic noise in the operation phase as follows: *“The impact assessment has determined that traffic noise impacts across the study area for the Proposed Scheme results in a positive to neutral imperceptible to slight short and long-term direct impacts along the core bus corridor and negative, imperceptible to moderate, short and long term, indirect impacts along the surrounding road network. The range of noise level changes and overall noise levels calculated do not require any specific noise mitigation measures to be incorporated into the Proposed Scheme. Along the new sections of road at Calmount Avenue, and Calmount Road, noise impacts are determined to be slight and long-term. Along the new sustainable transport link road between Mayberry Road and Tymon Lane, the calculated noise impact is determined to be direct, negative not significant to slight and short to long-term.”* The Fairfield Inns Limited property will therefore not require any proposed noise mitigation measures.

As discussed in Section 9.4.4.1.1.4 of Chapter 9, during the proposed Opening Year (2028), the NTA forecast is for 94% of the city bus fleet to be EVs or HEVs. For the Design Year (2043), the city bus fleet is forecast to be 100% electric. The operation of electric and hybrid buses will eliminate ICE noise from buses accelerating, decelerating and idling at bus stops which is the dominant noise source.

In addition, the characteristic of noise from EVs is subjectively less intrusive compared to those with ICE’s and is masked to a much greater extent by surrounding road traffic. It is noted the bus stops along the Proposed Scheme will be used by other bus operators which may not transition to EV and HEVs over the same period as the city bus fleet. The airborne noise from these buses along the Proposed Scheme will, however, be significantly less than the city bus fleet and hence, noise levels associated with these areas will not generate significant noise levels over the prevailing noise environment.

In summary, the Fairfield Inns Limited property will not be subject to any perceptible increased noise levels during the operational stage of the Proposed Scheme and the property will therefore not require any proposed noise mitigation measures.

iv. **The extent of temporary acquisition is unnecessary, asserting that the Cherry Tree public house will need to close during construction**

As shown in Figure 2.3.9, the permanent land acquisition is required from the two car parking areas to provide the two-way segregated cycle track that has been proposed around the junction. The route of the cycle tracks past the two car park areas has been aligned to allow a revised car parking arrangement to be designed within the remaining space.

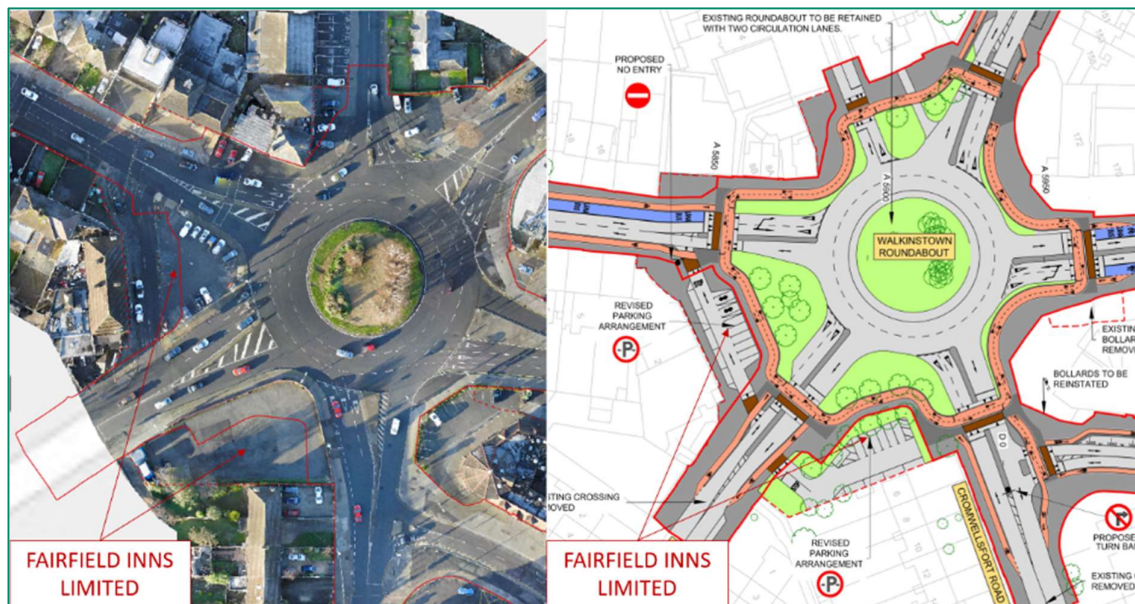


Figure 2.3.9: Existing and Proposed Layout at Fairfield Inns Limited property

Section 5.3.2.7 of EIAR Chapter 5 Construction describes that the construction activities at Walkinstown Roundabout will comprise pavement reconstruction and resurfacing of the roads,

footways, and cycle tracks, and new kerbs. Construction activities will also consist of the installation of additional signage, new road markings, new and amended traffic signal infrastructure, new road lighting, new street furniture and landscaping works. Various utility diversions and / or protections will be required; including electricity overhead lines and telecommunications infrastructure. The expected construction duration will be approximately three months.

The temporary land acquisition is required to allow construction of the revised parking arrangements on the land to be retained by Fairfield Inns Limited.

Within EIAR Volume 2 Chapter 5 Construction, Section 5.5.3 sets out that the Proposed Scheme “*will be constructed in a manner which will minimise, as much as practicable, any disturbance to residents, businesses, and road users.*”

In respect of the construction impact on parking and access, Section 5.5.3.2 sets out that “*When roads and streets are being upgraded, there will be some temporary disruption / alterations to on-street and off-street parking provision, and access to premises in certain locations along the Proposed Scheme. Local arrangements will be made on a case-by-case basis to maintain continued access to homes and businesses affected by the works, at all times, where practicable. Details regarding temporary access provisions will be discussed with residents and business owners prior to construction starting in the area. The duration of the works will vary from property to property, but access and egress will be maintained at all times.*”

Section 5.5.3.2 goes on to state that “*Access will be maintained for emergency vehicles along the Proposed Scheme, throughout the Construction Phase.*”

In summary the extent of the temporary land is necessary to complete the construction works at this location and it is considered that there will not be a need for the Cherry Tree public house to close during the construction.

v. A lack of detail of traffic management during construction

Sections 5.3.2.7 to 5.3.2.10 of EIAR Chapter 5 Construction describe the proposed construction works for the various elements of the Proposed Scheme at Walkinstown Roundabout;

- Section 2g Walkinstown Roundabout (including tie-ins at Ballymount Road Lower and St. Peter’s Road), expected construction duration will be approximately three months.
- Section 2h St. Peter’s Road to Greenhills Road, expected construction duration will be approximately two weeks.
- Section 2i Cromwellsfort Road, expected construction duration will be approximately two weeks.
- Section 2j Walkinstown Avenue, expected construction duration will be approximately two weeks.

Construction Traffic Management for pedestrians and cyclists, public transport, and general traffic is described in Section 5.8 of EIAR Chapter 5. Table 5.8 details the anticipated lane closures / modifications, road closures and diversions for each sub-section of the Proposed Scheme, as shown in Figure 2.3.10.

Section Ref.	Lane Closures / Modifications				
	Minimum One Lane of Traffic in Each Direction	Temporary Lane Closures	Temporary Road Closures (Night-time)	Short Sections of Stop / Go System	Diversions
			structure will be lifted in one night.		
Section 2b	Yes	Yes (footway and general traffic (each direction, staged)).	No	Yes	No
Section 2c	Yes	Yes (footway and general traffic (each direction, staged)).	Yes (to complete final pavement surfacing works)	Yes	Yes (traffic diverted via Ballymount Road Lower / Ballymount Road Upper / Ballymount Avenue, and via Greenhills Road / Calmount Avenue (Section 2e) or via the Calmount Road extension works (Section 2d) to access Calmount Road.
Section 2d	Yes	Yes (footway, cycle track and general traffic (each direction, staged)).	Yes (road closures will be required on the Greenhills Road to complete construction of the tie-ins to the new junction)	Yes	Yes (traffic diverted via Ballymount Road Lower and Ballymount Avenue)
Section 2e	Yes	Yes (footway, cycle track and general traffic (each direction, staged)).	Yes (road closures will be required on the Greenhills Road to complete construction of the tie-ins to the new junction)	Yes	Yes (traffic diverted via Ballymount Road Lower and Ballymount Avenue)
Section 2f	Yes	Yes (footway, cycle track and general traffic (each direction, staged)).	No	Yes	No
Section 2g	Yes	Yes (footway, cycle track and general traffic (staged)). Access for residents and businesses will be maintained throughout construction.	No	Yes	No
Section 2h	No	Yes (footway and general traffic). Access for residents and businesses will be maintained throughout construction.	Yes	N/a	Yes (traffic diverted via Walkinstown Roundabout)
Section 2i	Yes	Yes (footway and general traffic (each direction, staged)).	No	Yes	No
Section 2j	Yes	Yes (footway and general traffic (each direction, staged)).	No	Yes	No
Section 3a	Yes	Yes (footway and general traffic (each direction, staged)). Access for residents and businesses will be maintained throughout construction.	No	Yes	No

Figure 2.3.10: Extract from EIAR Table 5.8 Lane Closures / Modifications, Road Closures and Diversions

In addition, the Construction Environmental Management Plan for the Proposed Scheme is included as Appendix A5.1 of EIAR Volume 4 Appendices Part 1 of 4. Section 5.2 of Appendix A5.1 is the Construction Traffic Management Plan and demonstrates the manner in which the interface between the public and construction-related traffic will be managed and how vehicular movement will be controlled.

Section 5.2.2.3 of Appendix A5.1 describes the temporary traffic management designs and notes that if “*An Bord Pleanála decides to grant approval for the Proposed Scheme, Temporary Traffic Management designs (drawings and method statements) will be prepared by the appointed contractor in compliance with the former Department of Transport, Tourism and Sport (DTTAS) (now the Department of Transport) Traffic Signs Manual, Chapter 8, Temporary Traffic Measures and Signs for Roadworks (hereafter referred to as the Traffic Signs Manual) (DTTAS 2019), to facilitate the safe and efficient construction of the Proposed Scheme.*”

Table 5.4 of Appendix A5.1 provides details of the anticipated traffic management provisions, as shown in Figure 2.3.11.

Section No.	Estimated Construction Duration	Traffic Management Provisions
Section 1p	4 months	<ul style="list-style-type: none"> Temporary nighttime closures will be required to complete final pavement surfacing works with diversion in place Temporary nighttime closures will be required to complete final pavement surfacing works with diversion in place
Section 2a	2 months	<ul style="list-style-type: none"> One lane maintained in each direction with phased lane closures and short sections of stop and go systems as required Full night temporary closure of M50 required to install Pedestrian and Cycle Bridge with temporary diversions in place
Section 2b	4 months	<ul style="list-style-type: none"> One lane maintained in each direction with phased lane closures and short sections of stop and go systems as required
Section 2c	2 months	<ul style="list-style-type: none"> One lane maintained in each direction with phased lane closures and short sections of stop and go systems as required Temporary nighttime closures will be required to complete final pavement surfacing works with diversion in place
Section 2d	6 months	<ul style="list-style-type: none"> One lane maintained in each direction with phased lane closures and short sections of stop and go systems as required Temporary nighttime closure will be required on Greenhills Road to complete construction of the tie-ins to the new junction with diversions in place
Section 2e	4 months	<ul style="list-style-type: none"> One lane maintained in each direction with phased lane closures and short sections of stop and go systems as required Temporary nighttime closure will be required to complete construction of the tie-ins with diversions in place
Section 2f	10 months	<ul style="list-style-type: none"> One lane maintained in each direction with phased lane closures and short sections of stop and go systems as required
Section 2g	3 months	<ul style="list-style-type: none"> One lane maintained in each direction with phased lane closures and short sections of stop and go systems as required
Section 2h	0.5 months	<ul style="list-style-type: none"> One lane maintained in each direction with phased lane as required. Access for residents and businesses maintained throughout construction Temporary nighttime closure will be required to complete construction with diversions in place
Section 2i	0.5 months	<ul style="list-style-type: none"> One lane maintained in each direction with phased lane closures and short sections of stop and go systems as required
Section 2j	0.5 months	<ul style="list-style-type: none"> One lane maintained in each direction with phased lane closures and short sections of stop and go systems as required

Figure 2.3.11: Extract from EIAR Appendix A5.1 Table 5.4 Anticipated Traffic Management Provisions

In respect of how the property and all businesses in the area will continue to function during construction, Section 5.2.3.1 of Appendix A5.1 states that *“When roads and streets are being upgraded, there will be some temporary disruption / alterations to on-street and off-street parking provision, and access to premises in certain locations along the Proposed Scheme. Local arrangements will be made on a case-by-case basis to maintain continued access to homes and businesses affected by the works, at all times, where practicable. Details regarding temporary access provisions will be discussed with homes and businesses prior to construction starting in the area.”*

Section 5.2.2.4 of Appendix A5.1 describes the envisaged construction traffic generation and estimates the peak daily number of lorry movements for each sub-section of the Proposed Scheme. This information has then been used in the assessment of the temporary traffic impacts that construction will have, which is set out in Section 6.4.5 of EIAR Volume 2 Chapter 6 Traffic and Transport.

Section 6.4.5.3 sets out that *“Access to and egress from the construction compounds is permitted via dedicated construction vehicles routes. The haulage of material on site is anticipated to be minimal. There will however be the removal of excavated material and the delivery of construction materials to site. It is anticipated that the exporting and delivery of materials will be executed as efficiently as possible using dedicated Construction Access Routes. Construction vehicles will be directed to access work sections via the Proposed Scheme and dedicated routes on the National and Regional Road Network where practicable, to minimise use of the local road network.”*

Section 6.4.5.4 provides details of the predicted construction impact on pedestrians, cyclists, public transport, parking and loading, and general traffic. It states that for *“construction activities on or adjacent public roads, all works will be undertaken in accordance with Department of Transport’s ‘Traffic Signs Manual, Chapter 8 Temporary Traffic Measures and Signs for Roadworks’ and associated guidance. Chapter 5 (Construction) contains temporary traffic management proposals for the Proposed Scheme. These proposals maintain safe distance between road users and road*

workers, depending on the type of construction activities taking place and existing site constraints. Temporary diversions, and in some instances temporary road closures, may be required where a safe distance cannot be maintained to undertake works necessary to complete the Proposed Scheme. All road closures and diversions will be determined by the NTA, who may liaise with the local authority and An Garda Siochana, as necessary. The need for temporary access restrictions will be confirmed with residents and businesses prior to their implementation.”

Section 6.4.5.4.6.2 provides details of the construction traffic generation and notes that the impacts *“are minimal and comfortably below the thresholds set out in TII’s Guidelines for Transport Assessments, it is considered appropriate to define the general traffic impacts of the Construction Phase to have a Negative, Slight and Short-term effect. Therefore, no further analysis is required for the purpose of this assessment.”*

In summary, the EIAR provides extensive details of traffic management during construction and how the access / egress to businesses will be maintained at all times.

vi. A lack of clarity about the boundary treatments in the permanent and temporary scenarios

The EIAR provides extensive information in respect of the permanent boundary treatment at this location.

Section 4.5.2.1 of EIAR Chapter 4 Proposed Scheme Description notes that landscaping proposals and revised parking arrangements are proposed at Walkinstown Roundabout to enhance the area. This is reiterated in Section 4.5.2.9 which states that *“Walkinstown Roundabout will be enhanced with new planting, and a redefined public realm with cycle facilities”* and in Section 4.5.3.9 which states that *“Replacement planting will be provided in the local area at Walkinstown Roundabout.”*

Section 4.6.18.1 of EIAR Chapter 4 provides a summary of the accommodation works and boundary treatment for the entirety of the Proposed Scheme and notes that there are a number of areas along the extents of the route where the Proposed Scheme will result in the requirement for accommodation works and boundary treatments, with specific accommodation works are considered on a case-by-case basis. Section 4.6.18.1 goes on to state that *“To maintain the character and setting of the Proposed Scheme, the approach to undertaking the new boundary treatment works along the corridor is replacement on a ‘like for like’ basis in terms of material selection and general aesthetics, unless a section of street can benefit from urban improvement appropriate to the area.”*

Section 17.4.1.4.2 of EIAR Volume 2 Chapter 17 Landscape (Townscape) and Visual notes that the Walkinstown Roundabout is one of the key locations for an improved urban realm with provision of new landscape areas including tree planting and wildflower meadow, reduced dominance of parking and hard surfacing, and a new consistent paving scheme throughout, including to areas of land acquisition from commercial frontages (Ch. A5830 to Ch. A5960).

Section 17.4.4.1.2 notes that there *“High sensitivity sections of the Proposed Scheme at Walkinstown Roundabout will experience substantial improvement with the provision of new landscape areas and an attractive public realm scheme.”*

The relevant extract from the Landscape General Arrangement Drawings in the EIAR, Volume 3, Figures Part 1 of 3, Chapter 4 Proposed Scheme Description is shown in Figure 2.3.12.

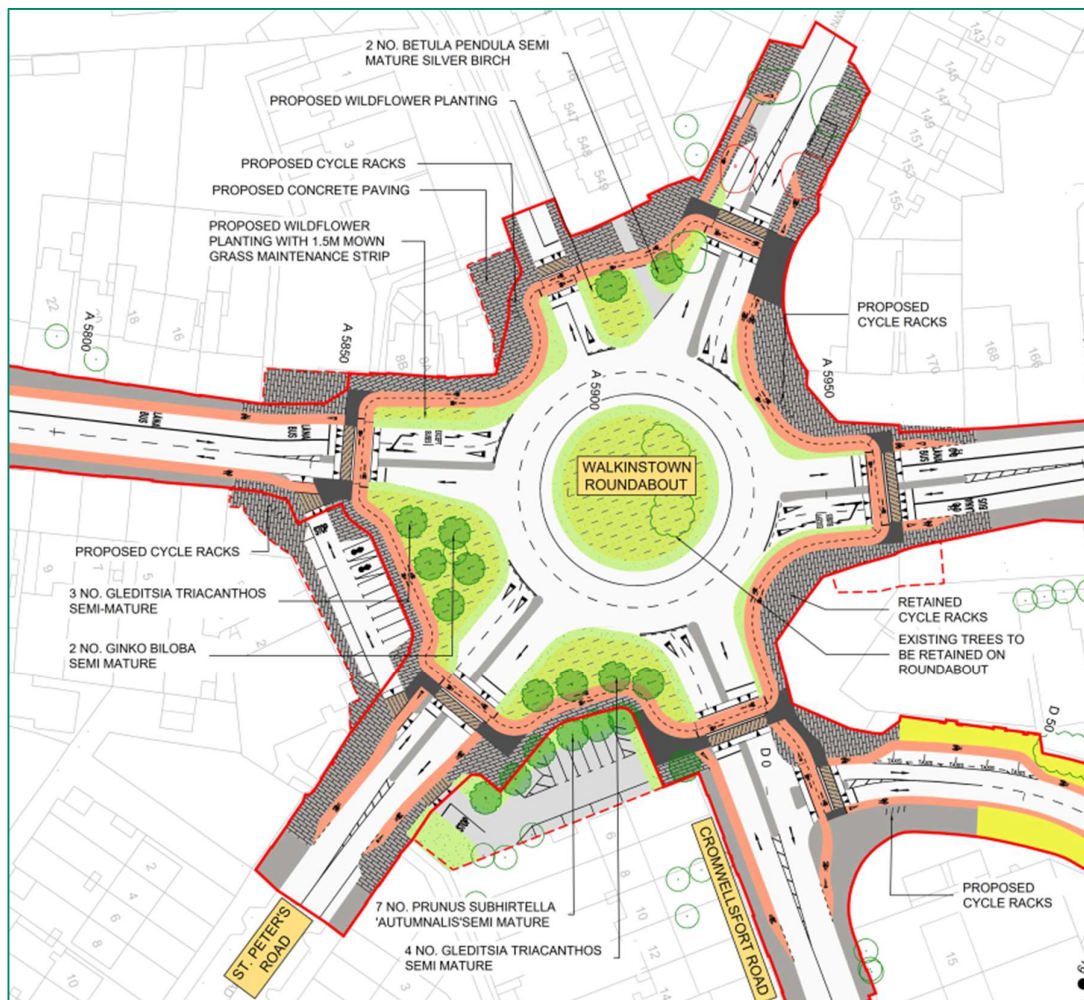


Figure 2.3.12: Extract from Landscape General Arrangement Drawings at Walkinstown Roundabout (Sheet 19)

Section 17.5.2.1.10 of EIAR Volume 2 Chapter 17 provides the following description of photomontage views 9 and 10 located at Walkinstown Roundabout.

View 9 Greenhills Road, looking towards the Cherry Tree public house: *“Figure 17.2.9.2 shows the proposed view proposed view looking north-east across Walkinstown Roundabout. The primary change is the reduction in size of the car parking area, with a change to areas of planted landscape including new street trees. A raised pedestrian and cycle crossing now passes across the road and new expanded pedestrian areas are provided to the commercial frontages. There is an uplift in the quality of the streetscape with the use of concrete paving blocks to pedestrian areas. There is a notable positive change to the visual amenity of the view.”*

View 10 St Peter’s Road, looking towards the car park for the Cherry Tree public house: *“Figure 17.2.10.2 shows the proposed view from St. Peter’s Road, looking north-west towards Walkinstown Roundabout. The primary change to the view is the reduction in size of the car park and reallocation of some parts to soft and hard landscape areas accommodating new tree planting, meadow planting, footpaths, pedestrian areas and cycle tracks. A raised crossing point for pedestrians and cyclists has been introduced across the road. There is a notable positive change in the visual amenity of the view.”*

Extracts from Figure 17.2 of Volume 3 of the EIAR, Figures: Part 3 of 3, Chapter 17 Landscape and are shown in Figures 2.3.13 and 2.3.14.



Figure 2.3.13: Extract form EIAR Figure 17.2: View 9 – Greenhills Road – as proposed – looking towards Cherry Tree public house



Figure 2.3.14: Extract form EIAR Figure 17.2: View 10 - St Peter's Road – as proposed – looking towards the car park of the Cherry Tree public house

As regards temporary boundary treatment during construction, Section 5.5.2.1 of EIAR Chapter 5 Construction states the following: *“Condition surveys of properties adjacent to the Proposed Scheme that the works have the potential to affect will be undertaken prior to works commencing. Liaison with impacted landowners will be carried out in advance of commencement of boundary works to properties.*

Boundary works will be commenced where both permanent and temporary land acquisition is required to ensure that sufficient space is available to construct the Proposed Scheme. Boundary treatments

will be carried out on a section-by-section basis (with sections / sub-sections defined in Section 5.2), and in line with the traffic management stages set out in Section 5.8.3.

This will be a mixture of boundary walls / fencing along industrial / commercial land, railings along parks and temporary boundaries, as required. Any land temporarily acquired from a landowner will only be utilised for the purposes of undertaking boundary works or accommodation works related to the land in question.

Any lands acquired temporarily to facilitate construction work will be returned to landowners on completion of the works. Existing boundary walls or fencing being relocated will be constructed to match the existing conditions, unless otherwise agreed. The removal of trees, vegetation, lawns, paving etc. will be minimised in so far as practicable.”

Section 5.10.5 of EIAR Chapter 5 states the following: *“The requirements of Number 10 of 2005 - Safety, Health and Welfare at Work Act 2005, S.I. No. 291/2013 -Safety, Health and Welfare at Work (Construction) Regulations 2013 (hereafter referred to as the Regulations) and other relevant Irish and European Union safety legislation will be complied with at all times. As required by the Regulations, a Health and Safety Plan will be formulated which will address health and safety issues from the design stages through to the completion of the Construction Phase. This plan will be reviewed as the Proposed Scheme progresses. The contents of the Health and Safety Plan will follow the requirements of the Regulations.”*

Section 17.5.1 of EIAR Chapter 17 describes the construction phase mitigation and management measures which are proposed to avoid, reduce or remediate, wherever practicable significant negative landscape (townscape) and visual effects of the Construction Phase of the Proposed Scheme. It is noted that appropriate measures will be put in place by the appointed contractor for continued access during construction and for adequate security and screening of construction works.

In respect of the construction impact on parking and access, Section 5.5.3.2 of EIAR Chapter 5 sets out that *“When roads and streets are being upgraded, there will be some temporary disruption / alterations to on-street and off-street parking provision, and access to premises in certain locations along the Proposed Scheme. Local arrangements will be made on a case-by-case basis to maintain continued access to homes and businesses affected by the works, at all times, where practicable. Details regarding temporary access provisions will be discussed with residents and business owners prior to construction starting in the area. The duration of the works will vary from property to property, but access and egress will be maintained at all times.”*

Section 5.2.3 of Appendix A5.1 Construction Environmental Management Plan of EIAR Volume 4 Part 1 of 5 expands on this; Section 5.2.3.4 explains that for pedestrians / cyclist *“where footways or cycle tracks are affected by construction, a safe route will be provided past the work area, and where practicable, provisions for matching existing facilities for pedestrians and cyclists will be made”*, and Section 5.2.3.6 sets out that *“temporary access provisions will be discussed with homes and businesses prior to construction starting in the area. The duration of the works will vary from property to property, but access and egress will be maintained at all times”*.

vii. **A lack of clarity of the total environment impact, upfront carbon footprint and concern about the design and route chosen**

Total environment impact

A comprehensive EIAR has been prepared to provide an assessment of the potential construction and operational impacts of the Proposed Scheme.

The basis for content of the EIAR is set out in Section 1.5.6 of Chapter 1 in Volume 2 of the EIAR and the EIAR structure is defined in section 1.5.7 of Chapter 1. Table 1.3 sets out the environmental topics that have been assessed:

- Traffic & Transport;
- Air Quality;
- Climate;
- Noise & Vibration;
- Population; • Human Health;
- Biodiversity;

- Water;
- Land Soils Geology & Hydrogeology;
- Archaeological & Cultural Heritage;
- Architectural Heritage;
- Landscape (Townscape) & Visual;
- Waste and Resources;
- Material Assets;
- Risk of Major Accidents and / or Disasters; and
- Cumulative Impacts and Environmental Interactions.

Each of these chapters provides an assessment of the potential impacts from the Construction and Operation of the Proposed Scheme and includes for mitigation strategies to mitigate effects and finally states the predicted residual impacts.

The potential for cumulative impacts of the Proposed Scheme in combination with other projects has been assessed in Chapter 21 in Volume 2 of the EIAR.

The significant residual impacts from all topics are then summarised in Chapter 23 in Volume 2 of the EIAR.

Upfront carbon footprint

In respect of the upfront carbon footprint, Section 8.5.1.1 of EIAR Chapter 8 describes the construction phase carbon calculations and quantifies the construction phase embedded carbon using the TII Carbon Tool (TII 2020), which has the ability to quantify carbon in infrastructure projects using Ireland-specific emission factors and data. Detailed project information including tonnage of materials was used in the assessment of embodied carbon (refer to Appendix A8.1 Construction Phase Embodied Carbon in Volume 4 of this EIAR for inputs into the TII Carbon Tool). The Proposed Scheme is expected to have a Construction Phase of 36 months approximately. The predicted embodied carbon is averaged over the full Construction Phase to give the predicted annual emissions to allow for a direct comparison with annual emissions and targets. Construction Phase emissions have been compared against the total national GHG emissions in Ireland for 2020 (58,698 kt CO₂e) (EPA 2022b) and against Ireland's non-ETS 2020 target of 37,942.7 kt CO₂e (as set out in Commission Decision 2017/1471 of 10 August 2017 and amending decision 2013/162/EU to revise Member States' annual emissions allocations for the period from 2017 to 2020) and the 2030 Transport Emission Ceiling.

The Proposed Scheme is estimated to result in total Construction Phase CO₂e emissions of 27,763 tonnes embodied CO₂e for materials over a 36-month period. The IEMA Guidance (IEMA 2022) states that "Carbon budgets allow for continuing economic activity, including projects in the built environment, in a controlled manner". Thus, projects which have a carbon footprint are not necessarily significant provided that the projects are compatible with net zero by 2050, and the full range of mitigation measures are employed to minimize the carbon footprint. Given that the construction of the Proposed Schemes itself will lead to operational GHG emission reductions overall then the construction phase should be viewed as compatible with net zero emission targets. Thus, the assessment of significance for the construction phase of the Proposed Scheme is deemed to have a minor adverse impact given that the construction phase emissions are equivalent to an annualised total of 0.024% of Ireland's non-ETS 2020 target and 0.154% of the 2030 Transport Emission Ceiling. The potential impact to climate due to embodied carbon emissions during the Construction Phase, prior to mitigation, will be Negative, Minor Adverse and Short-Term. In order to place the emissions due to the total Construction Phase in context, the CO₂e emissions are equivalent to the construction of approximately 555 three-bedroom houses using traditional construction methods (Monahan 2011).

Section 8.8.1 of EIAR Chapter 8 describes the residual impacts of the construction phase and states that *"the Proposed Scheme is estimated to result in total Construction Phase GHG emissions of 27,763 tonnes embodied CO₂e for materials over a 36-month period, equivalent to an annualised total of 0.024% of Ireland's non-ETS 2020 target and 0.154% of the 2030 Transport Emission Ceiling. The embodied carbon emissions associated with the Construction Phase of the Proposed Scheme will be short-term and temporary in nature. Nevertheless, the impact on CO₂e emissions, after mitigation, as outlined in Table 8.23, due to the embodied carbon associated with the Construction Phase of the Proposed Scheme will be Negative, Minor and Short-Term. Although the impact rating post-mitigation is the same as pre-mitigation, the mitigation measures proposed will have the effect of reducing carbon emissions during the Construction Phase. A comparison between the Do Something*

and Do Minimum CO₂e traffic emissions in the Construction Year (2024) indicates that there is predicted to be an overall increase of 6.3kt in CO₂eq due to the Construction Phase of the Proposed Scheme. This is equivalent to a 0.40% increase in CO₂eq relative to the Construction Year (2024) Do Minimum estimates.”

The design and route chosen

The submission does not provide any details about the concern the owners have in relation to the design of the scheme, beyond the points discussed in paragraphs i) to vi) above. As regards the route chosen, Section 3.3 of EIAR Chapter 3 Consideration of Reasonable Alternatives sets out the route alternatives which were considered as part of the process to establish the Proposed Scheme and how alternative route options have been considered in a number of areas during the iterative design of the Proposed Scheme.

Section 3.3.1 of EIAR Chapter 3 provides details of the initial high level route alternatives that were assessed and included an examination of the feasible route options north of the M50 to the intersection of the R819 Walkinstown Road with the R110 Crumlin Road. Section 3.3.2 then sets out the qualitative and quantitative assessment using criteria established to compare the reasonable alternative route options, and Section 3.3.2.1.6 describes a number of viable route options at Walkinstown Roundabout that led to the identification of the Emerging Preferred Route Option.

Section 3.4.1.1.1 describes the main alternatives considered during the development of the draft Preferred Route Option and Section 3.4.1.1.2 describes that the draft Preferred Route Option proposed that Walkinstown Roundabout be altered to include a segregated two-way cycle track around the junction to reduce conflicts with pedestrians and allow the cyclists to take the shortest route around the junction, with parallel signal-controlled pedestrian / cycle crossings on all arms of the roundabout also provided.

viii. A lack of clarity on impact on footpaths and cycle paths

Section 6.4.6 of EIAR Chapter 6 Traffic and Transport outlines the impact assessment for the Operational Phase in terms of a qualitative (walking, cycling, bus infrastructure and parking / loading) and quantitative (bus journey times / reliability, general traffic and people movement) impact analysis.

Section 6.4.6.1.3.1 provides details of the assessment of impacts on the pedestrian infrastructure for the section of the Proposed Scheme between Ballymount and Crumlin and these are summarised in Table 6.30, as shown in Figure 2.3.14 the significance of the effects for pedestrians at Walkinstown Roundabout are assessed as having a positive profound effect.

Junctions	Chainage	Do Minimum LoS	Do Something LoS	Impact	Sensitivity	Significance of Effect
R819 Greenhills Road / Ballymount Road Upper priority junction	A3950	D	A	Medium	Medium	Positive Significant
New junction: Ballymount Avenue / R819 Greenhills Road priority junction	A4200	-	B	-	Low	-
New junction: Ballymount Avenue / Ballymount Avenue priority junction	A4400	-	B	-	Medium	-
Ballymount Avenue / Calmount Road signalised junction	A4650	C	A	Medium	Low	Positive Moderate
New junction: Calmount Avenue / R819 Greenhills Road roundabout	C425	-	A	-	Low	-
Calmount Road / Calmount Avenue priority junction	A4950	D	A	Medium	Medium	Positive Significant
R819 Greenhills Road / B&G Ltd priority junction	A5650	F	B	High	Medium	Positive Very Significant
Walkinstown Roundabout	A5900	E	A	High	High	Positive Profound
Section Summary		E	A	High	Medium	Positive Very Significant

Figure 2.3.14: Table 6.30 of EIAR Chapter 6

Section 6.4.6.1.3.1 concludes that, overall, it is anticipated that there will be a Positive, Very Significant and Long-term effect to the quality of the pedestrian infrastructure along Section 2 of the Proposed Scheme.

Section 6.4.6.1.3.2 of EIAR Chapter 6 provides details of the assessment of impacts on the cycling infrastructure for the section of the Proposed Scheme between Ballymount and Crumlin and these are summarised in Table 6.31, as shown in Figure 2.3.15 the significance of the effects of pedestrians at Walkinstown Roundabout are assessed as having a positive profound effect.

Table 6.31: Section 2 Cycling Impact during Operational Phase

Locations	Chainage (m)	Do Minimum LoS	Do Something LoS	Impact	Sensitivity of Environment	Significance of Effect
M50 Overbridge to Calmount Road / Ballymount Avenue roundabout	A4150 - A4700	C	A	Medium	High	Positive Very Significant
Calmount Road to Walkinstown Roundabout	A4700- A5900	B	A	Low	Medium	Positive Moderate
Greenhills Road / Ballymount Avenue to Greenhills Road / Greenhills Road green space	C50 - A5500	C	A	Medium	Medium	Positive Significant
Calmount Road/ Calmount Avenue to Calmount Avenue / Greenhills Road proposed roundabout	A4950- C425	D	A	Medium	Medium	Positive Significant
Section Summary		C	A	Medium	Medium	Positive Significant

Figure 2.3.15: Table 6.30 of EIAR Chapter 6

The contents of Table 6.31 demonstrate that the scheme will have a positive moderate long-term impact on the cycling environment between the R819 Greenhills Road and Walkinstown Roundabout.

2.4 CPO-04 Patrick Comerford, 140 Walkinstown Road

2.4.1 Description of the Proposed Scheme at this location

In order to achieve the Proposed Scheme objectives along this section of the corridor, as described in paragraph 4.5.3.1 of Chapter 4 of Volume 2 of the EIAR, Proposed Scheme Description, on Walkinstown Road (R819) between Walkinstown Roundabout and the Long Mile Road (R110), it is proposed to provide one bus lane and one general traffic lane in each direction with minimum land take impacting properties on Walkinstown Road (R819) maintaining sufficient front driveway boundary setback lengths for a car to be parked. To accommodate this cross section, land acquisition will be required along the Walkinstown Road (R819). Land acquisition is proposed on the western side of the Walkinstown Road (R819) between Walkinstown Roundabout and Kilnamanagh Road.

Section 4.5.3.1 also notes that city-bound cyclists will have an alternative segregated cycle route along Bunting Road (GDA Cycle Route 8A) and St. Mary's Road providing a more direct route linking Walkinstown Roundabout with Kildare Road. Thus segregated cycle facilities are not proposed along Walkinstown Road resulting in a reduced cross-section such that the land acquisition is minimised.

The relevant extract from the General Arrangement Drawings in the EIAR, Volume 3, Part 1 of 3, Chapter 4 Proposed Scheme Description is shown in Figure 2.4.1.

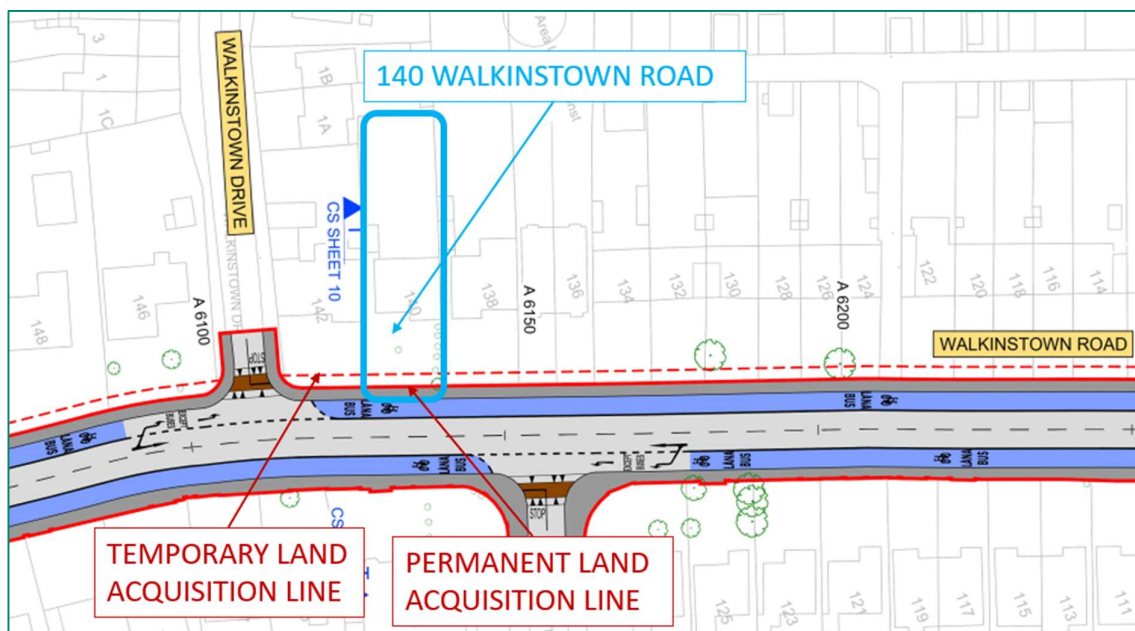


Figure 2.4.1: General Arrangement of Proposed Scheme adjacent to 140 Walkinstown Road (Sheet 20)

The relevant extract from the typical cross-section in the EIAR, Volume 3, Part 1 of 3, Chapter 4 Proposed Scheme Description is shown in Figure 2.4.2.

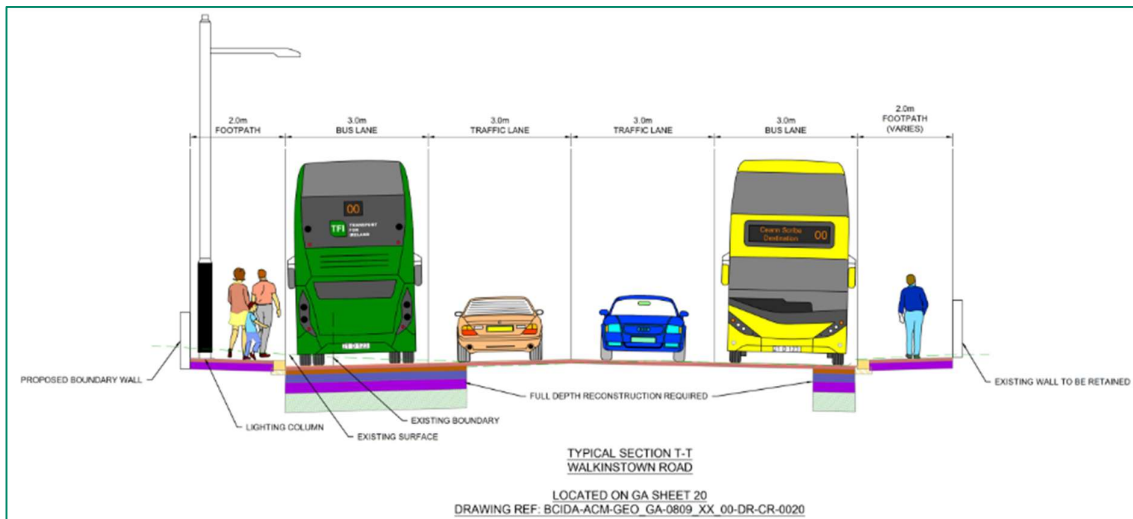


Figure 2.4.2: Typical Cross-section adjacent to 140 Walkinstown Road

The relevant extract from the CPO Deposit Maps showing the proposed permanent and temporary land acquisition areas at 140 Walkinstown Road is shown in Figure 2.4.3.

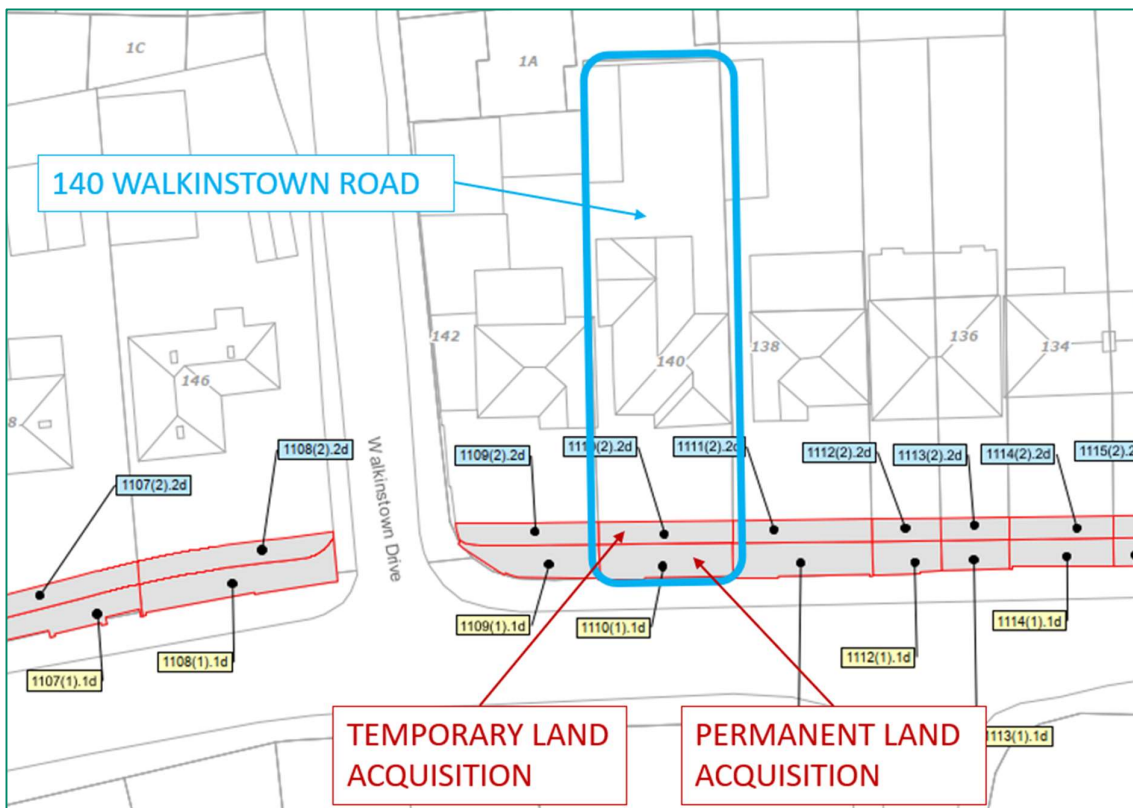


Figure 2.4.3: Extract from CPO Deposit Maps adjacent to 140 Walkinstown Road

The proposed permanent and temporary land acquisition lines overlain on aerial photography are shown in Figure 2.4.4.



Figure 2.4.4: Proposed Land Acquisition lines adjacent to 140 Walkinstown Road

2.4.2 Summary of the Points of Objection to the CPO by Patrick Comerford

This submission objected to the CPO for the following reasons:

- i) The proximity of traffic will affect foundations
- ii) Loss of parking
- iii) Loss of property value
- iv) That the CPO is on one side of the Walkinstown Road only
- v) Two alternative routes are available for the CBC
- vi) The two meter temporary land acquisition would result in no parking during the works

2.4.3 Responses to the Points of Objection

i. Proximity of traffic affecting foundations

The objection raises a concern that the proximity of traffic to the property will affect the building's foundations.

Section 9.4.4.2 of EIAR Volume 2 Chapter 9 Noise and Vibration considers the operational vibration impact of the Proposed Scheme. Analysis of traffic data for the Proposed Scheme indicates a reduction in overall AADT traffic flows along the core bus corridor. Reference to the monitoring results in Table 9.28 and Table 9.29 of Chapter 9 confirms that vibration levels associated with passing buses and other vehicular traffic at distances of 2.5 to 10m from the road edge are negligible in terms of human perception and building response. Vibration levels associated with a passing bus were recorded at 0.1mm/s PPV or less under the monitored scenarios. These values are below the normal range of perceptible human response to vibration and would not pose any significant impact.

ii. Loss of Parking

The objection states that parking is required for at least six cars and space to turn in the driveway, on the basis that it is illegal to reverse on to a main road and there is no on street parking outside the property.

The existing driveway of the property is shown in Figure 2.4.5.

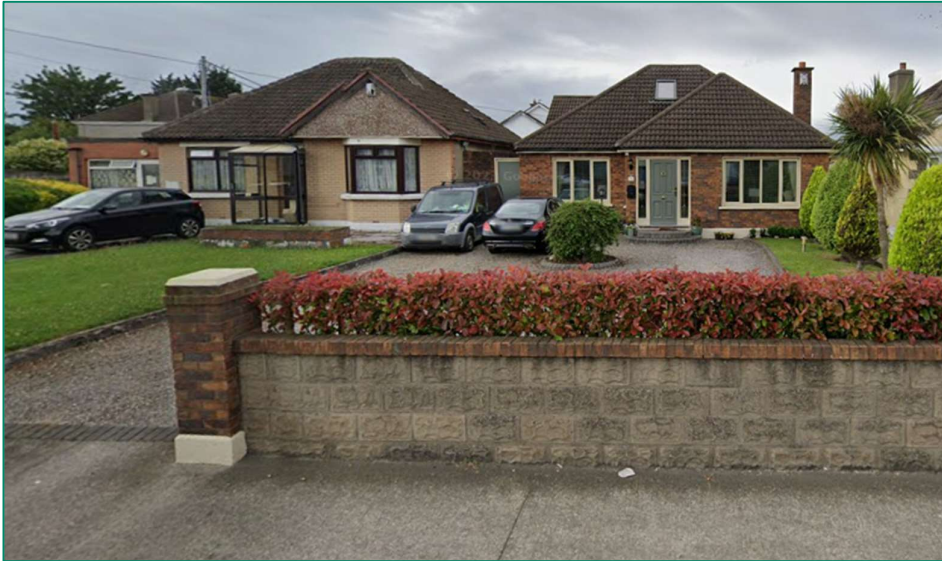


Figure 2.4.5: Existing driveway of 140 Walkinstown Road (Image source: Google)

The permanent acquisition will result in the loss of approximately 3m. This will result in the new boundary being at least 10m from the front of the house. It is considered that this should not hinder the parking of cars.

The principle of how residents can access/ egress their properties is unchanged by the scheme proposals. It is not illegal to reverse from a driveway onto a road; in accordance with Statutory Instrument S.I. No. 182/1997 - Road Traffic (Traffic and Parking) Regulations, 1997 Section 12 (3) “A driver shall not reverse from a place adjacent to a public road onto a public road save where it is clear to the driver that to so reverse would not endanger other traffic or pedestrians.”

Also, in relation to S.I. No. 182/1997 Section 13 Driving on Footway, a vehicle is allowed to be driven across the footpath for the purpose of access to or egress from a place adjacent to the footpath, and in accordance with S.I. No. 182/1997 Section 14 Cycle Tracks that a vehicle is also allowed to be driven across the cycletrack for the purpose of access to or egress from a place adjacent to a cycle track.

iii. Loss of property value

The aim of the Proposed Scheme is to provide enhanced walking, cycling and bus infrastructure on this key access corridor in the Dublin region, which will enable and deliver efficient, safe, and integrated sustainable transport movement along the corridor. The Proposed Scheme will greatly improve transport services for all that live along the route of the Proposed Scheme, including on Walkinstown Road, by providing significantly improved sustainable transport options.

Furthermore, it is an objective of the Proposed Scheme to ensure that the public realm is carefully considered in the design and development of the transport infrastructure and seek to enhance key urban focal points where appropriate and feasible.

EIAR Chapter 10 ‘Population’ includes Appendix A10.2 ‘Economic Impact of the Core Bus Corridors’. Section 3 on page 14 of the appendix assesses what the economic impact of the provision of bus corridor infrastructure on the communities along the route using evidence from international Case Studies for similar schemes. This economic impact includes effects on property values. The conclusion reached is that in overall terms the public realm improvements planned by the NTA may in fact lead to an increase in value of both residential and retail property prices, especially in the community centres along the corridors.

The report notes: “Evidence shows that investing in public realm creates nicer places that are more desirable for people and business to locate in, thereby increasing the value of properties in the area.”

and *“Residents along the corridors will also see a measurable increase in their quality of life, with evidence showing that residents are willing to pay more for an improved public realm.”*

Based on the above text, it is believed that a combination of improved connectivity as a result of the dedicated public transport infrastructure being rolled out by the Proposed Scheme as well as public realm improvements, will not have a negative impact on values of residential properties on Walkinstown Road. If the CPO is confirmed by An Bord Pleanála, a Notice to Treat will be served on the landowner whose land is being acquired. Following service of the Notice to Treat, the landowner will be required to submit a claim for compensation and as part of this process, the NTA will pay the reasonable costs (as part of the claim) for the landowner to engage its agent/valuer in preparing, negotiating, and advising on compensation.

iv. CPO on one side of Walkinstown Road only

The objection notes that land acquisition is proposed on the west side of the road only.

In order to achieve the Proposed Scheme objectives along this section of the corridor, as described in Section 4.5.3.1 of Chapter 4 of Volume 2 of the EIAR, Proposed Scheme Description, on Walkinstown Road (R819) between Walkinstown Roundabout and the Long Mile Road (R110), it is proposed to provide one bus lane and one general traffic lane in each direction with minimum land take impacting properties on Walkinstown Road (R819) maintaining sufficient front driveway boundary setback lengths for a car to be parked. To accommodate this cross section, land acquisition will be required along the Walkinstown Road (R819).

Section 4.5.3.1 also notes that city-bound cyclists will have an alternative segregated cycle route along Bunting Road (GDA Cycle Route 8A) and St. Mary’s Road providing a more direct route linking Walkinstown Roundabout with Kildare Road. This allows for the omission of segregated cycle facilities along Walkinstown Road resulting in a reduced cross-section such that the land acquisition is minimised.

In general, properties on west side of this section of Walkinstown Road have longer existing front gardens/driveways than those on the east side. In order to maintain sufficient front driveway boundary setback lengths for a car to be parked at all properties on both sides of the road the decision was made for the necessary land acquisition to be taken from the properties on the west side of the road.

v. Alternative Routes

The objection suggests two alternative routes for the Proposed Scheme which would avoid Walkinstown Road as follows:

“No1. Walkinstown Avenue is already wide enough to take bus lanes.

No2. Calmount Road is already in situ and would not impact residential properties. Both these roads join the long Mile Road at different points and will fulfil the same purpose at considerable less cost to the tax payer.”

The submission does not provide any further details of these routes. Figure 2.4.6 shows the assumed alternative route along Walkinstown Avenue and Long Mile Road to Drimnagh Road. However, it is unclear where the alternative route along Calmount Road would be. As shown in Figure 2.4.6 the Proposed Scheme runs along Calmount Road and there is no direct route to the Long Mile Road. Therefore it is not possible to identify a clear route for this second suggested alternative route.

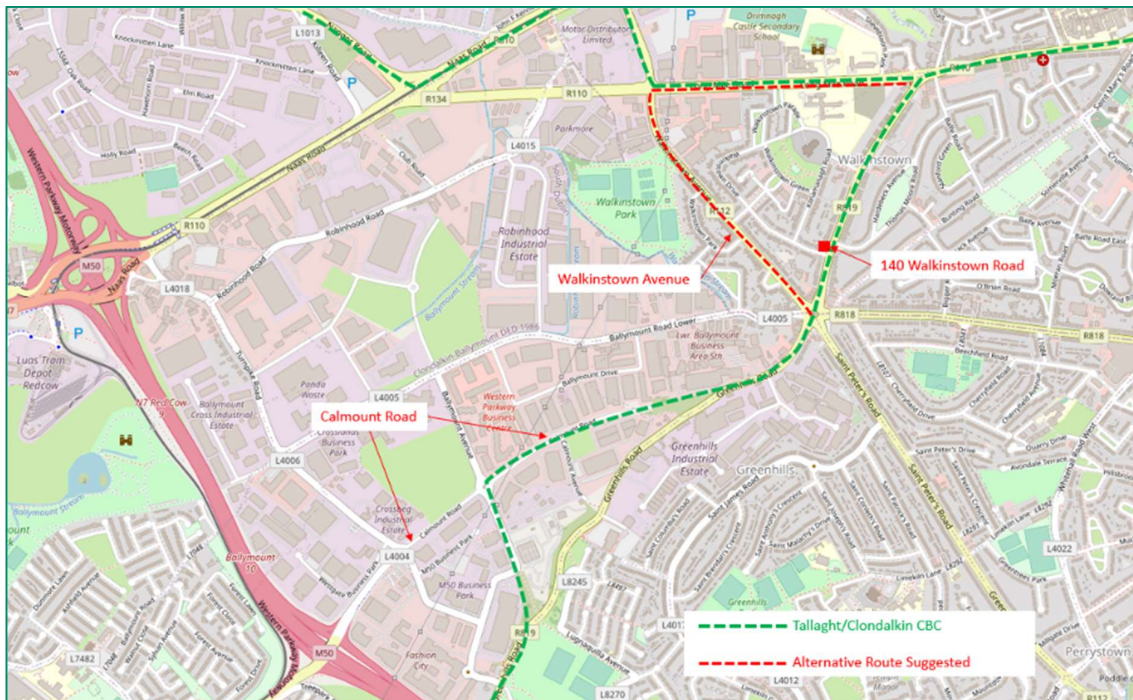


Figure 2.4.6: Alternative Routes proposed (Image source: OpenStreetMap)

Section 3.3 of EIAR Volume 2 Chapter 3 Consideration of Reasonable Alternatives describes the route alternatives that were considered as part of the process to establish the Proposed Scheme. Section 3.3.1 describes how the Feasibility and Options Reports identified feasible options along the corridor, assessed these options and arrived at an EPR, which then formed the basis of the first non-statutory public consultation.

Section 3.3.1 of EIAR Chapter 3 explains that the Feasibility and Options Reports used a two-stage assessment process to determine the EPR, with Stage 1 comprising an initial high-level route options assessment, or ‘sifting’ process, which appraised routes in terms of ability to achieve scheme objectives and whether they could be practically delivered. At the start of the Stage 1 assessment, an initial ‘spider’s web’ of potential route options that could accommodate a Core Bus Corridor was identified for each study area section.

Section 4.2 of the Feasibility and Options Assessment Report provides the following further details: *“An initial ‘spider’s web’ of potential route options that could accommodate a CBC was identified for each study area section. This ‘spider’s web’ of route options was chosen with reference to the CBC characteristics and specifically the potential to meet the scheme objectives as set out in Section 2 of this report.*

Section 4.2 goes on to state that *“Of particular relevance in developing the ‘spider’s web’ was the potential for the road or route sections to facilitate fast and reliable journey times, and thereby have the potential to practically accommodate bus lane priority.”*

The alternative route along Walkinstown Avenue to the Long Mile Road suggested by the objection, which as shown in Figure 2.4.6 is routed along two sides of a triangle (north westwards along Walkinstown Avenue and then eastwards along Long Mile Road), was not included as one of the options identified as a potential route option that had the potential to meet the scheme objectives and was not included in the ‘spider’s web’ of route options.

Section 3.3.1 of EIAR Chapter 3 sets out that the initial ‘spider’s web’ was narrowed down having considered existing physical conditions / constraints within the study area. This exercise examined and assessed technically feasible route options, based upon specific objectives. In addition to being assessed on their individual merits, routes were also assessed relative to each other enabling some routes to be ruled out if more suitable alternatives existed. The Stage 1 assessment considered engineering issues, high-level environmental aspects and an analysis of population catchments. Numerous links forming part of the “spider’s web” were not brought forward to the Stage 2 assessment due to space constraints, lack of appropriate adjacent linkages to form a coherent end-to-end route, unsuitability of particular routes, the need for significant land take from residential properties, in addition to other factors.

Finally Section 3.3.1 explains that arising from consideration of the various permutations possible in respect of the “spider’s web”, a reduced number of coherent end-to-end options were identified for further assessment. In arriving at these options, those links which failed the initial sifting stage were removed as well as those links that were disconnected and could not clearly form part of the end-to-end options.

The resulting route options identified for further assessment for the section from the M50 to the intersection of the R819 Walkinstown Road with the R110 Crumlin Road are shown in Image 3.7 of EIAR Chapter 3, see Figure 2.4.7 below.

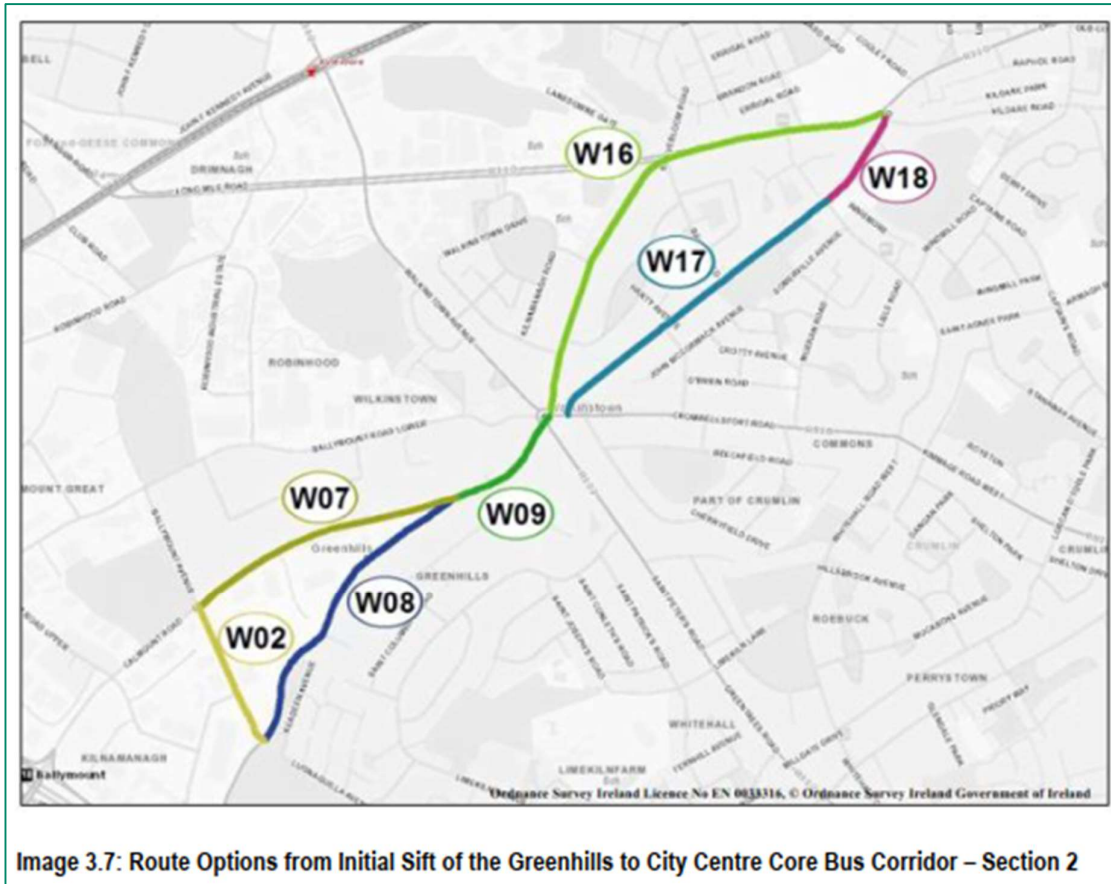


Figure 2.4.7: Image 3.7 of EIAR Chapter 3

In summary, comprehensive consideration and assessment of route options have been undertaken for this section of the Proposed Scheme.

vi. **Temporary land**

In respect of the requirement for temporary land acquisition, Section 5.5.2.1 of EIAR Chapter 5 Construction clarifies that temporary land acquisition is required to ensure that sufficient space is available to construct the Proposed Scheme. In the case of this property, the temporary land acquisition is required solely for the construction of the new boundary wall and associated reinstatement of the land to the rear of the wall and driveway to tie-in to the new footway levels.

Section 5.5.3.2 of EIAR Chapter 5 Construction sets out that *“When roads and streets are being upgraded, there will be some temporary disruption / alterations to on-street and off-street parking provision, and access to premises in certain locations along the Proposed Scheme. Local arrangements will be made on a case-by-case basis to maintain continued access to homes and businesses affected by the works, at all times, where practicable. Details regarding temporary access provisions will be discussed with residents and business owners prior to construction starting in the area. The duration of the works will vary from property to property, but access and egress will be maintained at all times.”*

2.5 CPO-05 John and Loretta Nolan – 27 Walkinstown Road

2.5.1 Description of the Proposed Scheme at this location

In order to achieve the Proposed Scheme objectives along this section of the corridor, as described in paragraph 4.5.5.1 of Chapter 4 of Volume 2 of the EIAR, Proposed Scheme Description, On Walkinstown Road (R819) between Walkinstown Roundabout and the Long Mile Road (R110), it is proposed to provide one bus lane and one general traffic lane in each direction with minimum land take impacting properties on Walkinstown Road (R819) maintaining sufficient front driveway boundary setback lengths for a car to be parked. To accommodate this cross section, land acquisition will be required along the Walkinstown Road (R819).

Land acquisition is proposed on the western side of the Walkinstown Road (R819) between Walkinstown Roundabout and Kilnarnagh Road. Between Kilnarnagh Road and Long Mile Road (R110), land acquisition is proposed on the eastern side of Walkinstown Road (R819). It is proposed to introduce a southbound right turn ban for general traffic from Walkinstown Road (R819) to Kilnarnagh Road to improve the efficiency of the junction and minimise bus delays. Kilnarnagh Road will remain accessible from the Walkinstown Road (R819) via Walkinstown Drive. It is also proposed to introduce a right turn ban for northbound right turning traffic from the Walkinstown Road (R819) to the southern entrance of the SuperValu supermarket (Walkinstown Shopping centre) during peak hours to improve the operation of the junction and reduce bus delays. Entry to the shopping centre will be possible via the alternative car park entrance.

City-bound cyclists will have an alternative segregated cycle route along Bunting Road (GDA Cycle Route 8A) and St. Mary's Road providing a more direct route linking Walkinstown Roundabout with Kildare Road.

Section 4.5.3.1 also notes that city-bound cyclists will have an alternative segregated cycle route along Bunting Road (GDA Cycle Route 8A) and St. Mary's Road providing a more direct route linking Walkinstown Roundabout with Kildare Road. Thus segregated cycle facilities are not proposed along Walkinstown Road resulting in a reduced cross-section such that the land acquisition is minimised.

The relevant extract from the General Arrangement Drawings in the EIAR, Volume 3, Part 1 of 3, Chapter 4 Proposed Scheme Description is shown in Figure 2.5.1.

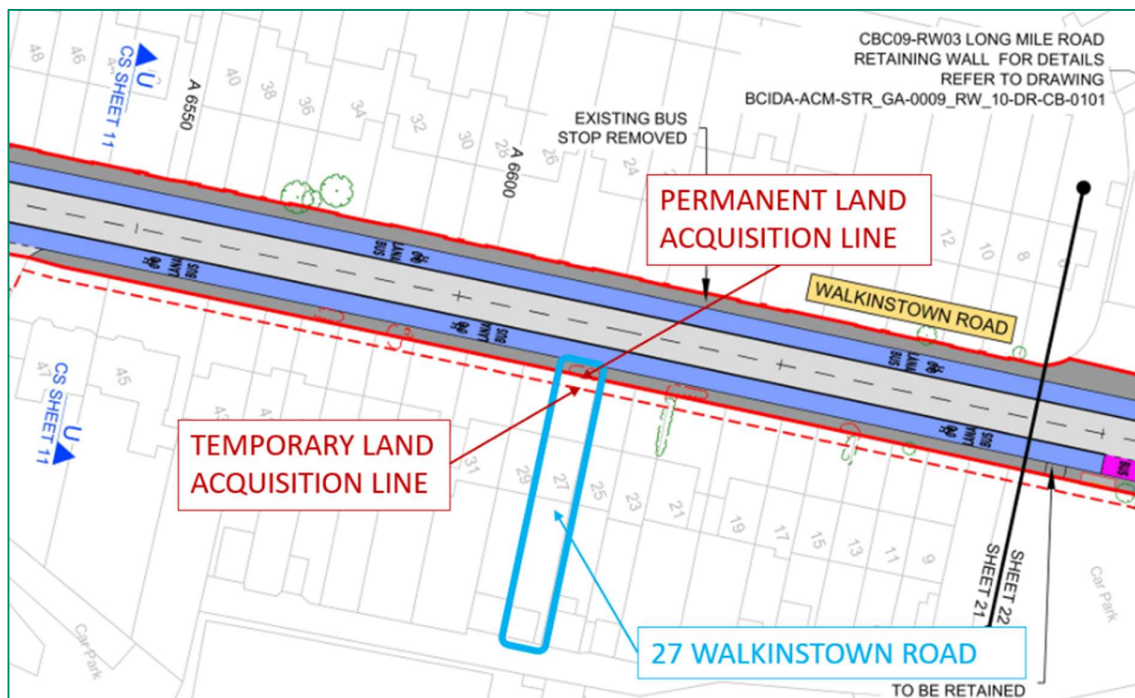


Figure 2.5.1: General Arrangement of Proposed Scheme adjacent to 27 Walkinstown Road (Sheet 21)

The relevant extract from the typical cross-section in the EIAR, Volume 3, Part 1 of 3 Chapter 4 Proposed Scheme Description is shown in Figure 2.5.2.

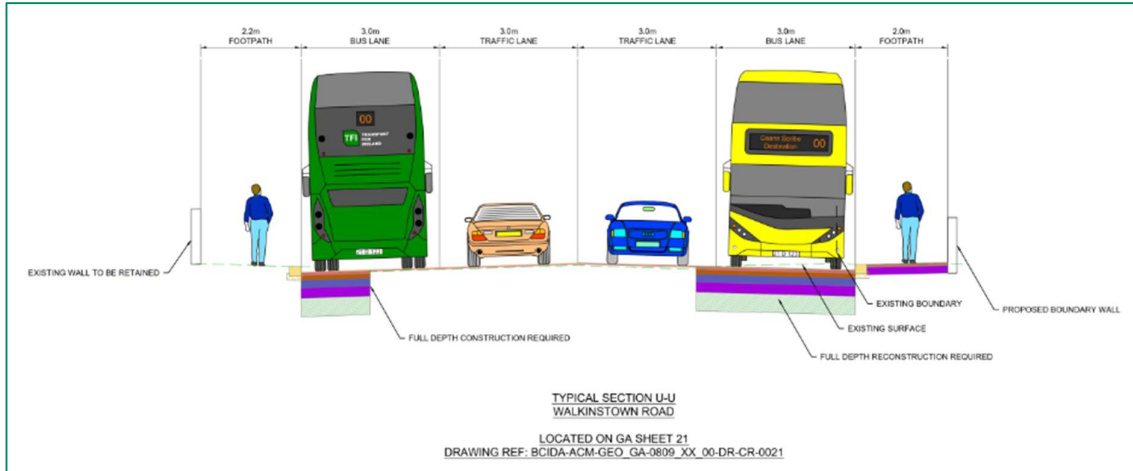


Figure 2.5.2: Typical Cross-section Adjacent to 27 Walkinstown Road

The relevant extract from the CPO Deposit Maps showing the proposed permanent and temporary land acquisition areas at 27 Walkinstown Road is shown in Figure 2.5.3.

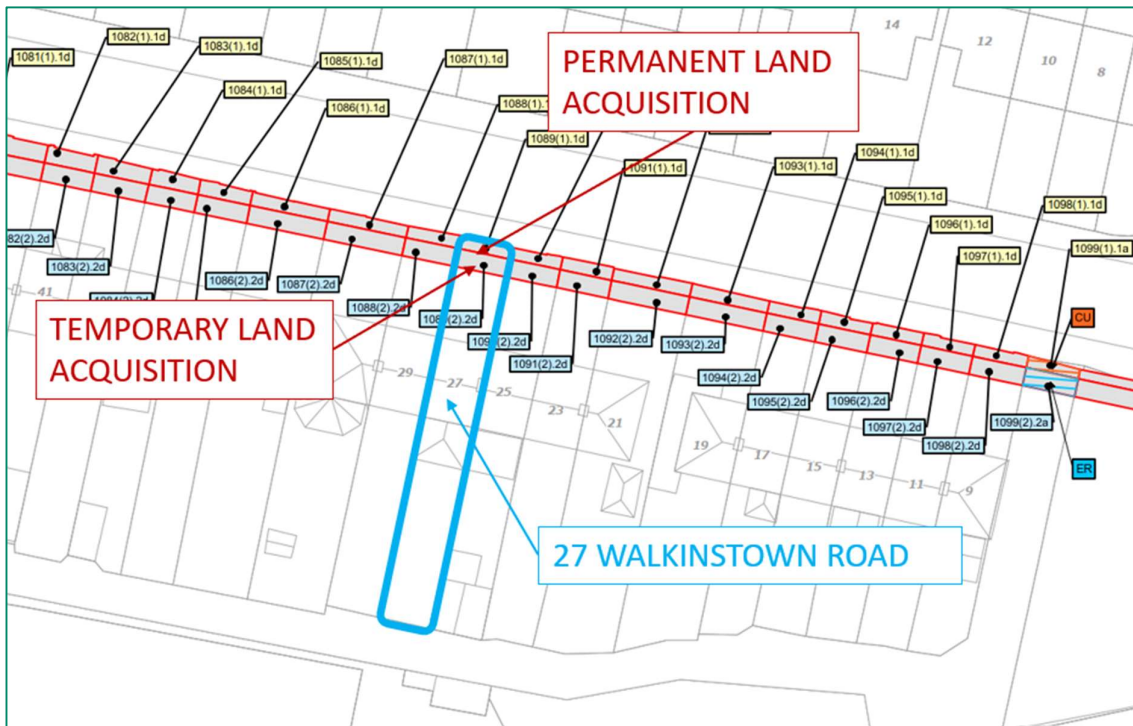


Figure 2.5.3: Extract from CPO Deposit Maps at 27 Walkinstown Road

The proposed permanent and temporary land acquisition lines overlain on aerial photography are shown in Figure 2.5.4. The permanent acquisition will result in the loss of between 1.3m to 1.4m. This will result in the new boundary being at least 9m from the front of the house.



Figure 2.5.4: Proposed Land Acquisition lines adjacent to 27 Walkinstown Road

The existing property frontage is shown in Figure 2.5.5.



Figure 2.5.5: Existing frontage of 27 Walkinstown Road (Image source: Google)

2.5.2 Summary of the Points of Objection to the CPO by John and Loretta Nolan

This submission objected to the CPO for the reasons summarised in the following section.

- i. Loss of on-road parking
- ii. The proximity of traffic and footfall
- iii. A loss of property value
- iv. Safety of egress/access during construction
- v. Removal of access to laneway

2.5.3 Responses to the Points of Objection

i. Inability to park on the road

The submission states that property has no driveway currently and the residents and their visitors will no longer be able to park on the road, resulting in the need to apply for a driveway.

The Proposed Scheme will not permit parking on the road at this location. However, as noted by the submission, the property has access to the laneway adjoining no 9 Walkinstown Road which provides the occupants of no 27 Walkinstown Road rear access to their secure garage which they use for their car. In addition, it is noted that the section of the laneway accessing Walkinstown Road is available and used for parking, and in addition, off-street parking is available immediately adjacent to the laneway, as shown in Figure 2.5.6.



Figure 2.5.6: Parking in laneway and off-street car park adjacent to no 9 Walkinstown Road
(Image source: Google)

ii. Proximity of traffic and footfall

The objection asserts that the proximity of traffic and footfall will increase noise & disturbance, leading to need for new windows and security concerns.

Section 9.4.4.1 of EIAR Volume 2 Chapter 9 Noise and Vibration provides details of the assessment undertaken for the Operational Phase of the Proposed Scheme in respect of the potential noise and vibration impacts associated with altered traffic flows, realigned traffic lanes and displaced traffic flows.

Section 9.4.4.1.1.5 states that “*Along the majority of roads of the Proposed Scheme within the 1km study area, impacts as a result of traffic redistribution are determined to be Indirect, Positive, Imperceptible to Slight to Moderate, and Short to Medium Term to Negative, Moderate, and Short to Medium term once the Proposed Scheme becomes operational.*” It goes on to state that “*There are a small number of roads in the overall study area where there are potential initial significant impacts.*”

These are defined as roads with a traffic noise level above a daytime noise level of 55 dB LAeq,16hr an increase in noise level greater than 3 dB. Table 9.51 lists these roads and Walkinstown Road is not included in Table 9.51.

Section 9.5.2.1 summarises the change in road traffic noise in the operation phase as follows: *“The impact assessment has determined that traffic noise impacts across the study area for the Proposed Scheme results in a positive to neutral imperceptible to slight short and long-term direct impacts along the core bus corridor and negative, imperceptible to moderate, short and long term, indirect impacts along the surrounding road network. The range of noise level changes and overall noise levels calculated do not require any specific noise mitigation measures to be incorporated into the Proposed Scheme.”*

As discussed in Section 9.4.4.1.1.4 of Chapter 9, during the proposed Opening Year (2028), the NTA forecast is for 94% of the city bus fleet to be EVs or HEVs. For the Design Year (2043), the city bus fleet is forecast to be 100% electric. The operation of electric and hybrid buses will eliminate ICE noise from buses accelerating, decelerating and idling at bus stops which is the dominant noise source.

In addition, the characteristic of noise from EVs is subjectively less intrusive compared to those with ICE’s and is masked to a much greater extent by surrounding road traffic. It is noted the bus stops along the Proposed Scheme will be used by other bus operators which may not transition to EV and HEVs over the same period as the city bus fleet. The airborne noise of these buses along the Proposed Scheme will, however, be significantly less than the city bus fleet and hence, noise levels associated with these areas will not generate significant noise levels over the prevailing noise environment. It is also noted that the general traffic on Walkinstown Road will not be any closer to the property as a result of the Proposed Scheme.

In respect of security, the permanent acquisition will result in the loss of between 1.3m and 1.4m with an additional 2.0m temporally required to allow for the construction of boundary treatment and tying into the existing garden/driveway.

Section 4.6.18.1 of EIAR Chapter 4 provides a summary of the accommodation works and boundary treatment for the entirety of the Proposed Scheme and notes that there are a number of areas along the extents of the route where the Proposed Scheme will result in the requirement for accommodation works and boundary treatments, with specific accommodation works are considered on a case-by-case basis. Section 4.6.18.1 goes on to state that *“To maintain the character and setting of the Proposed Scheme, the approach to undertaking the new boundary treatment works along the corridor is replacement on a ‘like for like’ basis in terms of material selection and general aesthetics, unless a section of street can benefit from urban improvement appropriate to the area.”*

It is not considered that there will be any change to the security of the property as a result of the Proposed Scheme as reinstatement of the property frontage will be on a like for like basis at this location and detailed accommodation works plans will be prepared in consultation with the landowner in line with any formal agreements and in accordance with any mitigations identified in the EIAR or conditions / modifications from An Bord Pleanála in relation to the Proposed Scheme application

iii. Loss of property value

The objection asserts that the Proposed Scheme will lead to a loss in value of their property.

The aim of the Proposed Scheme is to provide enhanced walking, cycling and bus infrastructure on this key access corridor in the Dublin region, which will enable and deliver efficient, safe, and integrated sustainable transport movement along the corridor. The Proposed Scheme will greatly improve transport services for all that live along the route of the Proposed Scheme, including on Walkinstown Road, by providing significantly improved sustainable transport options.

Furthermore, it is an objective of the Proposed Scheme to ensure that the public realm is carefully considered in the design and development of the transport infrastructure and seek to enhance key urban focal points where appropriate and feasible.

EIAR Chapter 10 ‘Population’ includes Appendix A10.2 ‘Economic Impact of the Core Bus Corridors’. Section 3 on page 14 of the appendix assesses what the economic impact of the provision of bus corridor infrastructure on the communities along the route using evidence from international Case Studies for similar schemes. This economic impact include effects on property values. The conclusion reached is that in overall terms the public realm improvements planned by the NTA may in fact lead to

an increase in value of both residential and retail property prices, especially in the community centres along the corridors.

The report notes: *“Evidence shows that investing in public realm creates nicer places that are more desirable for people and business to locate in, thereby increasing the value of properties in the area.”* and *“Residents along the corridors will also see a measurable increase in their quality of life, with evidence showing that residents are willing to pay more for an improved public realm.”*

Based on the above text, it is believed that a combination of improved connectivity as a result of the dedicated public transport infrastructure being rolled out by the Proposed Scheme as well as public realm improvements, will not have a negative impact on values of residential properties on Walkinstown Road. If the CPO is confirmed by An Bord Pleanála, a Notice to Treat will be served on the landowner whose land is being acquired. Following service of the Notice to Treat, the landowner will be required to submit a claim for compensation and as part of this process, the NTA will pay the reasonable costs (as part of the claim) for the landowner to engage its agent/valuer in preparing, negotiating, and advising on compensation.

iv. Safety of access/egress during construction

The submission raises a concern about the safety while entering / exiting the property during construction. Within EIA Volume 2 Chapter 5 Construction, Section 5.5.3 sets out that the Proposed Scheme *“will be constructed in a manner which will minimise, as much as practicable, any disturbance to residents, businesses, and road users.”*

In respect of the construction impact on parking and access, Section 5.5.3.2 sets out that *“When roads and streets are being upgraded, there will be some temporary disruption / alterations to on-street and off-street parking provision, and access to premises in certain locations along the Proposed Scheme. Local arrangements will be made on a case-by-case basis to maintain continued access to homes and businesses affected by the works, at all times, where practicable. Details regarding temporary access provisions will be discussed with residents and business owners prior to construction starting in the area. The duration of the works will vary from property to property, but access and egress will be maintained at all times.”*

v. Removal of access to laneway

The submission raises concerns about the removal of access to laneway adjoining no 9 Walkinstown Road which provides rear access to the property’s secure garage for their car.

Access/egress to the laneway will be maintained as part of the Proposed Scheme, both when in operation and during construction. The permanent land acquisition at this location is required to bring that portion of the laneway into the public road and the temporary land acquisition is required to facilitate construction works to tie in the levels of the laneway with the levels of the new footpath.

2.6 CPO-06 Jacinta Kenny and Martin Gregory – 29 Walkinstown Road

2.6.1 Description of the Proposed Scheme at this location

In order to achieve the Proposed Scheme objectives along this section of the corridor, as described in paragraph 4.5.3.1 of Chapter 4 of Volume 2 of the EIAR, Proposed Scheme Description, on Walkinstown Road (R819) between Walkinstown Roundabout and the Long Mile Road (R110), it is proposed to provide one bus lane and one general traffic lane in each direction with minimum land take impacting properties on Walkinstown Road (R819) maintaining sufficient front driveway boundary setback lengths for a car to be parked. To accommodate this cross section, land acquisition will be required along the Walkinstown Road (R819).

Land acquisition is proposed on the western side of the Walkinstown Road (R819) between Walkinstown Roundabout and Kilnamanagh Road. Between Kilnamanagh Road and Long Mile Road (R110), land acquisition is proposed on the eastern side of Walkinstown Road (R819). It is proposed to introduce a southbound right turn ban for general traffic from Walkinstown Road (R819) to Kilnamanagh Road to improve the efficiency of the junction and minimise bus delays. Kilnamanagh Road will remain accessible from the Walkinstown Road (R819) via Walkinstown Drive. It is also proposed to introduce a right turn ban for northbound right turning traffic from the Walkinstown Road (R819) to the southern entrance of the SuperValu supermarket (Walkinstown Shopping centre) during peak hours to improve the operation of the junction and reduce bus delays. Entry to the shopping centre will be possible via the alternative car park entrance.

City-bound cyclists will have an alternative segregated cycle route along Bunting Road (GDA Cycle Route 8A) and St. Mary's Road providing a more direct route linking Walkinstown Roundabout with Kildare Road.

Section 4.5.3.1 also notes that city-bound cyclists will have an alternative segregated cycle route along Bunting Road (GDA Cycle Route 8A) and St. Mary's Road providing a more direct route linking Walkinstown Roundabout with Kildare Road. Thus segregated cycle facilities are not proposed along Walkinstown Road resulting in a reduced cross-section such that the land acquisition is minimised.

The relevant extract from the General Arrangement Drawings in the EIAR, Volume 3, Part 1 of 3, Chapter 4 Proposed Scheme Description is shown in Figure 2.6.1.

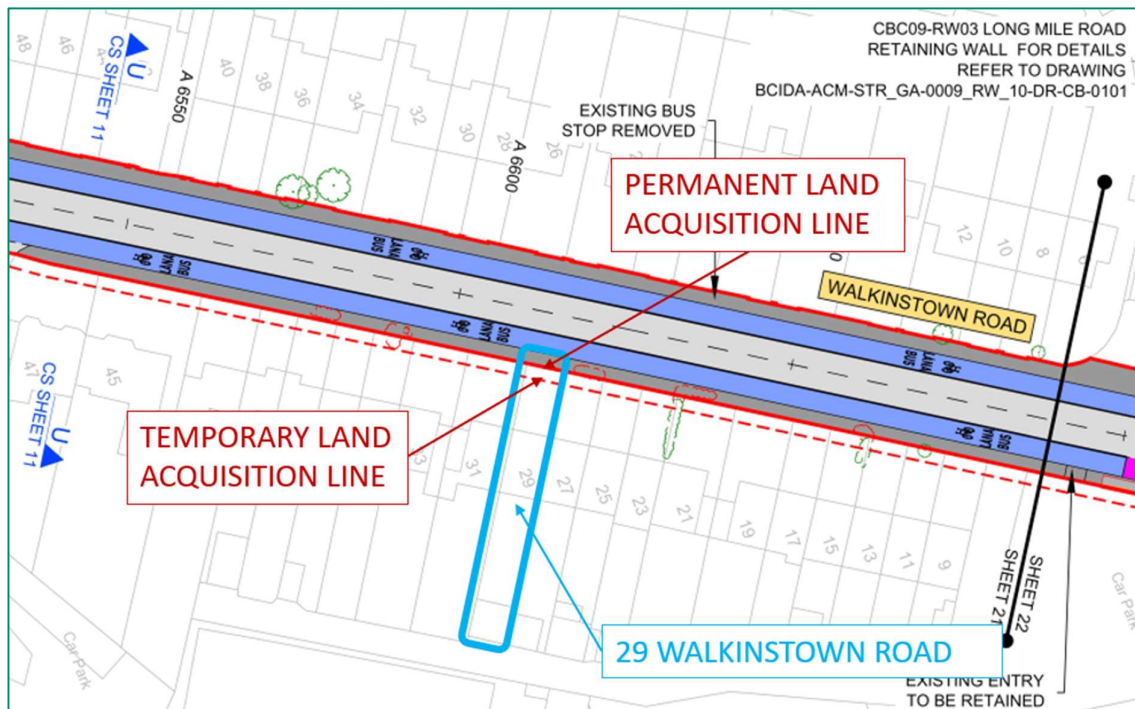


Figure 2.6.1: General Arrangement of Proposed Scheme adjacent to 29 Walkinstown Road (Sheet 21)

The relevant extract from the typical cross-section in the EIAR, Volume 3, Part 1 of 3, Chapter 4 Proposed Scheme Description is shown in Figure 2.6.2.

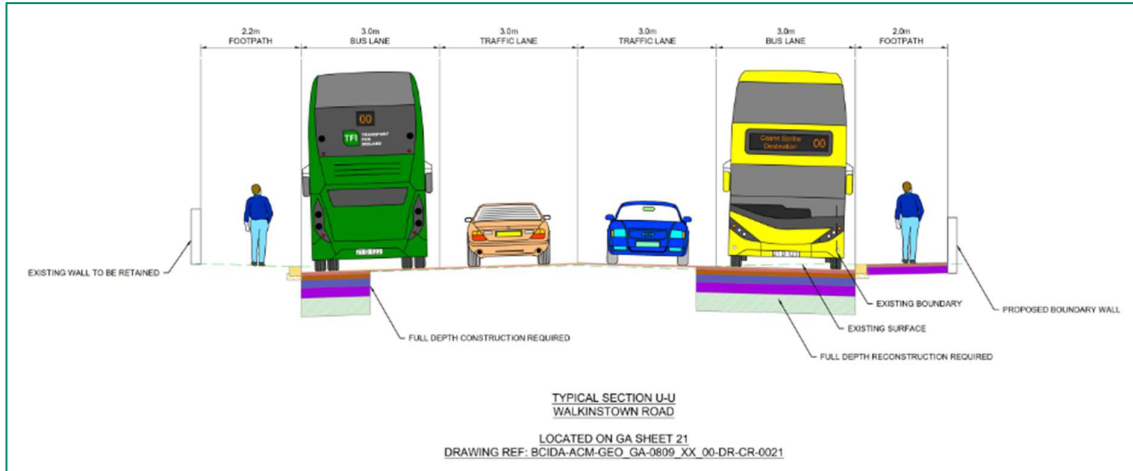


Figure 2.6.2: Typical Cross-section Adjacent to 29 Walkinstown Road

The relevant extract from the CPO Deposit Maps showing the proposed permanent and temporary land acquisition areas at 29 Walkinstown Road is shown in Figure 2.6.3.



Figure 2.6.3: Extract from CPO Deposit Maps at 29 Walkinstown Road

The proposed permanent and temporary land acquisition lines overlain on aerial photography are shown in Figure 2.6.4.



Figure 2.6.4: Proposed Land Acquisition lines adjacent to 29 Walkinstown Road



Figure 2.6.5: Existing frontage of 29 Walkinstown Road (Image source: Google)

2.6.2 Summary of the Submission in relation to the CPO by Jacinta Kenny

This submission made the following considerations in relation to the CPO:

- i) Existing boundary gates
- ii) Safety of egress/access during construction

- iii) Loss of property value and quality of life during construction
- iv) Proximity of traffic
- v) Working hours for construction
- vi) Overhead cables to be under-grounded
- vii) New trees requested where possible
- viii) Access to lane way

2.6.3 Responses to the Points to be Considered

i) Existing boundary gates

The submission requested that their existing electric gates should be replaced to an acceptable standard and aesthetic as the existing gates.

The permanent acquisition will result in the loss of between 1.3m and 1.4m with an additional 2.0m temporarily required to allow for the construction of boundary treatment and tying into the existing garden/driveway.

Section 4.6.18.1 of EIAR Volume 2 Chapter 4 provides a summary of the accommodation works and boundary treatment for the entirety of the Proposed Scheme and notes that there are a number of areas along the extents of the route where the Proposed Scheme will result in the requirement for accommodation works and boundary treatments, with specific accommodation works are considered on a case-by-case basis. Section 4.6.18.1 goes on to state that *“To maintain the character and setting of the Proposed Scheme, the approach to undertaking the new boundary treatment works along the corridor is replacement on a ‘like for like’ basis in terms of material selection and general aesthetics, unless a section of street can benefit from urban improvement appropriate to the area.”*

Reinstatement of property frontage at this location will be on a like for like basis and detailed accommodation works plans will be prepared in consultation with the landowner in line with any formal agreements and in accordance with any mitigations identified in the EIAR or conditions / modifications from An Bord Pleanála in relation to the Proposed Scheme application.

ii) Safety of egress/access during construction

The submission raises a concern about the safety while entering / exiting the property during construction. Within EIAR Chapter 5 Construction, Section 5.5.3 sets out that the Proposed Scheme *“will be constructed in a manner which will minimise, as much as practicable, any disturbance to residents, businesses, and road users.”*

In respect of the construction impact on parking and access, Section 5.5.3.2 sets out that *“When roads and streets are being upgraded, there will be some temporary disruption / alterations to on-street and off-street parking provision, and access to premises in certain locations along the Proposed Scheme. Local arrangements will be made on a case-by-case basis to maintain continued access to homes and businesses affected by the works, at all times, where practicable. Details regarding temporary access provisions will be discussed with residents and business owners prior to construction starting in the area. The duration of the works will vary from property to property, but access and egress will be maintained at all times.”*

iii) Loss of property value and quality of life during construction

The submission asserts that the loss of some of their driveway will decrease the value of the property and that their quality of life will be affected during construction, for which they should be compensated.

The aim of the Proposed Scheme is to provide enhanced walking, cycling and bus infrastructure on this key access corridor in the Dublin region, which will enable and deliver efficient, safe, and integrated sustainable transport movement along the corridor. The Proposed Scheme will greatly improve transport services for all that live along the route of the Proposed Scheme, including on Walkinstown Road, by providing significantly improved sustainable transport options.

Furthermore, it is an objective of the Proposed Scheme to ensure that the public realm is carefully considered in the design and development of the transport infrastructure and seek to enhance key urban focal points where appropriate and feasible.

EIAR Chapter 10 'Population' includes Appendix A10.2 'Economic Impact of the Core Bus Corridors'. Section 3 on page 14 of the appendix discusses the envisaged impact of the Proposed Scheme on property prices along the route. The conclusion reached is that in overall terms the public realm improvements planned by the NTA may in fact lead to an increase in value of both residential and retail property prices, especially in the community centres along the corridors.

The report notes: *"Evidence shows that investing in public realm creates nicer places that are more desirable for people and business to locate in, thereby increasing the value of properties in the area."* and *"Residents along the corridors will also see a measurable increase in their quality of life, with evidence showing that residents are willing to pay more for an improved public realm."*

Based on the above text, it is believed that a combination of improved connectivity as a result of the dedicated public transport infrastructure being rolled out by the Proposed Scheme as well as public realm improvements, will not have a negative impact on values of residential properties on Walkinstown Road.

In regard to compensation, if the CPO is confirmed by An Bord Pleanála, a Notice to Treat will be served on the landowner whose land is being acquired. Following service of the Notice to Treat, the landowner will be required to submit a claim for compensation and as part of this process, the NTA will pay the reasonable costs (as part of the claim) for the landowner to engage its agent / valuer in preparing, negotiating and advising on compensation.

iv) Proximity of traffic

The submission raises a concern about the proximity of traffic resulting in an increase in noise, leading to need for new windows. It also suggests the use of low noise surfacing and electric buses.

Section 9.4.4.1 of EIAR Volume 2 Chapter 9 Noise and Vibration provides details of the assessment undertaken for the Operational Phase of the Proposed Scheme in respect of the potential noise and vibration impacts associated with altered traffic flows, realigned traffic lanes and displaced traffic flows.

Section 9.4.4.1.1.5 states that *"Along the majority of roads of the Proposed Scheme within the 1km study area, impacts as a result of traffic redistribution are determined to be Indirect, Positive, Imperceptible to Slight to Moderate, and Short to Medium Term to Negative, Moderate, and Short to Medium term once the Proposed Scheme becomes operational."* It goes on to state that *"There are a small number of roads in the overall study area where there are potential initial significant impacts. These are defined as roads with a traffic noise level above a daytime noise level of 55 dB LAeq,16hr an increase in noise level greater than 3 dB."* Table 9.51 lists these roads and Walkinstown Road is not included in Table 9.51.

Section 9.5.2.1 summarises the change in road traffic noise in the operation phase as follows: *"The impact assessment has determined that traffic noise impacts across the study area for the Proposed Scheme results in a positive to neutral imperceptible to slight short and long-term direct impacts along the core bus corridor and negative, imperceptible to moderate, short and long term, indirect impacts along the surrounding road network. The range of noise level changes and overall noise levels calculated do not require any specific noise mitigation measures to be incorporated into the Proposed Scheme."*

While specific noise mitigation measures are not required, as discussed in Section 7.1.4 of the Preliminary Design Report (provided as part of the Supplementary Information), during future design stages, the selection of appropriate pavement materials will take a number of factors into account including consideration of the most appropriate materials for noise, permeability, colour, texture, and best value for money in terms of environmental impact, durability, maintainability, repairability, recyclability and cost.

In respect of electric buses, as discussed in Section 9.4.4.1.1.4 of Chapter 9, during the proposed Opening Year (2028), the NTA forecast is for 94% of the city bus fleet to be EVs or HEVs. For the Design Year (2043), the city bus fleet is forecast to be 100% electric. The operation of electric and hybrid buses will eliminate ICE noise from buses accelerating, decelerating and idling at bus stops which is the dominant noise source.

In addition, the characteristic of noise from EVs is subjectively less intrusive compared to those with ICE's and is masked to a much greater extent by surrounding road traffic. It is noted the bus stops along the Proposed Scheme will be used by other bus operators which may not transition to EV and HEVs over the same period as the city bus fleet. The airborne noise of these buses along the Proposed Scheme will, however, be significantly less than the city bus fleet and hence, noise levels associated with these areas will not generate significant noise levels over the prevailing noise environment. It is also noted that the general traffic on Walkinstown Road will not be any closer to the property as a result of the Proposed Scheme.

v) Working hours for construction

The submission raises concerns about the working hours for construction which may affect their sleep, citing a recent example nearby.

The EIAR contains a comprehensive set of mitigation measures to minimise construction phase impacts, including noise impacts. Construction noise mitigation measures are set out in Chapter 9 in Volume 2 of the EIAR (and are also summarised in Appendix 5.1 (Construction Environmental Management Plan) in Volume 4 of the EIAR).

Section 9.5.1.1 of EIAR Volume 2 Chapter 9 states that: *"The appointed contractor will be required to take specific noise abatement measures to the extent required and comply with the recommendations of BS 5228-1 (BSI 2014a) and S.I. No. 241/2006 - European Communities (Noise Emissions by Equipment for Use Outdoors) (Amendment) Regulations 2006."* It also states that *"During the Construction Phase, the appointed contractor will be required to manage the works to comply with the limits detailed in Section 9.2.4.1 using methods outlined in BS 5228-1 (BSI 2014a)"*

Section 9.5.1.1 also states that *"BS 5228-1 includes guidance on several aspects of construction site practices, which include, but are not limited to:*

- *Selection of quiet plant;*
- *Control of noise sources;*
- *Screening;*
- *Hours of work;*
- *Liaison with the public; and*
- *Monitoring."*

Specifically, Section 9.5.1.1. states that *"The appointed contractor will put in place the most appropriate noise control measures depending on the level of noise reduction required at individual working areas (i.e. based on the construction threshold values for noise and vibration set out in Table 9.8: and Table 9.11)."* [Note - Table 9.8 of Section 9.2.4.1 of EIAR Chapter 9 sets out the Construction Noise Threshold (CNT) Levels for the Proposed Scheme].

Section 9.5.1.1.4 of Chapter 9 sets out the proposed working hours and states: *"It is envisaged that generally construction working hours will be between 07:00hrs and 23:00hrs on weekdays, and between 08:00hrs and 16.30hrs on Saturdays. Night-time and Sunday working will be required during certain periods to facilitate street works that cannot be undertaken under daytime / evening time conditions."*

However, the contractor will also have to take account of sensitive receptors (in particular any nearby residential areas). Section 9.5.1.1.4 goes on to state: *"The planning of such works will take consideration of sensitive receptors, in particular any nearby residential areas. Construction activities will be scheduled in a manner that reflects the location of the site and the nature of neighbouring properties. Construction activities / plant items will be considered with respect to their potential to exceed construction noise thresholds at NSLs and will be scheduled according to their noise level, proximity to sensitive locations and possible options for noise control. In situations where an activity with potential for exceedance of construction noise thresholds is scheduled (e.g. road widening and utility diversions or activities with similar noise levels identified in Table 9.42), other construction activities will be scheduled to not result in significant cumulative noise levels"*.

In summary the NTA is satisfied that the noise abatement measures set out in the EIAR that the appointed contractor will be required to put in place to comply with the limits detailed in Section

9.2.4.1 using methods outlined in BS 5228–1 will result in appropriate and adequate mitigation measures in respect of construction noise impact at this location during construction.

vi) Request for all overhead cables to be placed underground

The submission requested that all existing overhead cables should be placed underground as part of the Proposed Scheme.

As discussed in Section 4.6.12 of EIAR Chapter 4 Proposed Scheme Description, in locations where road widening and / or additional space in the road margin is required, it is proposed that the public lighting columns be replaced and relocated to the rear of the footpath, and the existing lighting columns

removed once the new facility is operational. All new cabling associated with replacement lighting columns will be placed underground wherever practicable.

As noted in Section 19.5.1 of EIAR Chapter 19 Material Assets, the Proposed Scheme has been designed to minimise the impact on utility infrastructure. This includes the avoidance of interactions with major utility infrastructure as far as practicable. Where there are interfaces with existing utility infrastructure, the appointed contractor will ensure that protection in place or diversion as necessary will be carried out to prevent long-term interruption to the provision of the affected services. Where diversions are required the replacement utilities will be placed underground wherever practicable.

vii) New trees requested where possible

The submission requests that trees should be planted where possible to make the neighbourhood more aesthetic.

Section 4.6.11.3.1 of EIAR Chapter 4 Proposed Scheme Description sets out the planting strategy for the Proposed Scheme has been developed in response to the objectives set out in both the South Dublin County Development Plan 2022 – 2028 (SDCC 2021) and the Dublin City Development Plan 2022 – 2028 (DCC 2021). The planting strategy is also in response to landscape and urban realm opportunities arising from the Proposed Scheme to integrate new infrastructure within the existing local context and to enhance the visual and amenity value of streets and spaces.

The planting strategy includes replacement of street trees and groups of trees that may be impacted by the Proposed Scheme, but also the introduction of new tree planting and street trees within other spaces and along streets. Reinforcement of green infrastructure along the route will improve the overall amenity, character and appeal of the route corridor and localities along it, as well as enhancing biodiversity.

In addition to trees and street trees, other vegetation is also proposed along the route including hedgerows, ornamental planting and amenity grassland, shrub and meadow grass areas. These will be utilised to reinstate property boundaries altered by the Proposed Scheme.

viii) Access to lane way

The submission stresses the importance of access to the laneway adjacent to no. 9 Walkinstown Road which provides access to the rear of the property for parking.

Access/egress to the laneway will be maintained as part of the Proposed Scheme, both when in operation and during construction. Section 5.5.3.2 sets out that *“When roads and streets are being upgraded, there will be some temporary disruption / alterations to on-street and off-street parking provision, and access to premises in certain locations along the Proposed Scheme. Local arrangements will be made on a case-by-case basis to maintain continued access to homes and businesses affected by the works, at all times, where practicable. Details regarding temporary access provisions will be discussed with residents and business owners prior to construction starting in the area. The duration of the works will vary from property to property, but access and egress will be maintained at all times.”*

2.7 CPO-07 Maxol Limited

2.7.1 Description of the Proposed Scheme at this location

In order to achieve the Proposed Scheme objectives along this section of the corridor, as described in paragraph 4.5.5.1 of Chapter 4 of Volume 2 of the EIAR, Proposed Scheme Description, at the New Nangor Road (R134) / Naas Road (R810) junction a new pedestrian and cycling bridge with accessible ramps and stairs on all approaches to the junction has been proposed to provide increased pedestrian and cycling safety, permeability and accessibility at this junction. This will require land acquisition and boundary treatment on the periphery of the existing road boundary to accommodate the proposed bridge and ancillary ramp structures.

A proposed continuous inbound bus lane with dedicated left turn bypass facility will provide enhanced bus priority between the New Nangor Road (R134) and the Naas Road (R810). This will require land acquisition and boundary modifications including new retaining structures in conjunction with the new bridge access ramps and steps. A new bus lane is proposed within the junction for the outbound buses heading towards New Nangor Road (R134) to improve bus priority along the corridor. As a result, the general traffic lane allocation from the Long Mile Road (R110) will be revised to two straight ahead lanes towards the New Nangor Road (R134) and two left turn lanes towards the Naas Road (R810).

As outlined in the GDA Cycle Network Plan, this section of the corridor aligns with the proposed Primary Route 7B / N10 until cyclists re-join New Nangor Road beyond the M50 overbridge. The route also aligns with Secondary Route 8C2 along its extents.,

The relevant extract from the General Arrangement Drawings in the EIAR, Volume 3, Part 1 of 3, Chapter 4 Proposed Scheme Description is shown in Figure 2.7.1.

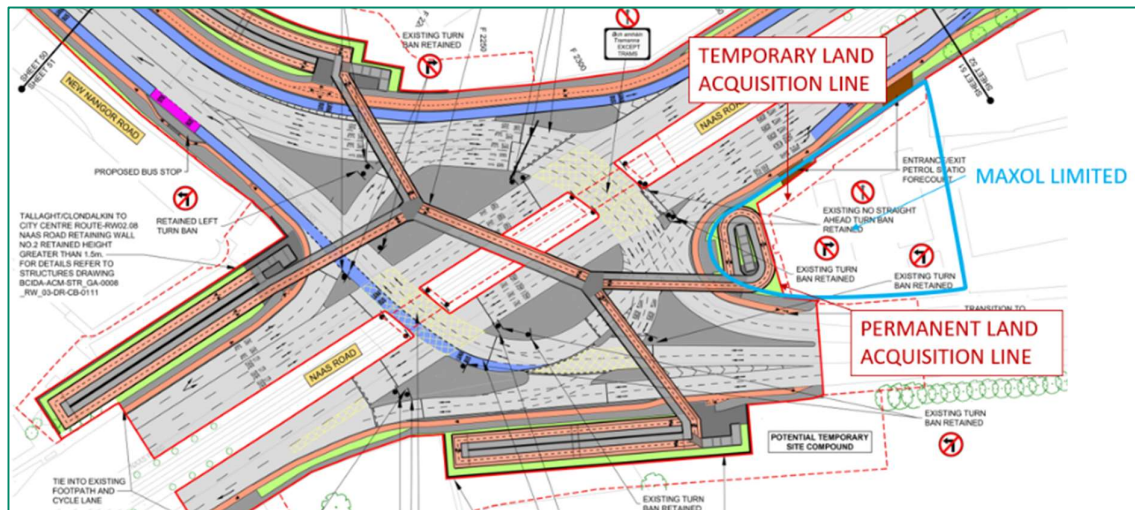


Figure 2.7.1: General Arrangement of Proposed Scheme adjacent to Maxol (Sheet 51)

Details of the proposed bridges and associated ramps are shown on drawing BCIDA-ACM-STR_GA-0809_BR_00-DR-CB-0101 (ST02 Naas Road Pedestrian and Cycle Bridge Plan) as part of the Bridges and Major Retaining Structures drawings included in EIAR Volume 3 Part 2 of 3. An extract from this drawing is shown in Figure 2.7.2.

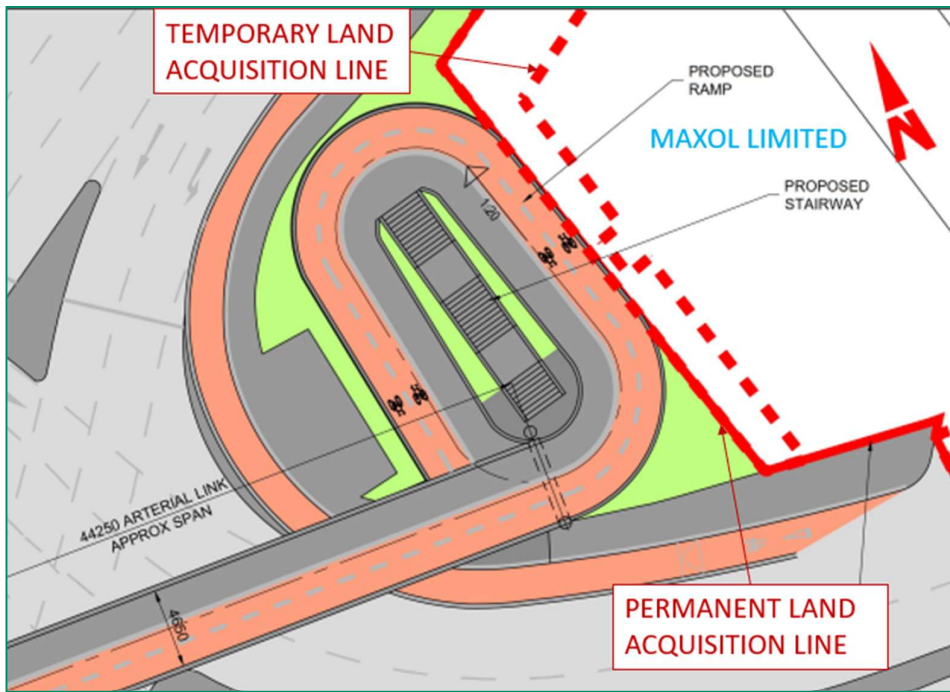


Figure 2.7.2 Extract from Drawing of ST02 Naas Road Pedestrian and Cycle Bridge Plan Proposed, showing the curved ramp adjacent to Maxol LIMITED

The proposed ramp starts underneath the proposed bridge, rising in a clockwise direction and has risen to a height of 2.3m above ground level at the closest point to the existing vent stack on the Maxol site.

The looped ramp continues to rise in a clockwise direction and the next loop is at a height of 5.2m above ground level at the closest point to the vent stack, from where the ramp meets the proposed bridge over the Naas Road.

The relevant extract from the CPO Deposit Maps showing the proposed permanent and temporary land acquisition areas at the Maxol Petrol Filling Station is shown in Figure 2.7.2.

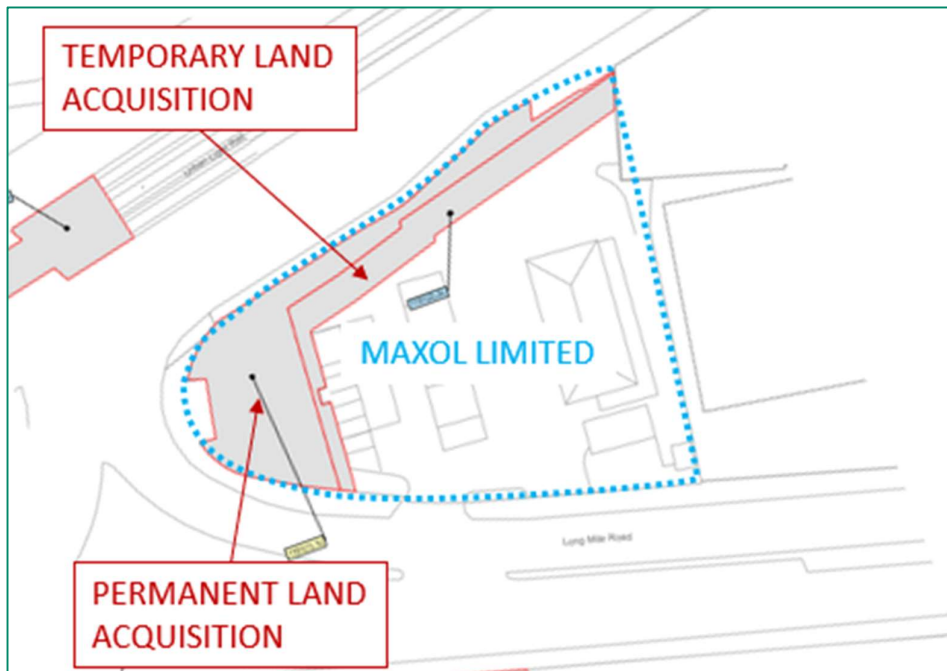


Figure 2.7.2: Extract from CPO Deposit Maps at Maxol Limited

The required permanent land acquisition is 661m² and the required temporary land acquisition is 379m². The proposed permanent and temporary land acquisition lines overlain on aerial photography are shown in Figure 2.7.3.

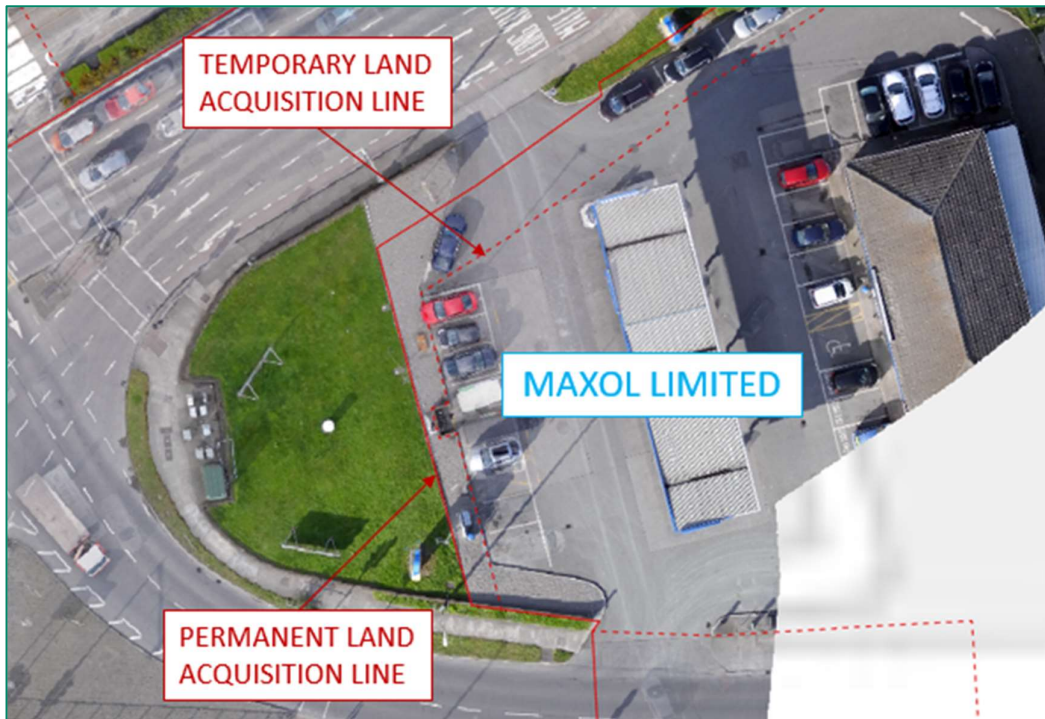


Figure 2.7.3: Proposed Land Acquisition lines adjacent to Maxol

Section 17.5.2.1.20 of EIAR Volume 2 Chapter 17 provides a description of photomontage view 3 looking from the new Nangor Road towards the Naas Road / Longmile Road junction. Figure 17.2 of Volume 3 of the EIAR, Figures: Part 3 of 3, Chapter 17 Landscape provides the location of this view and the as existing and as proposed views as shown in Figures 2.7.4, 2.7.5 and 2.7.6.

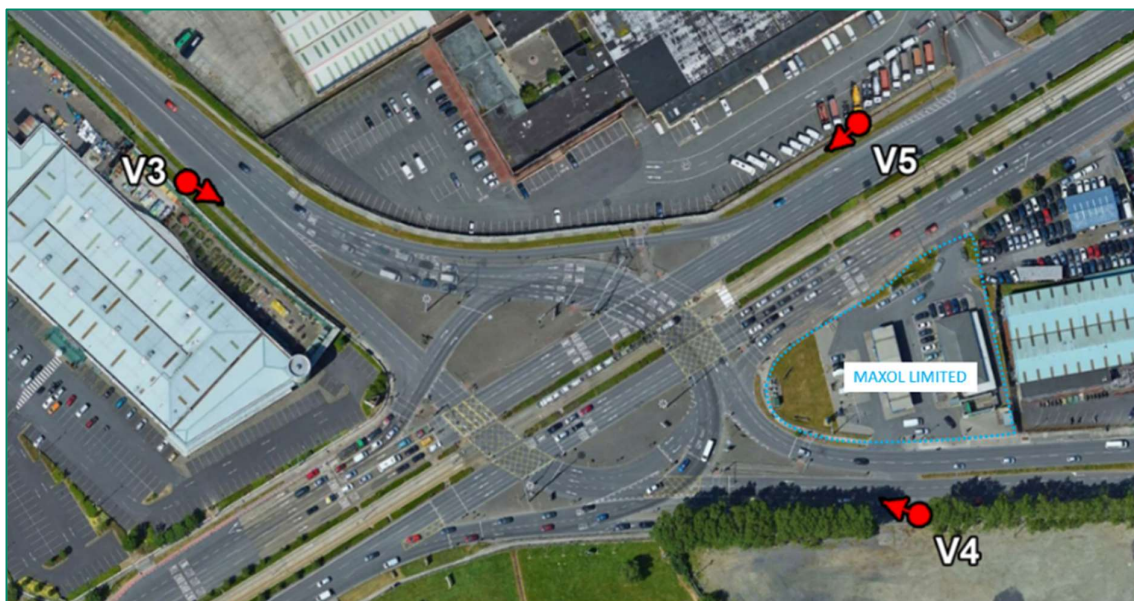


Figure 2.7.4: Extract form EIAR Figure 17.2: Location of View 3

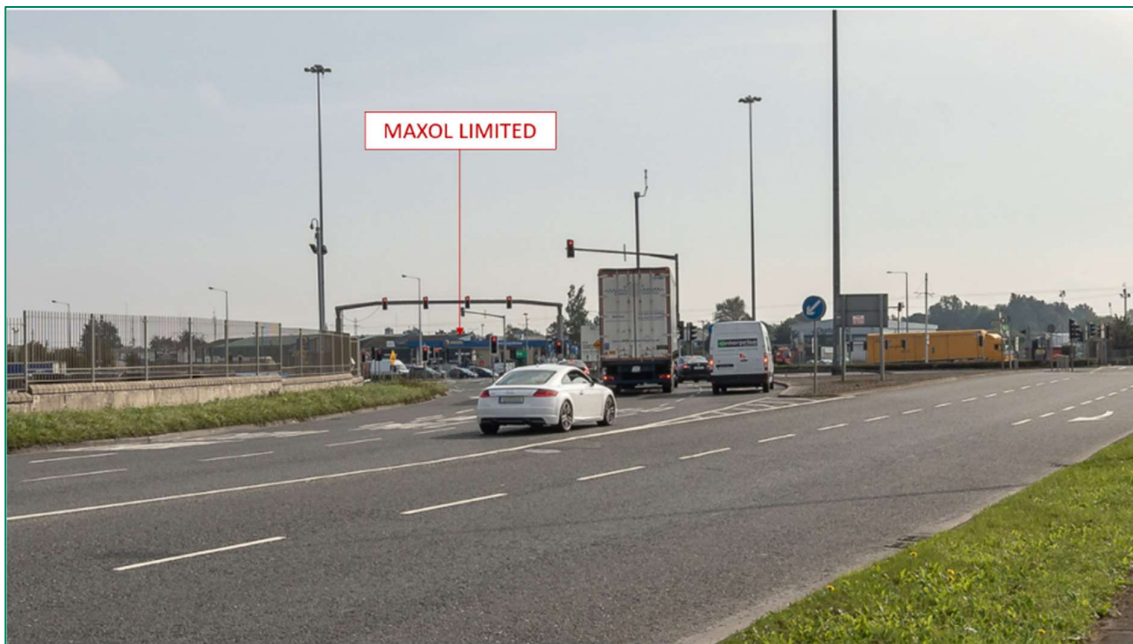


Figure 2.7.5: Extract form EIAR Figure 17.2: View 3 As Existing



Figure 2.7.6: Extract form EIAR Figure 17.2: View 3 As Proposed

2.7.2 Summary of the Points of Objection to the CPO by Maxol Limited

This submission objected to CPO for the reasons summarised in the following section.

- i) cyclists will not use ramps
- ii) ramps will reduce visibility of the PFS
- iii) Proximity of the ramp to the petrol filling station operational facilities
- iv) Clarification in respect of no land take on Naas Road

2.7.3 Responses to the Points of Objection

i) Cyclists will not use ramps

The submission asserts that cyclists will have to travel a significant longer distance compared to crossing by the existing at-grade signals. The submission notes that the Proposed Scheme will provide a continuous connection for cyclists that does not exist currently, but expresses the view that cyclists are more likely to follow existing at-grade crossing routes.

Section 3.4.1.2.1 of EIAR Chapter 3 Consideration of Reasonable Alternatives notes that the draft Preferred Route Option proposed an overbridge for pedestrians and cyclists at this location which would greatly reduce conflicts with traffic.

Section 4.4.2.1 of the Preferred Route Option (PRO) Report, provided as part of the Supplementary Information, provides details of the consideration of the option for the proposed overbridge. Section 4.2.2.1 states: *“The R134 New Nangor Road/R110 Long Mile Road/R810 Naas Road junction is a very large and complex traffic signal-controlled intersection, catering for large traffic flows and has the LUAS red line running through the middle of it. For pedestrians to cross the road at present they must use signal-controlled crossing, crossing one link at a time. At present it can take between 4 and 5 minutes to cross the R110 Long Mile Road using these signals, and the EPR Option (Figure 4-9) did not propose any changes to the facilities for pedestrians or cyclists. While the pedestrian and cycle flows are low at present this is likely to change in the years to come as the regeneration of the lands around the intersection gets underway. For this reason, consideration has been given to how pedestrians and cyclists can be better catered for at this location.”*

Section 4.4.2 of the PRO Report summarises the assessment of this alternative option (“Option 2”) when compared to the EPR Option as follows:

“Overall, the alternative arrangement provides a more reliable and direct crossing facility for pedestrians and cyclists compared to the multiple toucan crossings in the EPR Option, each with a delay for users while they wait at each crossing.

When compared to the EPR Option, the alternative option improves significantly the safety of pedestrian and cyclists by removing the conflict with vehicular traffic.

Furthermore, the proposed improvements will make for a significantly more pleasant journey for pedestrians and cyclists using the junction as they will no longer be interacting with vehicular traffic.

Also, the alternative arrangement will improve the junction performance for general traffic due to no longer having to incorporate phases for pedestrians and cyclists, which offsets the additional capital costs of the proposed structures.

Although the alternative option requires increased land take than the EPR Option, it is noted that the alternative offers improved connection with lands zoned “to facilitate enterprise and/or residential led regeneration”, as well as passing through an area designated a Key District Centre in the Naas Road Lands Local Area Plan. The alternative offers an improvement in encouraging/supporting planned development and in providing for economic opportunities. Thus, in terms of accessibility, social inclusion and integration the alternative proposal is considered to have some advantages over the EPR Option arrangement. There is no significant difference between the two alternatives in terms of impact on the environment.”

Table 4.4 of the PRO Report provides the Assessment Summary, see Figure 2.7.7.

Table 4-4: Assessment Summary

Assessment Criteria	Option 1 (EPR)	Option 2 (Alt)
Economy	Yellow	Yellow
Integration	Orange	Green
Accessibility & Social Inclusion	Orange	Green
Safety	Red	Green
Environment	Yellow	Yellow
Overall	Orange	Green

Figure 2.7.7: Table 4.4 of PRO Report

Section 4.4.2.2 of the PRO Report concludes that *“the Preferred Route Option for the pedestrian and cyclist facilities will be the provision of a grade separated bridge at the R134 New Nangor Road/R110 Long Mile Road/R810 Naas Road junction; as despite the high capital cost, there would be more advantages through improved traffic performance, integration, accessibility and particularly better safety in comparison to the at-grade crossings.”*

As noted above, Section 4.4.2 of the PRO Report states that *“the alternative arrangement will improve the junction performance for general traffic due to no longer having to incorporate phases for pedestrians and cyclists.”* This absence of at-grade pedestrian and cyclists in the Proposed Scheme is reflected in the design of the junction shown on the General Arrangement Drawings (see Figure 2.7.1) and on the junction design details provided in pages 33-36 of the Junction Design Report which forms Appendix A6.3 of Chapter 6 Traffic and Transport Appendices in EIAR Volume 4 Part 2 of 4. As such the at-grade crossing points referred to by the submission will not be available as option for pedestrians and cyclists, with the proposed ramps, steps and bridges providing the only available route.

ii) Ramps will reduce visibility of the PFS and detract from visual amenity

The submission notes that the curved ramp will result in a significant scale structure in close proximity to the petrol filling station and expresses the view that it will reduce the visibility of the petrol filling station and detract from the visual amenity of the area. The submissions asserts that the petrol filling station forms a clear and distinctive visual landmark.

As shown in Figure 2.7.8 the existing petrol filling station is a single storey facility located at the major junction between Naas Road (R810) and Long Mile Road (R110). The area is heavily trafficked and the streetscape includes significant visual clutter associated with the scale of the road infrastructure and the LUAS line in the centre of Naas Road.



Figure 2.7.8: View of Maxol petrol filling station from Naas Road (R810) (Image Source: Google)

Section 17.4.4.1.5 of EIAR Chapter 17 Landscape (Townscape) and Visual summarises the operational phase impact on the townscape and streetscape character for Section 5 of the Proposed Scheme which runs from Woodford Walk (R113) / New Nangor Road (R134) to Long Mile Road (R110) / Naas Road (R810) / New Nangor Road (R134) junction. This Section states: *“The baseline townscape is of low / medium sensitivity and the operation of the Proposed Scheme involves modest changes along the road corridor, including at the Grand Canal and along industrial facilities on Nangor Road where permanent land acquisition will be required. The most substantial change is the provision of a new cycle and pedestrian / cycle overbridge, with ramps and steps spanning the Nangor Road / Naas Road / Long Mile Road junction. Although this will form a new detracting element, the streetscape character is composed of a large dual carriageway junction with low sensitivity.*

The operational phase will not appreciably alter the existing townscape character of this section of the Proposed Scheme but there will be localised improvements to streetscape amenity from provision of additional tree planting, most notably along New Nangor Road. The magnitude of change in the baseline environment is medium.”

Section 17.4.4.1.5 goes on to state that: “*The potential townscape / streetscape and visual impact of the Operational Phase on this section is assessed to be **Negative, Slight / Moderate and Short-Term becoming Positive, Moderate, Long-Term.***”

iii) Proximity of the ramp to the petrol filling station operational facilities

The submission highlights that the proposed permanent land acquisition is in close proximity to the existing petroleum vent stack, the vapour recovery pipe and the offset fuel delivery points. The submission asserts that these elements are all classed as within the hazard zones, which are subject to minimum dimensions from buildings, sources of ignition and public roads / footpaths, and hence give rise to health and safety implications. Specifically in relation to the petroleum vent stack, the submissions states that this must be 4.5m above ground level to comply with regulations to guard against a lighted flame or cigarette, and that these issues appear not to have been addressed in the EIAR.

Figure 2.7.8 shows the location of these facilities, which are located immediately adjacent to the existing customer parking spaces with a gravel pathway between them and the parking spaces.

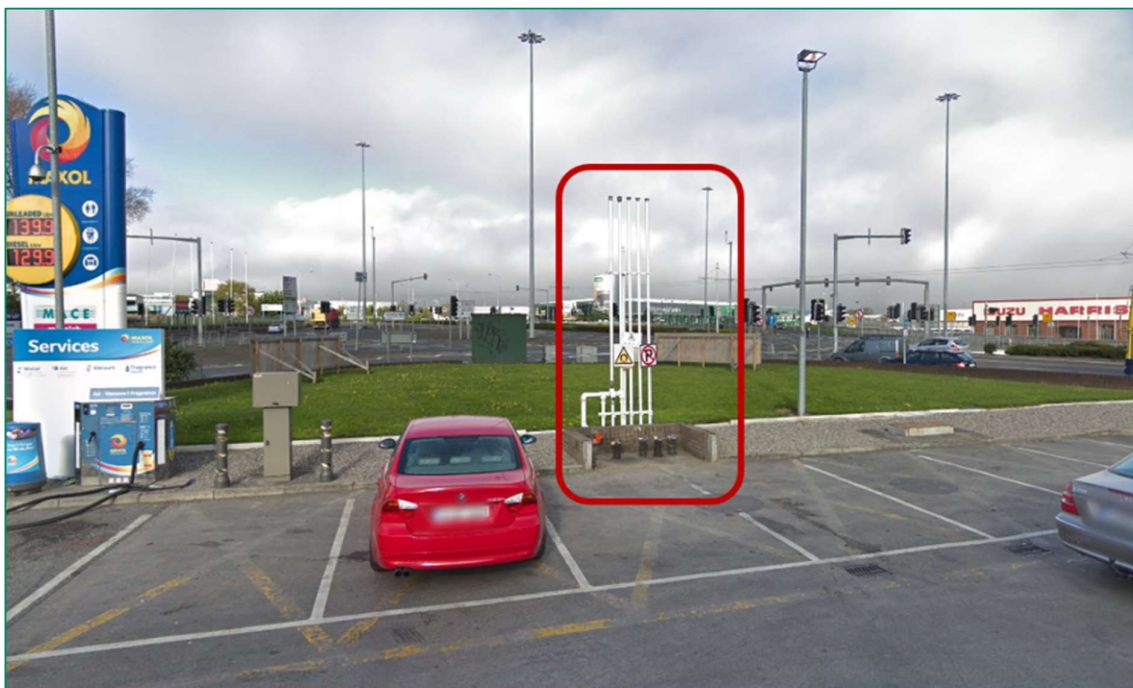


Figure 2.7.8 Existing Petro Filling Station Vent Stack facilities (Image Source: Google)

The proposed permanent and temporary land acquisition lines at these facilities are shown in Figure 2.7.9. This shows that the vent stacks and vapour recovery pipe are within the temporary land acquisition and the offset fuel delivery points are outside the proposed temporary landtake.

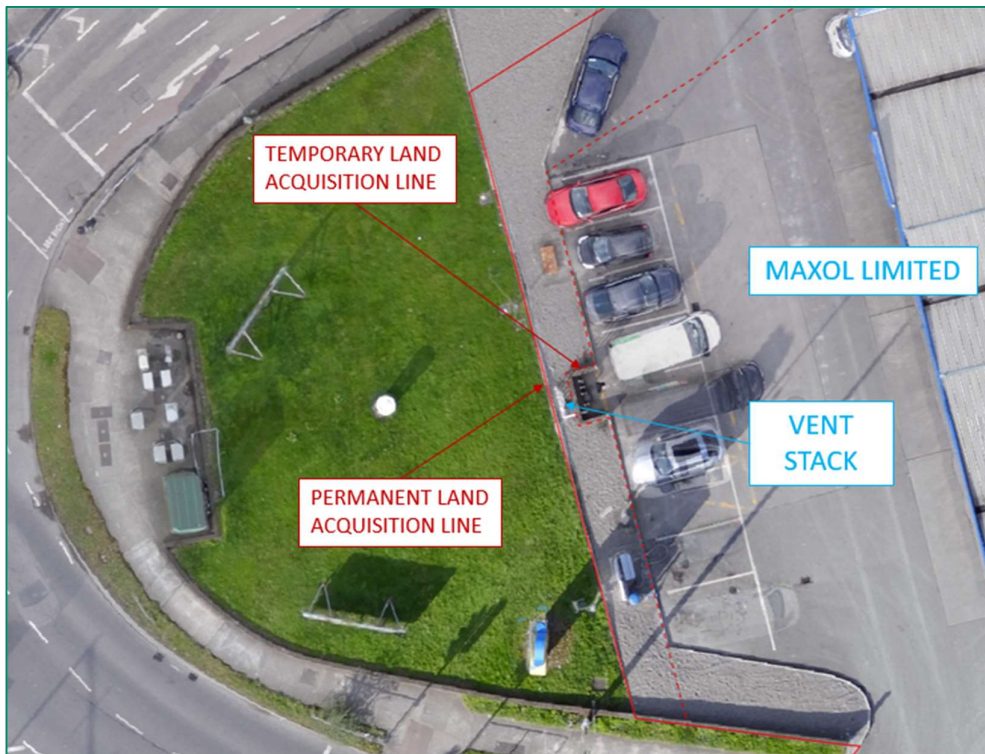


Figure 2.7.9 Proposed Land acquisition lines at the vent stack facilities

The Regulations to which the submission refers are believed to be S.I. No. 630 of 2019 Dangerous Substances (Flammable Liquids and Fuels Retail Stores) Regulations, 2019.

Schedule 1 of S.I. No. 630 of 2019 identifies publications for good practice for retail and kerbside retail flammable liquids and fuels stores, noting that “*As per Regulation 5(3), updated or revised versions of these guidance documents will be published periodically on the relevant websites of Local Authorities, the Appeals Authority, and the Minister.*”

Schedule 1 identifies the “*Publications which all stores must adhere to as far as is reasonably practicable*” as:

- Energy Institute Design, construction, modification, maintenance and decommissioning of filling stations (known as the Blue Book).
- PELG Petrol filling stations – Guidance on managing the risks of fire and explosion (The Red Guide).

In respect of the hazardous zones classifications referred to in the Red Guide (& HSA Guidance), these are defined by BSEN 60079-10-1996 Electrical apparatus for explosive gas atmospheres. Part 10: Classification of Hazardous Areas. The zone classifications and extents are determined from a site specific risk assessment, as noted in the Health and Safety Authority guidance document “*Fire & Explosion Risks in Service Stations*”.¹

While the edge of the proposed looped ramp located in the existing green area may potentially be within the hazardous zone of the existing petroleum vent stack, the vapour recovery pipe and the offset fuel delivery points, it should be noted that the ramp starts underneath the bridge at the existing public footpath some 15m from the vent stack and has risen to a height of 2.3m above ground level at the closest point to the vent stack.

The looped ramp continues to rise and the next loop is at a height of 5.2m above ground level at the closest point to the vent stack. The vent stack will be extended vertically to maintain the necessary height above the ramp and a solid boundary wall will be provided below the section of the ramp at this location.

¹ https://www.hsa.ie/eng/your_industry/flammable_liquids_and_fuels_retail_stores_-_new/information_and_guidance/fire_explosion_risks_at_service_stations.pdf

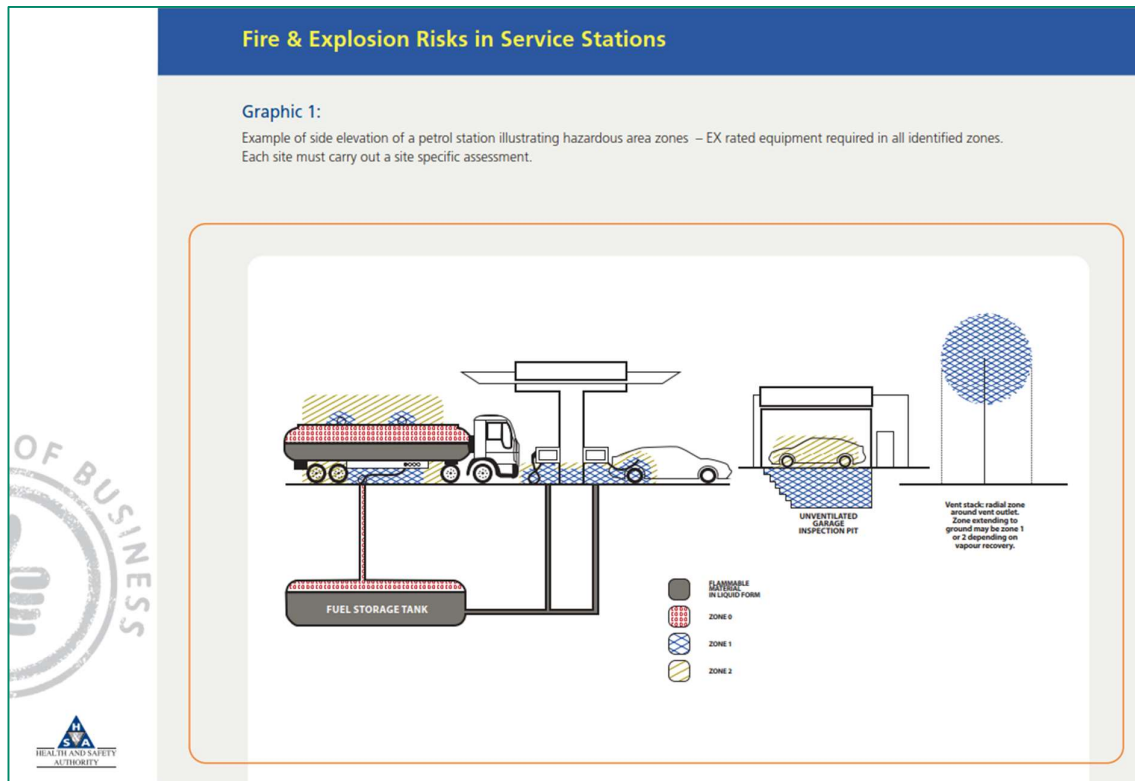


Figure 2.7.10 Extract from HSA Guidance Sheet “Fire & Explosion Risks in Service Stations”

Further details of the proposed bridge and ramps is provided in the Proposed Scheme Preliminary Design Report, Appendix J2 Preliminary Design Report for ST02 Naas Road Pedestrian/Cycle Bridge Preliminary Design Report. Section 3.3.7 of this Appendix notes that where required, a steel mesh will be attached to the vertical and horizontal bracing creating a fully enclosed superstructure. Section 4.3 of this Appendix highlights that *“All bridge spans will be fully enclosed superstructure reducing the risk of anti-social behaviour, objects being dropped onto vehicles passing beneath the bridge and users falling or jumping from the bridge deck.”* This approach of attaching a steel mesh will also be applied to the end of all ramps where they meet the bridge spans, as well as the side of the ramps facing the petrol filling station. The steel mesh will be appropriately sized to guard against a lighted flame or cigarette.

The raising of the vent stack and / or locally amend the ramp parapet will have no material effect and does not change the landscape and visual assessment presented in the EIAR.

The NTA will continue liaising with the landowner following any approvals to address any further safety concerns relating to the operation of the filling stations.

iv) Clarification in respect of no land take on Naas Road

The submission believes that no changes are proposed to the Naas Road frontage of the existing petrol filling station and requests clarification of this.

The existing Naas Road frontage is shown in Figure 2.7.11, from which it can be seen that the nearside left turning lane includes an advisory cycle lane.



Figure 2.7.11 Existing Naas Road frontage (Image source: Google)

The relevant extract from the Proposed Scheme General Arrangement drawings is shown in Figure 2.7.12, which shows that while no changes are proposed to the general traffic lanes on the Naas Road, a segregated cycle track is proposed along this section of the route and this broadly follows the line of the existing footpath.

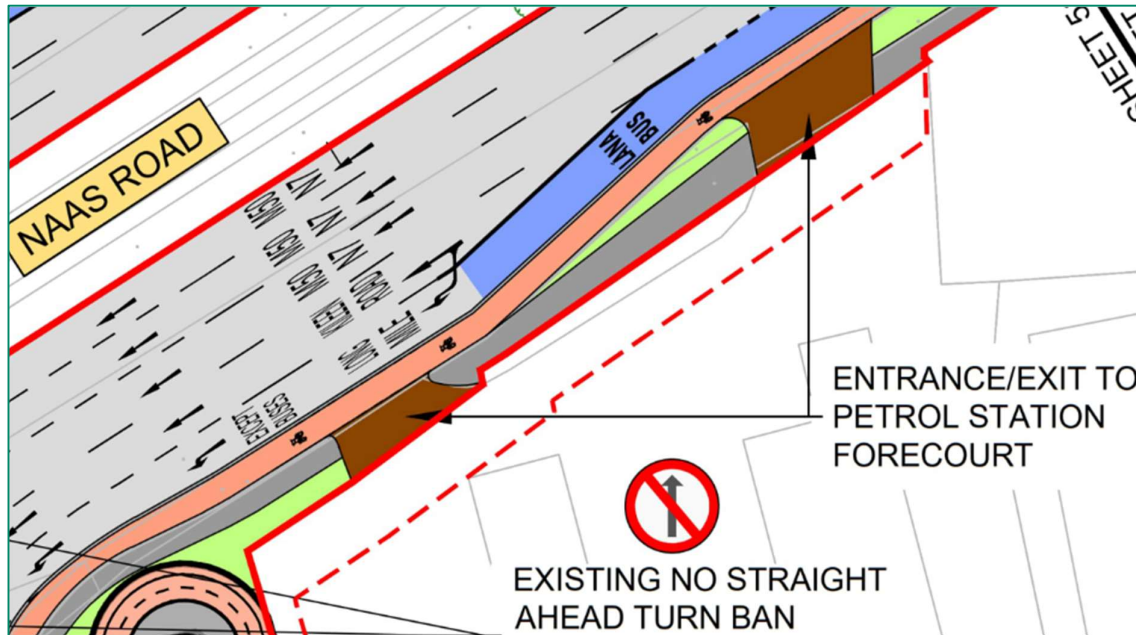


Figure 2.7.12 Extract from Proposed Scheme General Arrangement drawings showing proposed cycle track at Naas Road frontage (Image source: Google)

The proposed permanent and temporary land acquisition lines are shown in Figure 2.7.13. As can be seen some permanent land acquisition is required to provide the new footpath across the green area between the two access / egress points.

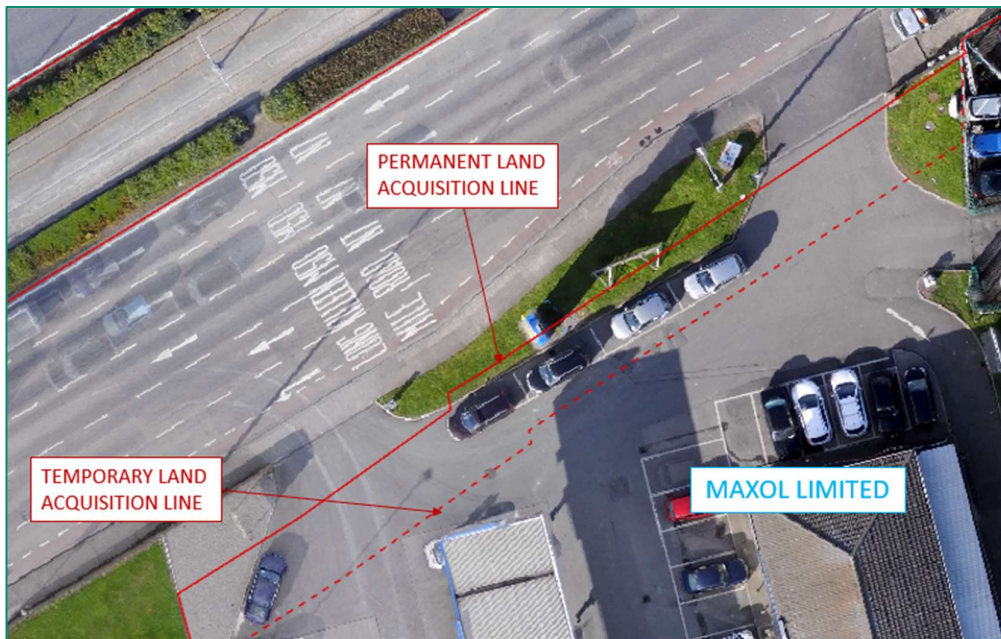


Figure 2.7.13 Proposed Land Acquisition lines overlain on aerial photography at Naas Road frontage

In summary, along the Naas Road frontage, strip of land is required to be permanently acquired to facilitate construction of the footpath of the Proposed Scheme, as well as to tie-in the existing petrol filling station access and egress.

The proposed works will modify the existing entry and exit points of the forecourt to the petrol filling station to facilitate tie-in. As a result of the realigned footpath, which encroaches towards the forecourt area by between 0.4m to 4.4m. This minor impact to the existing forecourt area does not affect the line of 4 parallel car parking spaces at this location. The operational ability of the forecourt remains unchanged and the arrangement of how vehicles access and egress the petrol filling station is not affected by the Proposed Scheme. Therefore, it is not envisaged that the Proposed Scheme will impact on business operations.

2.8 CPO-08 Stephen Tracey – 179 Crumlin Road

2.8.1 Description of the Proposed Scheme at this location

In order to achieve the Proposed Scheme objectives along this section of the corridor, as described in Section 4.5.3.1 of Chapter 4 of Volume 2 of the EIAR, Proposed Scheme Description, on Crumlin Road (R110) bus priority will be maintained by incorporating Signal Controlled Priority and managing the flow of traffic in both directions along the Crumlin Road (R110). Widening of the road corridor here for dedicated bus and traffic lanes in both directions is not feasible due to the size of the front gardens and gradient constraints between the road level and front doors.

The proposed arrangement requires the closure of Clonard Road and Bangor Drive for direct access onto Crumlin Road to facilitate traffic management within this portion of the Crumlin Road (R110) such that bus priority can be maintained, one-way access from the Crumlin Road (R110) onto Clonard Road and Bangor Drive will be possible. Egress and access for Bangor Drive and Clonard Road can be achieved via Windmill Road and Old County Road.

Due to width restrictions in the area of Crumlin Road (R110) there is insufficient space to provide dedicated cycle facilities. Therefore, it is proposed to provide an alternative cycle route along Kildare Road and Clogher Road.

The relevant extract from the General Arrangement Drawings in the EIAR, Volume 3, Part 1 of 3, Chapter 4 Proposed Scheme Description is shown in Figure 2.8.1.

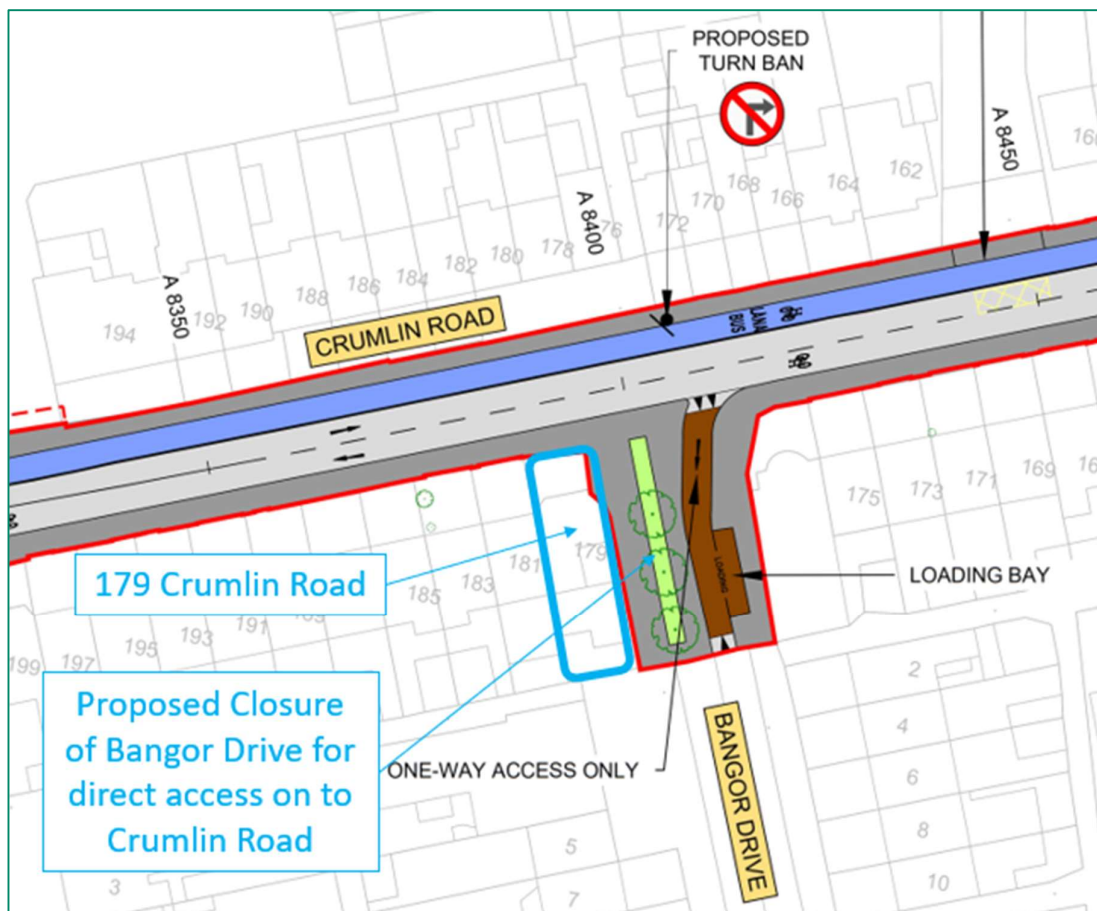


Figure 2.8.1: General Arrangement of Proposed Scheme adjacent to 179 Crumlin Road (Sheet 26)

The relevant extract from the CPO Deposit Maps showing the proposed restriction of public rights of way at this location is shown in Figure 2.7.2. No permanent or temporary land acquisition is Proposed at this location.



Figure 2.8.2: Extract from CPO Deposit Maps at 179 Crumlin Road

2.8.2 Summary of the Points of Objection to the CPO by Stephen Tracey

This submission objected to the CPO for the reasons summarised in the following section.

The owner of 179 Crumlin Road, within which there are four commercial units, has objected to the proposed restriction of public rights of way at this location on the following grounds:

- i) Impact on businesses
- ii) Removal of right of way to access the front garden/driveway of the property

2.8.3 Responses to the Points of Objection

i. Impact on businesses

The objection asserts that the proposed restriction (namely the closure of Bangor Drive for direct access onto Crumlin Road) will be detrimental to the businesses, expressing the view that customers will be unable to access the premises, as there will be no parking available outside the building and that the proposal will restrict commercial vehicles in gaining access when loading/unloading.

Figure 2.8.3 shows an existing view of Bangor Drive, annotated showing the existing on-street parking that will be lost and the existing loading bay that will be retained.



Figure 2.8.3: Existing Bangor Drive adjacent to 179 Crumlin Road (Image source: Google)

As described in Section 4.5.3.1 of Chapter 4 the Proposed Scheme proposes the closure of Bangor Drive for direct access onto Crumlin Road. One-way access from Crumlin Road onto Bangor Drive will still be possible. Egress and access for Bangor Drive can be achieved via Windmill Road and Old County Road.

As set out in Section 8.4 of EIAR Appendix A6.2 Traffic Modelling Report, the traffic model used to assess the impact of the Proposed Scheme included all those infrastructure elements associated with the Proposed Scheme, which include the closure of Bangor Drive for direct access onto Crumlin Road.

Section 6.4.6.1.4 of EIAR Chapter 6 Traffic and Transport notes that the closure of direct access onto Crumlin Road at this location will have a medium positive impact on pedestrians.

Section 6.4.6.2.9 of Chapter 6 reports the impact on general traffic of the Proposed Scheme and notes that there will be a reduction in general traffic along Crumlin Road within this section of the Proposed Scheme, Section 3. No road links in Section 3 of the Proposed Scheme are forecast to experience an increase in traffic of greater than 100 general traffic flows.

While the existing informal on-street parking directly outside the property will be lost, there is other informal on-street parking available along the rest of Bangor Drive, see Figure 2.8.4.

The existing loading bay is retained in the Proposed Scheme and commercial vehicles will be able to access this from Crumlin Road in a westbound direction and then return to Crumlin Road via Old County Road or Windmill Road, see Figure 2.8.4.



Figure 2.8.4: Informal on-street parking on Bangor Drive and available routes to Crumlin Road from Bangor Drive (Image source: OpenStreetMap)

ii. Removal of right of way

The objection states that they believe there will no longer be vehicular access to the front of the ground floor shop fronting Crumlin Road thus removing a right of way to access the front garden / driveway of the property.

Figure 2.8.5 shows the existing arrangement in respect of access to the front garden/driveway of the property from Crumlin Road, including the existing dropped kerb informal pedestrian crossing of Bangor Drive.



Figure 2.8.5: Existing access to driveway of 179 Crumlin Road (Image source: Google)

In accordance with S.I. No. 182/1997 Section 13 Driving on Footway, a vehicle is allowed to be driven across the footpath for the purpose of access to or egress from a place adjacent to the footpath. The Proposed Scheme does not change how the front driveway can be accessed from Crumlin Road.

2.9 CPO-09 Woodies DIY

2.9.1 Description of the Proposed Scheme at this location, Woodies DIY

In order to achieve the Proposed Scheme objectives along this section of the corridor, as described in paragraph 4.5.5.1 of Chapter 4 of Volume 2 of the EIAR, Proposed Scheme Description, at the New Nangor Road (R134) / Naas Road (R810) junction a new pedestrian and cycling bridge with accessible ramps and stairs on all approaches to the junction has been proposed to provide increased pedestrian and cycling safety, permeability and accessibility at this junction. This will require land acquisition and boundary treatment on the periphery of the existing road boundary to accommodate the proposed bridge and ancillary ramp structures.

A proposed continuous inbound bus lane with dedicated left turn bypass facility will provide enhanced bus priority between the New Nangor Road (R134) and the Naas Road (R810). This will require land acquisition and boundary modifications including new retaining structures in conjunction with the new bridge access ramps and steps. A new bus lane is proposed within the junction for the outbound buses heading towards New Nangor Road (R134) to improve bus priority along the corridor. As a result, the general traffic lane allocation from the Long Mile Road (R110) will be revised to two straight ahead lanes towards the New Nangor Road (R134) and two left turn lanes towards the Naas Road (R810).

As outlined in the GDA Cycle Network Plan, this section of the corridor aligns with the proposed Primary Route 7B / N10 until cyclists re-join New Nangor Road beyond the M50 overbridge. The route also aligns with Secondary Route 8C2 along its extents.,

The relevant extract from the General Arrangement Drawings in the EIAR, Volume 3, Part 1 of 3, Chapter 4 Proposed Scheme Description is shown in Figure 2.9.1.

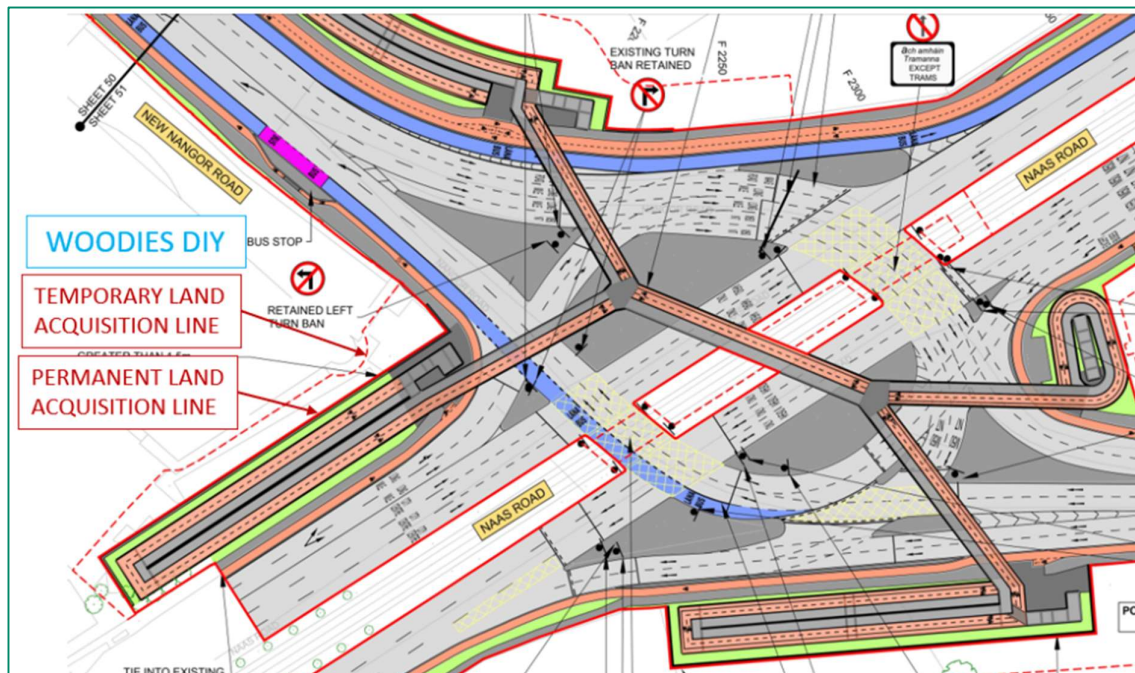


Figure 2.9.1: General Arrangement of Proposed Scheme at Woodies DIY (Sheet 51)

The relevant extract from the CPO Deposit Maps showing the proposed permanent and temporary land acquisition areas at the Woodies DIY is shown in Figure 2.9.2.

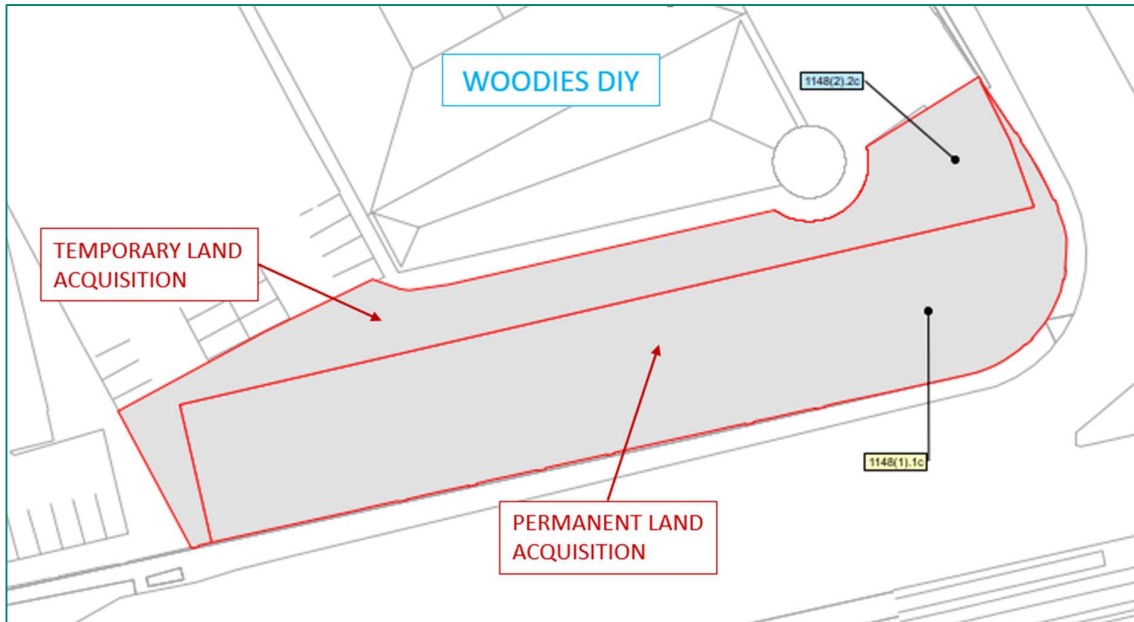


Figure 2.9.2: Extract from CPO Deposit Maps at Woodies DIY

The proposed permanent and temporary land acquisition lines overlain on aerial photography are shown in Figure 2.9.3.



Figure 2.9.3: Proposed Land Acquisition lines at Woodies DIY (Image source: Google)

2.9.2 Summary of the Points of Objection to the CPO by Woodies DIY

This submission objected to CPO for the reasons summarised in the following section.

- i) The proposed pedestrian bridge ramp will impact deliveries
- ii) The proposed pedestrian bridge will reduce visibility of the property
- iii) There are concerns about vandalism to glazed panels, as well as a risk of litter and anti-social behaviour / damage
- iv) No details provided in respect of access/egress during construction and associated timescale
- v) No information provided to justify the proposed bridges

2.9.3 Responses to the Points of Objection

i) The proposed pedestrian bridge ramp will impact deliveries

The submission states that the proposed pedestrian bridge ramp will impact the ability to manage delivery to EZ Living, who are a sub-tenant of Woodies, at least temporarily. The submission states that that despite the issue being raised with NTA's designers only a narrow access route is provided.

As stated in Section 3.4.3 of Chapter 3 Consideration of Reasonable Alternatives, a third round of non-statutory public consultation on the draft Preferred Route Option (PRO) took place from the 4 November to 16 December 2020. The brochure for this public consultation included the draft PRO General Arrangement Drawings, included as Part 2 of the Public Consultation Report provided as part of the Supplementary Information; the relevant extract from the draft PRO General Arrangement Drawings is shown in Figure 2.9.4.

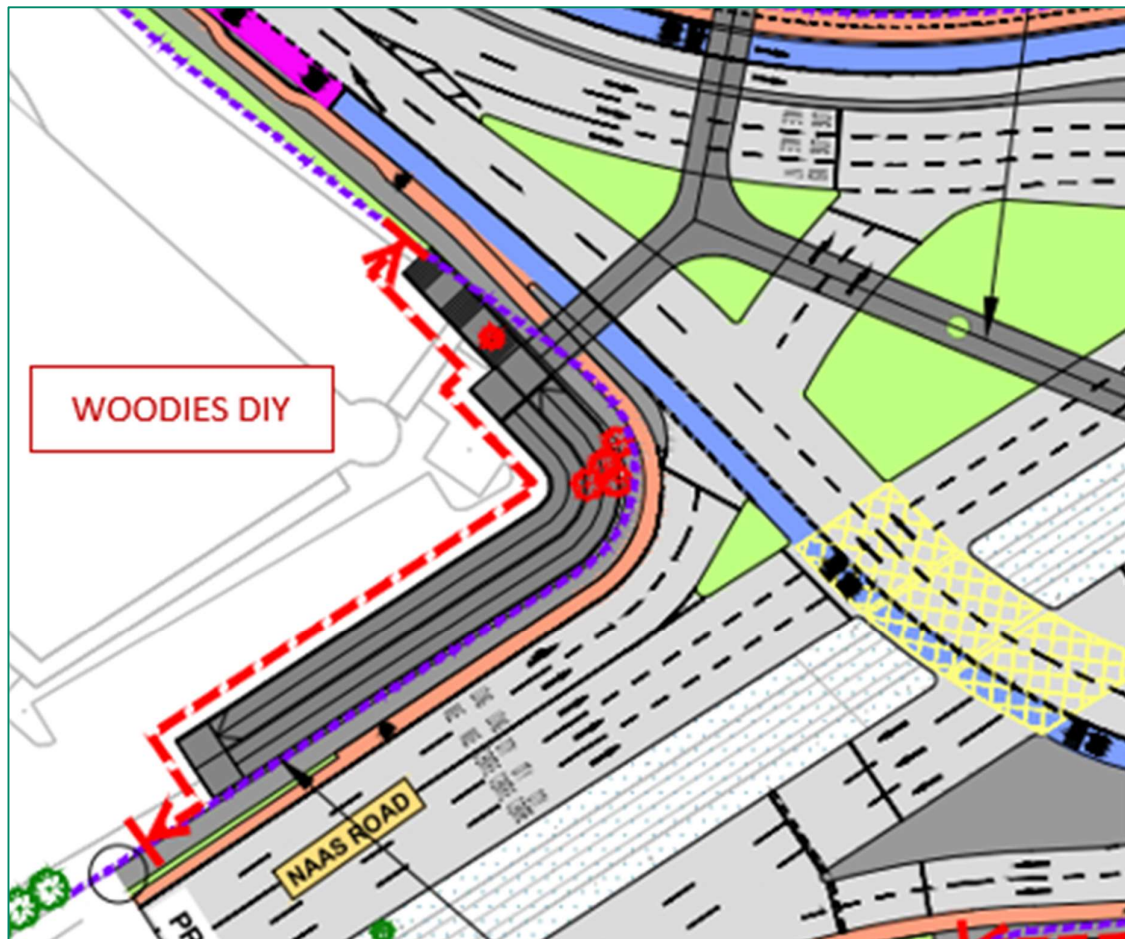


Figure 2.9.4: Extract from draft PRO Consultation Brochure

No submission was received from Woodies DIY in response to the public consultation on the draft PRO.

In July 2021 as part of the landowner referencing exercise, the NTA wrote to Woodies DIY seeking to confirm their landowner details. In response to this contact was established with their land agents in October 2021, at which time they raised concerns with the draft PRO layout in respect of the impact on deliveries to the south-east corner of the building. (Concerns were also raised in respect of the impact on their existing glazed structure on the north-east façade of the building; this issue is covered under item 2.9.3 iii) below.)

Figures 2.9.5 – 2.9.7 illustrate the existing delivery arrangements.



Figure 2.9.5: Existing delivery route (Image source: Google)



Figure 2.9.6: Existing delivery route (Image source: Google)



Figure 2.9.7: Existing delivery platform and ramp (Image source: Google)

As shown in Figure 2.9.7, goods are delivered on to a platform and then taken down a ramp to the delivery doors for the building.

In response to the concerns raised, on 14 February 2022 the NTA arranged a meeting with representatives for Woodies DIY to discuss the issues. To address their concerns, alternative layout options for the proposed pedestrian / cyclist ramp were considered and an alternative arrangement was developed that would allow for deliveries and avoid impact on the glazed panels.

A drawing of these proposals was issued to Woodies DIY on 21 February 2022, as shown in Figure 2.9.8.

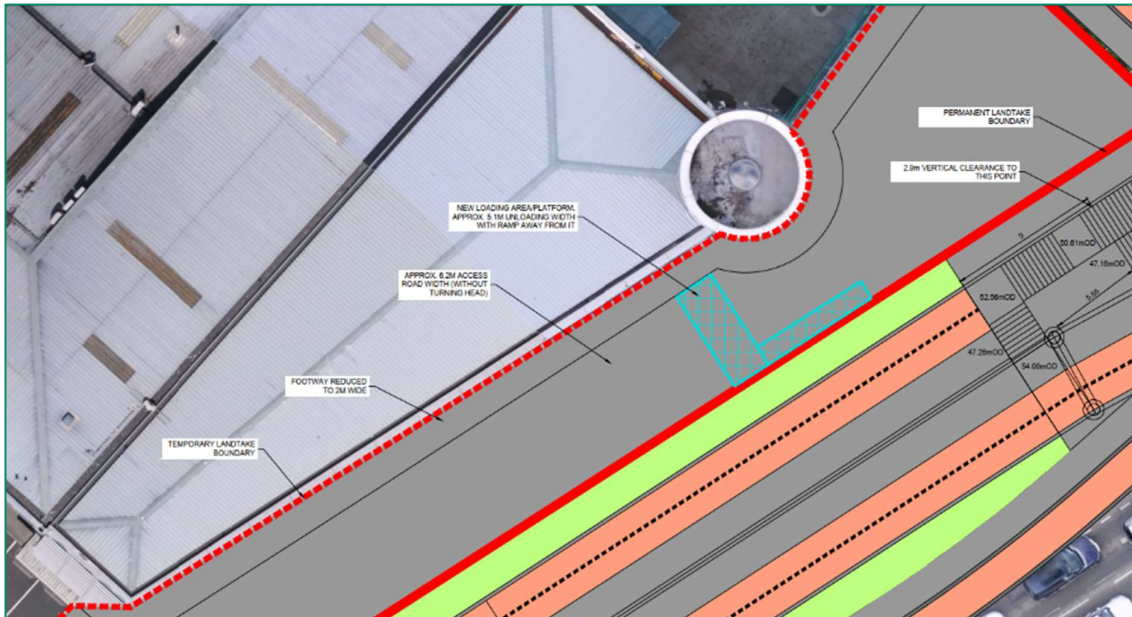


Figure 2.9.8: Alternative delivery proposal February 2022

Figure 2.9.9 provides further clarity of the alternative delivery proposals.

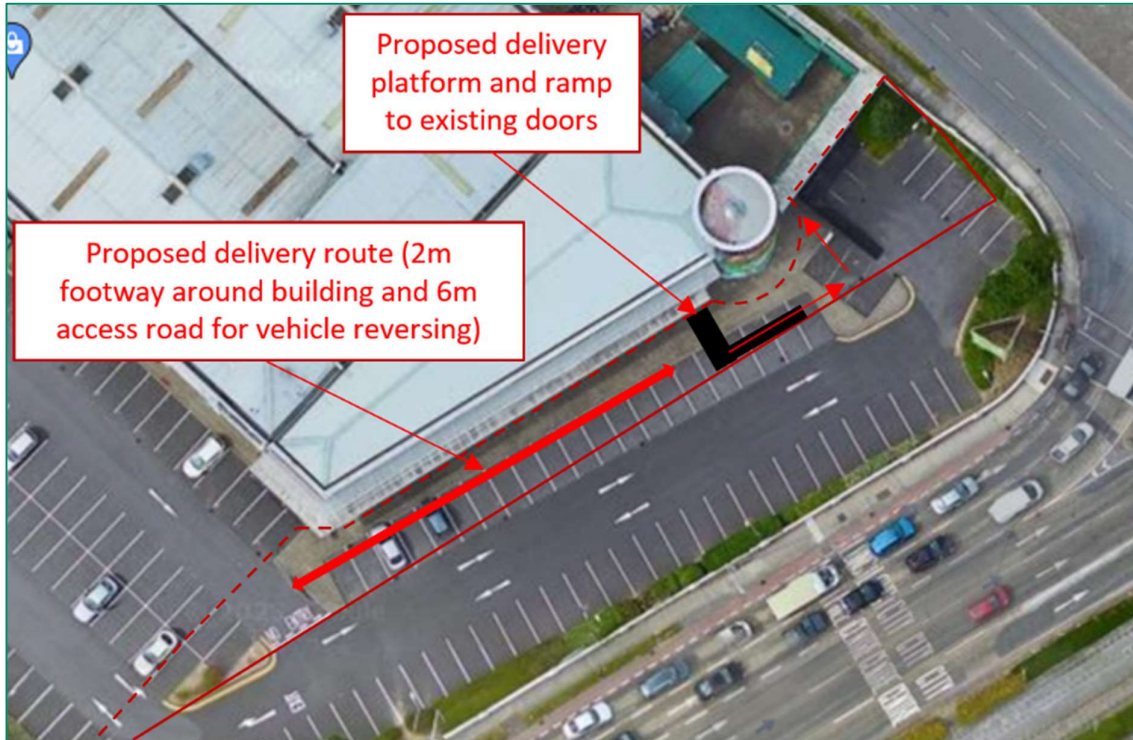


Figure 2.9.9: Alternative delivery proposals (Image source: Google)

On three occasions the NTA endeavoured to have a further meeting with the representatives of Woodies DIY during 2022 but did not receive any responses to these requests. The alternative ramp layout and temporary land to facilitate the revised delivery arrangement have been incorporated into the Proposed Scheme, as shown in the relevant extract from the General Arrangement drawings included in EIAT Volume 3 Part 1 of 3 as shown in Figure 2.9.10.

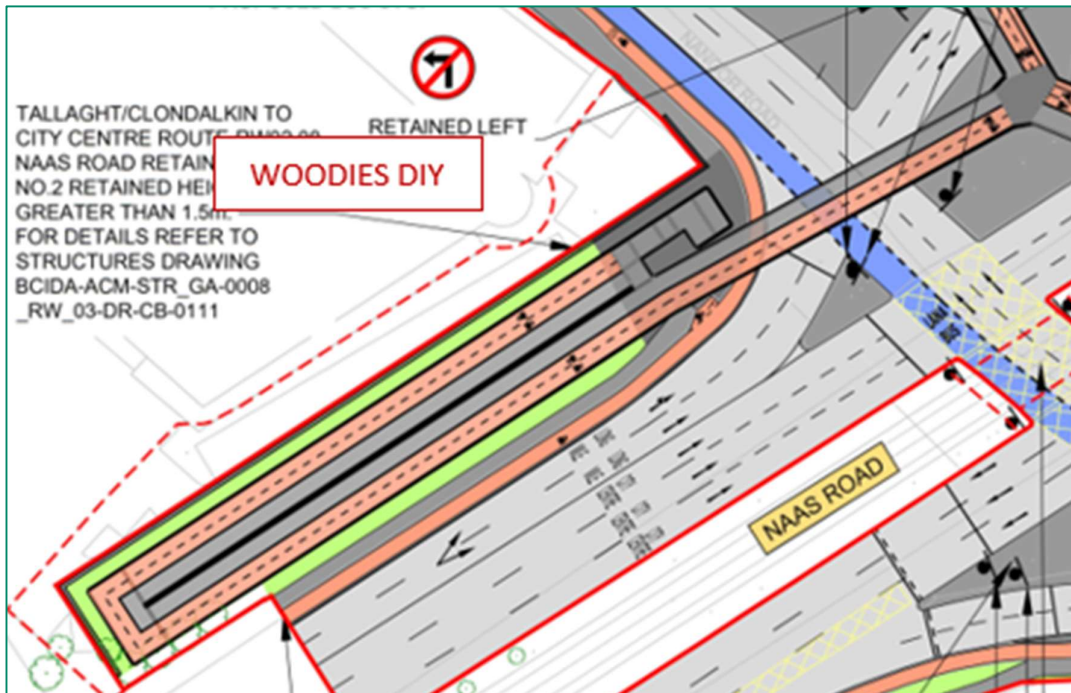


Figure 2.9.10: Extract from General Arrangement drawings

Deliveries during construction phase

Section 4.5.5.7.2 of EIAR Chapter 4 Proposed Scheme Description provides an overview of the retaining walls included in the Proposed Scheme. At this location retaining wall RW05 is proposed for the new boundary between Woodies DIY and the Naas Road. Table 4.34 provides the following summary of RW05, which it notes will be a reinforced concrete gravity retaining wall: *“RW05 will be located along the eastbound carriageways of New Nangor Road (R134) at its junction with the Naas Road (R810). The wall is required to retain widened fill material to accommodate the approach stairs and ramp to ST02 Naas Road Pedestrian and Cycle Bridge.”*

Details of the RW05 provided in EIAR Volume 3 Figures Part 2 of 3: 18. Bridges and Major Retaining Structures. Figure 2.9.11 shows the relevant extract from these drawings.

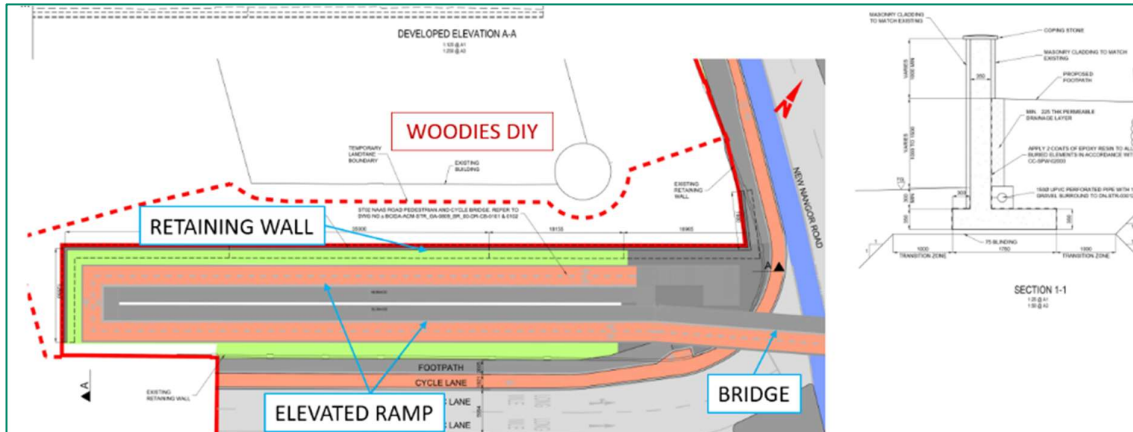


Figure 2.9.11 Extract of Bridges and Major Retaining Structures Drawings – RW05

Section 5.5.4.2.5 of EIAR Chapter 5 Construction provides further details of the wall and the construction methodology, noting that the wall will be approximately 113m in length with a maximum retained height of approximately 1.5m. This retaining wall will partially replace the existing retaining wall currently located along the north side of Naas Road.

Section 5.5.4.2.5 goes on to describe the construction methodology as follows: *“Once the existing retaining wall has been demolished, the ground will be stripped to formation level and existing services will be diverted as required to enable the wall construction. The proposed new retaining wall will be constructed in reinforced concrete. Blinding will be installed at formation level, then formwork and reinforcing steel for the wall will be fixed in place. Concrete will then be poured in sections and formwork removed after initial curing of the concrete has taken place. After a sufficient curing period, the area behind the retaining wall will be backfilled before the coping stone and a boundary fence is fitted to the top of the wall. Masonry cladding similar to that on the existing wall, will be added to the new wall. Reinstatement of adjacent areas will then be completed, including pavement, footway and cycleway surfacing construction activities.*

Access to the works area will be primarily from the verge areas along Naas Road. Temporary land take will be required from the adjacent property to facilitate construction.

Once the new wall has been constructed, construction of the ramps and stairs required for the Naas Road Pedestrian and Cycle Bridge (Structure Reference: ST-02) at this location, can commence.”

It is anticipated that the proposed amendments to the existing car park, the delivery platform and the delivery ramps will be undertaken prior to works commencing on retaining wall RW05 to ensure that access/egress for deliveries will be maintained. These works will be undertaken within the area of temporary land acquisition. As described in Section 5.5.4.2.5, for the construction of RW05 access to the works area will be primarily from the verge areas along Naas Road. The width of temporary land take required to facilitate construction of the wall at this location will only need to be a narrow strip to allow workers to access the northern face of the wall, leaving adequate space for delivery vehicles to reverse to the relocated delivery platform.

As noted in Section 5.5.3.2 of EIAR Chapter 5 arrangements will be made on a case-by-case basis to maintain continued access to businesses affected by the works, at all times, where practicable. Details regarding temporary access provisions will be discussed with business owners prior to construction starting in the area. The duration of the works will vary from property to property, but access and egress will be maintained at all times.

It is considered that the Proposed Scheme adequately addresses the concerns raised and will allow the delivery of goods to the same doors in the building to be maintained both during the operational and construction phases.

ii) **Concern that the proposed pedestrian bridge will reduce visibility of the property**

The submission is concerned that the proposed pedestrian bridge will reduce visibility of the Woodies and EZ Living buildings and believes that the drawings do not accurately inform the blocking of the east elevation view, affecting profile and detrimental impact on streetscape and visual impact.

Section 17.4.4.1.5 of EIAR Chapter 17 Landscape (Townscape) and Visual summarises the operational phase impact on the townscape and streetscape character for Section 5 of the Proposed Scheme which runs from Woodford Walk (R113) / New Nangor Road (R134) to Long Mile Road (R110) / Naas Road (R810) / New Nangor Road (R134) junction.

Section 17.4.4.1.5 states: *“The baseline townscape is of low / medium sensitivity and the operation of the Proposed Scheme involves modest changes along the road corridor, including at the Grand Canal and along industrial facilities on Nangor Road where permanent land acquisition will be required. The most substantial change is the provision of a new cycle and pedestrian / cycle overbridge, with ramps and steps spanning the Nangor Road / Naas Road / Long Mile Road junction. Although this will form a new detracting element, the streetscape character is composed of a large dual carriageway junction with low sensitivity.*

The operational phase will not appreciably alter the existing townscape character of this section of the Proposed Scheme but there will be localised improvements to streetscape amenity from provision of additional tree planting, most notably along New Nangor Road. The magnitude of change in the baseline environment is medium.”

Section 17.4.4.1.5 goes on to state that: *“The potential townscape / streetscape and visual impact of the Operational Phase on this section is assessed to be **Negative, Slight / Moderate and Short-Term becoming Positive, Moderate, Long-Term.**”*

Figure 2.9.12 provides an extract of EIAR Figure 17.2 included in Volume 3 Part 3 of 3 showing the existing view of the Woodies DIY building from the westbound carriageway of the Naas Road.

The area is heavily trafficked and the streetscape includes significant visual clutter associated with the scale of the road infrastructure and the LUAS line in the centre of Naas Road. None the less, the Woodies DIY building is a visually prominent structure.

Figure 2.9.13 provides an extract of EIAR Figure 17.2 included in Volume 3 Part 3 of 3 showing the proposed view of the Woodies DIY building from same location on the westbound carriageway of the Naas Road.

While the proposed bridge and associated ramps are visually prominent, the Woodies DIY building remains visible.



Figure 2.9.12: Extract from EIAR Figure 17.2: Naas Road View 04: As existing



Figure 2.9.13: Extract from EIAR Figure 17.2: Naas Road View 04: As proposed

In summary, the area is considered to be of low landscape and visual significance and sensitivity. The existing Woodies DIY building is visually prominent in views. The proposed elevated bridge is a significant structure and it will also be a visually prominent feature at this junction location. However, given the existing context the proposed bridge will not result in an adverse townscape or visual impact on the area, and it will not significantly affect the visibility of the Woodies DIY building.

iii) Concerns about vandalism to glazed panels

The submission expressed concerns around/damage to the large glazed panels on the north-east façade, and to the stores in general, arising from the elevated position of the proposed footbridge, asserting that no solution has been forthcoming.

As stated in Section 3.4.3 of Chapter 3 Consideration of Reasonable Alternatives, a third round of non-statutory public consultation on the draft Preferred Route Option (PRO) took place from the 4 November to 16 December 2020. The brochure for this public consultation included the draft PRO General Arrangement Drawings, included as Part 2 of the Public Consultation Report provided as part of the Supplementary Information; the relevant extract from the draft PRO General Arrangement Drawings is shown in Figure 2.9.14.

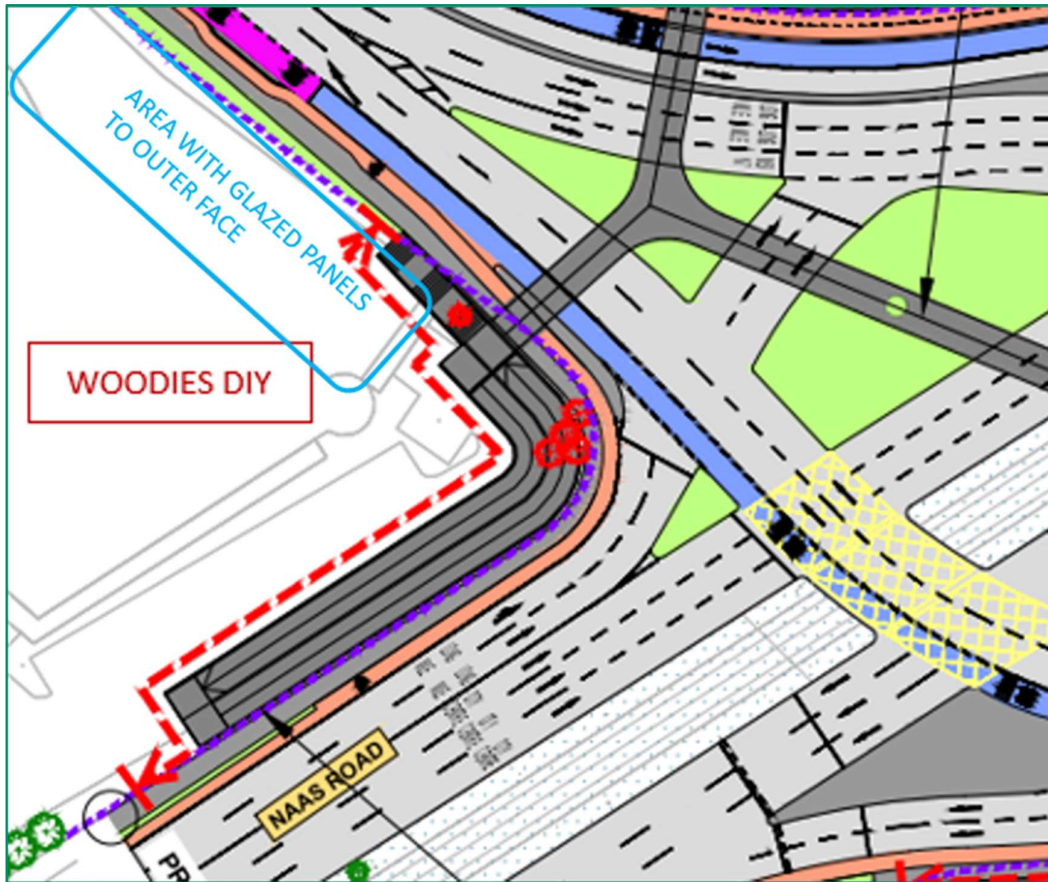


Figure 2.9.14: Extract from draft PRO Consultation Brochure showing location of the glazed panels

No submission was received from Woodies DIY in response to the public consultation on the draft PRO.

In July 2021 as part of the landowner referencing exercise, the NTA wrote to Woodies DIY seeking to confirm their landowner details. In response to this contact was established with their land agents in October 2021, at which time they raised concerns with the draft PRO layout in respect of the impact on their existing glazed structure on the north-east façade of the building. (Concerns were also raised in respect of the impact on deliveries to the south-east corner of the building; this issue is covered under item 2.9.3 i) above.)

In response to the concerns raised, on 14 February 2022 the NTA arranged a meeting with representatives for Woodies DIY to discuss the issues. To address their concerns, alternative layout options for the proposed pedestrian / cyclist ramp were considered and an alternative arrangement was developed that would avoid impact on the glazed panels and allow for deliveries.

The NTA endeavoured to have a further meeting with the representatives of Woodies DIY during 2022 but did not receive any responses to these requests. The alternative ramp layout and temporary land to avoid any direct impact on the glazed panels have been incorporated into the Proposed Scheme, as shown in the relevant extract from the General Arrangement drawings included in EIAT Volume 3 Part 1 of 3 as shown in Figure 2.9.15.

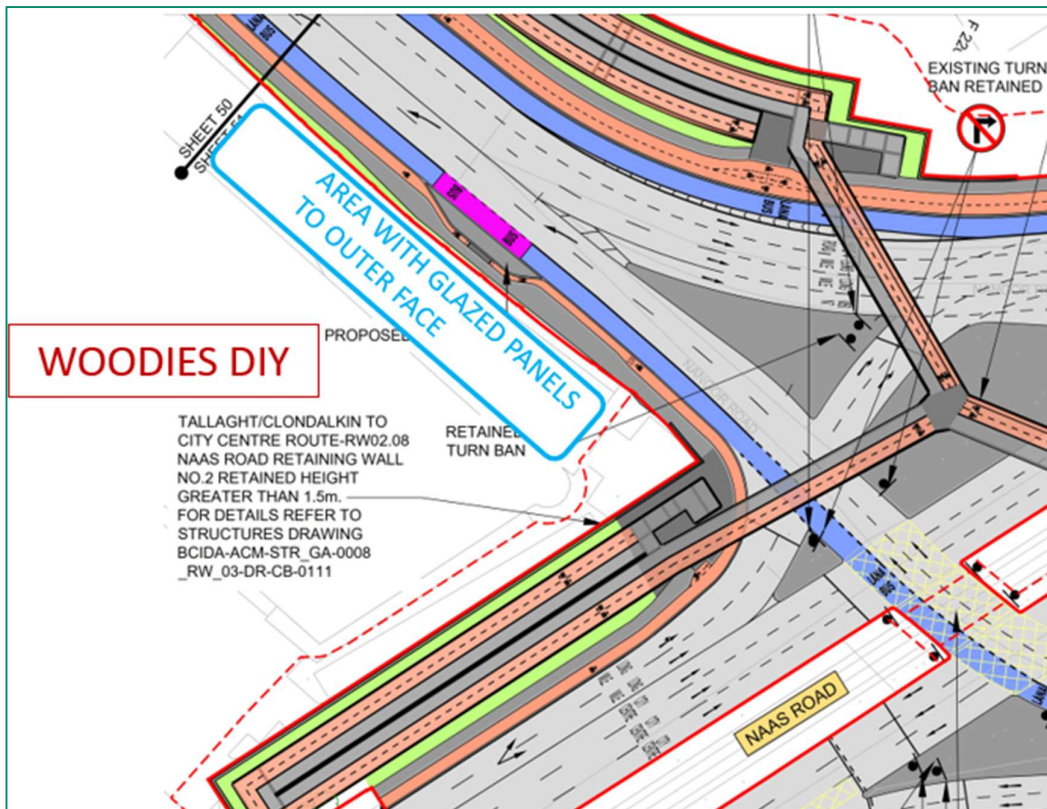


Figure 2.9.15: Extract from General Arrangement drawings showing area with glazed panels avoided

The location of the area with glazed panels is shown in Figure 2.9.16, which shows that the land acquisition (both permanent and temporary) avoids them.



Figure 2.9.16 Location of glazed panels at Woodies DIY (Image source: Google)

Figure 2.9.17 shows the view of Woodies DIY from the New Nangor Road with the glazed panels highlighted.

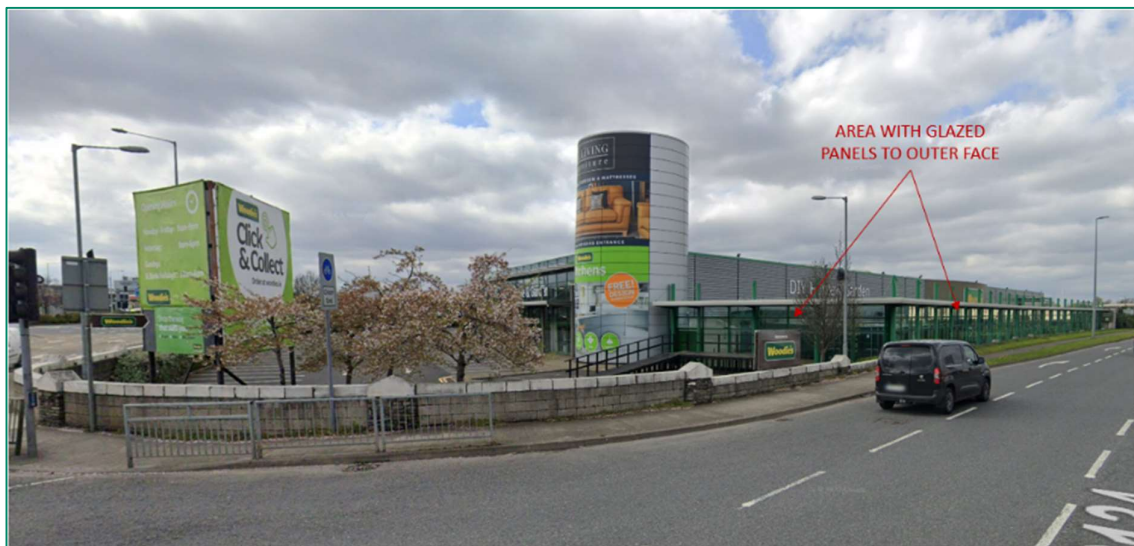


Figure 2.9.17 Location of glazed panels at Woodies DIY (Image source: Google)

Details of the proposed bridge and ramps are provided in EIAR Volume 3 Figures Part 2 of 3: 18. Bridges and Major Retaining Structures. Figure 2.9.18 shows the relevant extract from these drawings.

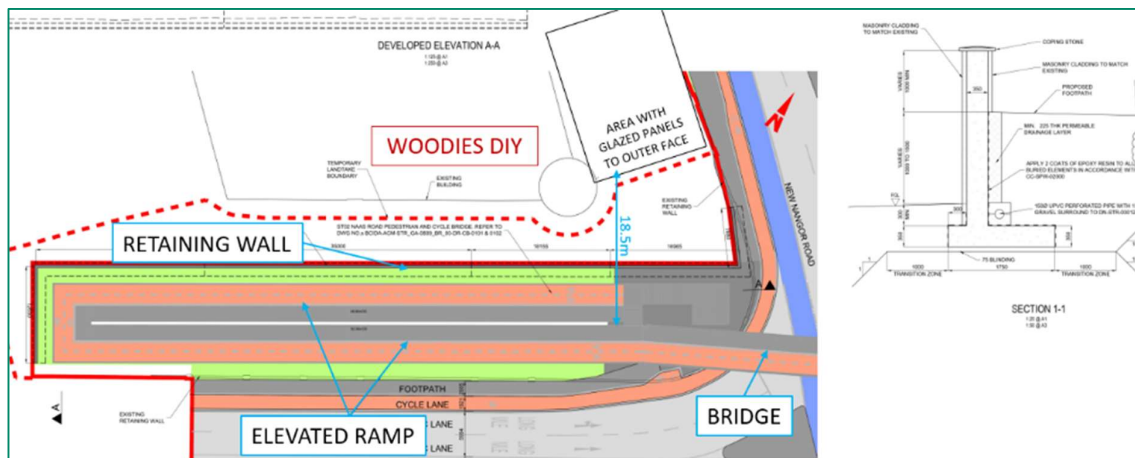


Figure 2.9.18 Extract of Bridges and Major Retaining Structures Drawings with key features annotated

As shown in Figure 2.9.17, a retaining wall (Reference RW05) is proposed along the new boundary which will replicate the existing boundary treatment along the Naas Road. The ramp is proposed to commence at existing ground level at the point closest to the glazed panels and increases in height westwards before u-turning and increasing in height to meet the proposed bridge across the adjacent road junction. At the commencement of the bridge the ramp will be approximately 18.5m from the edge of the glazed panels.

Further details of the proposed bridge and ramps is provided in the Proposed Scheme Preliminary Design Report, Appendix J2 Preliminary Design Report for ST02 Naas Road Pedestrian/Cycle Bridge Preliminary Design Report. Section 3.3.7 of this Appendix notes that where required, a steel mesh will be attached to the vertical and horizontal bracing creating a fully enclosed superstructure. Section 4.3 highlights that *“All bridge spans will be fully enclosed superstructure reducing the risk of anti-social behaviour, objects being dropped onto vehicles passing beneath the bridge and users falling or jumping from the bridge deck.”* It is envisaged that this approach will also be applied to the ends of all the ramps where they meet the bridges, including at this specific location.

It is considered that the Proposed Scheme adequately addresses the concerns raised and will prevent any damage to the large glazed panels on the north-east façade, and to the stores in general, arising from any anti-social behaviour associated with the elevated position of the proposed footbridge.

iv) No details provided in respect of access/egress during construction and associated timescale

The submission raised concerns about a lack of details of how the works will be carried out in respect of access/egress, traffic management during the works and timescale of the works.

The temporary land acquisition is required to allow construction of the revised arrangements on the land to be retained by Woodies DIY.

Within EIAR Volume 2 Chapter 5 Construction, Section 5.5.3 sets out that the Proposed Scheme *“will be constructed in a manner which will minimise, as much as practicable, any disturbance to residents, businesses, and road users.”*

In respect of the construction impact on parking and access, Section 5.5.3.2 sets out that *“When roads and streets are being upgraded, there will be some temporary disruption / alterations to on-street and off-street parking provision, and access to premises in certain locations along the Proposed Scheme. Local arrangements will be made on a case-by-case basis to maintain continued access to homes and businesses affected by the works, at all times, where practicable. Details regarding temporary access provisions will be discussed with residents and business owners prior to construction starting in the area. The duration of the works will vary from property to property, but access and egress will be maintained at all times.”*

Section 5.5.3.2 goes on to state that *“Access will be maintained for emergency vehicles along the Proposed Scheme, throughout the Construction Phase.”*

In summary the extent of the temporary land is necessary to complete the construction works at this location.

Section 5.3.5.2 of EIAR Chapter 5 Construction describes the proposed construction works for the various elements of the Proposed Scheme at Section 5b: Naas Road / Long Mile Road Junction as follows: *“Section 5b encompasses the existing Naas Road / Long Mile Road traffic signalised roundabout junction. The construction activities at Section 5b will comprise pavement reconstruction and resurfacing of the roads, footways, and cycle tracks, and new kerbs. A new pedestrian and cycle bridge will be constructed at this location, providing pedestrian and cycle connectivity between the New Nangor Road, Naas Road and Long Mile Road. (Structure Reference: ST02). The structure will be made up of a central single span and four connected arterial structures that span each corner of the roundabout junction. Access ramps and stairs will be provided at the end supports of each of the four arterial structures. Further information on the construction methodology is provided in Section 5.5.4.1.2. A new retaining wall structure will be constructed along the northern side of New Nangor Road, to the rear of the ramp structure associated with the new pedestrian and cycle overbridge (Structure Reference: RW04). Further information on the construction methodology is provided in Section 5.5.4.2.4. Another new retaining wall will be constructed along the northern side of Naas Road, to the rear of the ramp structure associated with the new pedestrian and cycle overbridge (Structure Reference: RW05). Further information on the construction methodology is provided in Section 5.5.4.2.5. A low height retaining wall will be constructed to the rear of the ramp structure associated with the new pedestrian and cycle overbridge between the Long Mile Road and Naas Road. Construction activities will also consist of the installation of additional signage, new road markings, new and amended traffic signal infrastructure and new road lighting. Some trees will be removed from the verge areas to facilitate construction of the bridge ramps and stairs. Construction Compound TC13 will be located along the Long Mile Road, south of the New Nangor Road / Naas Road / Long Mile Road junction and is expected to be used primarily for the construction of the new pedestrian and cycle bridges. Various utility diversions and / or protections will be required; including gas mains and telecommunications infrastructure. The expected construction duration will be approximately nine months.”*

Section 5.5.4.1.2 of Chapter 5 provides the following details of the construction of the Naas Road Pedestrian and Cycle Bridge: *“The Naas Road Pedestrian and Cycle bridge will carry pedestrians and cyclists between the New Nangor Road, Naas Road, and the Long Mile Road. The bridge structure will have five separate spans consisting of a fully through Warren Truss structure. The bridge is formed of a 55.5m long central span over the Naas Road and the Luas Red Line, and four arterial spans (ranging from approximately 42m to 46m) spanning the outer corners of the junction. The width of the new pedestrian/cycle bridges on the arterial spans will be 4.65m wide, providing a 2.65m segregated cycle track and 2m pedestrian footway. The width of the central span will be 5.65m wide, providing a 3.15m segregated cycle track and 2.5m pedestrian footway. A minimum internal vertical clearance of 2.7m will be provided along the length of the bridges. A minimum vertical clearance of 5.7m will be provided between the carriageway below and the underside of the bridge. The steel deck will be finished with an anti-skid surfacing.*

The central span of the bridge has been designed as single span over the main carriageways of the Naas Road and the Luas Red Line. The arterial bridge spans crossing the other approach roads, have also been designed as single spans to each corner of the junction. The central bridge span will be supported on two braced steel central supports, located on the central island of the junction. The ends of the four arterial bridge spans will also be supported on the central supports and on new braced steel end supports. The braced steel supports will be constructed on reinforced concrete rotary bored piled foundations. Painted steel ramp structures and stairs will be provided at each corner of the bridge to facilitate pedestrian and cyclist access over the bridges. The ramp structures will vary in length from approximately 119m to 150m.

Access to the works area will be primarily from the verge areas on New Nangor Road, Naas Road, the Long Mile Road and the central island of the roundabout junction. The ground surface will be prepared, and ground excavated to facilitate the construction of the foundations. The concrete foundations will be poured and allowed to cure. The braced steel supports will be prefabricated off site, before being delivered to site and lifted into place by mobile cranes. The braced steel supports will be erected first before the Warren Truss structures are assembled and lifted into place. The ramps and stairs will then be installed. Reinstatement of adjacent areas will then be completed.

Two new retaining walls adjacent to the southbound carriageway on the New Nangor Road (Structure Reference: RW04) and adjacent to the eastbound carriageway on Naas Road (Structure Reference: RW05) will be constructed in advance of the ramps and stairs being installed for the Naas Road

Pedestrian and Cycle Bridge (Structure Reference: 02). Refer to Section 5.5.4.2.4 and Section 5.5.4.2.5 for more details.”

Section 5.5.4.2.5 provides the following details in respect of the proposed retaining wall RW05 adjacent to Woodies DIY: “A new retaining wall is required along the eastbound carriageway on the Naas Road at the junction with New Nangor Road. The wall is required to retain widened fill material to accommodate the approach stairs and ramp to the Naas Road Pedestrian and Cycle Bridge (Structure Reference: ST-02). The wall will be approximately 113m in length with a maximum retained height of approximately 1.5m. This retaining wall will partially replace the existing retaining wall currently located along the north side of Naas Road.

Once the existing retaining wall has been demolished, the ground will be stripped to formation level and existing services will be diverted as required to enable the wall construction. The proposed new retaining wall will be constructed in reinforced concrete. Blinding will be installed at formation level, then formwork and reinforcing steel for the wall will be fixed in place. Concrete will then be poured in sections and formwork removed after initial curing of the concrete has taken place. After a sufficient curing period, the area behind the retaining wall will be backfilled before the coping stone and a boundary fence is fitted to the top of the wall. Masonry cladding similar to that on the existing wall, will be added to the new wall. Reinstatement of adjacent areas will then be completed, including pavement, footway and cycleway surfacing construction activities.

Access to the works area will be primarily from the verge areas along Naas Road. Temporary land take will be required from the adjacent property to facilitate construction.

Once the new wall has been constructed, construction of the ramps and stairs required for the Naas Road Pedestrian and Cycle Bridge (Structure Reference: ST-02) at this location, can commence.”

Construction Traffic Management for pedestrians and cyclists, public transport, and general traffic is described in Section 5.8 of EIAR Chapter 5. Table 5.8 details the anticipated lane closures / modifications, road closures and diversions for each sub-section of the Proposed Scheme, as shown in Figure 2.9.19.

Jacobs
ARUP SYSTRA

Environmental Impact Assessment Report (EIAR) Volume 2 of 4 Main Report

Section Ref.	Lane Closures / Modifications				
	Minimum One Lane of Traffic in Each Direction	Temporary Lane Closures	Temporary Road Closures (Night-time)	Short Sections of Stop / Go System	Diversions
Section 5a	Yes	Yes (footway, cycle track, general traffic and public transport (each direction, staged)). The pedestrian crossing at Woodford Walk junction will be temporarily closed, and pedestrians redirected onto the northern footway until construction of the southern footway is complete. Temporary speed limits will be implemented on New Nangor Road, and temporary traffic lights will be implemented at all junctions.	No	No	No
Section 5b	Yes	Yes (footway, cycle track and general traffic (each direction, staged)). Lane closures will be required during construction of the bridge supports, ramps and stairs to redirect traffic away from the works areas. Footways to the west and north of the junction will be widened initially to allow cyclist and pedestrian access throughout construction.	Yes Road closures will be required to lift and install the five bridge sections (Structure Reference: ST-02). The operation of the Luas Red Line will be maintained at all times, with works which may affect Luas operation restricted to times outside of peak hours during night-time and weekend possessions.	No	Yes. For New Nangor Road temporary closure, traffic will be diverted via Killeen Road – Kylemore Park North – Kylemore Road. For the Naas Road and Long Mile Road temporary road closures, traffic will be diverted via the M50 between Junctions 9 and 10 – Calmount Road – Ballymount Avenue – Ballymount Road Lower – Walkinstown Avenue.
Section 6a	No The Naas Road / John F Kennedy Drive / Old Naas Road junction will be closed during construction. Pedestrian access will be maintained.	Yes (footway, cycle track and general traffic (each direction, staged)).	No The operation of the Luas Red Line will be maintained at all times, with works which may affect Luas operation restricted to times outside of peak hours during night-time and weekend possessions.	No	Yes (Access and egress to John F Kennedy Drive will be diverted via Kylemore Road and Old Naas Road)
Section 6b	Yes	Yes (footway, general traffic and public transport (each direction, staged)). Traffic movements through the Naas Road / Kylemore Road / Walkinstown Avenue junction will be maintained at all times. A temporary pedestrian crossing will provide access to the Kylemore Luas stop during construction while the footway alongside the left turn slip road is closed.	No The operation of the Luas Red Line will be maintained at all times, with works which may affect Luas operation restricted to times outside of peak hours during night-time and weekend possessions.	No	No
Section 6c	Yes	Yes (footway and general traffic (each direction, staged)). Pedestrian movements will be redirected to the east footway on Walkinstown Avenue until construction on the west footway are complete.	No	No	No

Figure 2.9.19: Extract from EIAR Table 5.8 Lane Closures / Modifications, Road Closures and Diversions

In addition, the Construction Environmental Management Plan for the Proposed Scheme is included as Appendix A5.1 of EIAR Volume 4 Appendices Part 1 of 4. Section 5.2 of Appendix A5.1 is the Construction Traffic Management Plan and demonstrates the manner in which the interface between

the public and construction-related traffic will be managed and how vehicular movement will be controlled.

Section 5.2.2.3 of Appendix A5.1 describes the temporary traffic management designs and notes that if “An Bord Pleanála decides to grant approval for the Proposed Scheme, Temporary Traffic Management designs (drawings and method statements) will be prepared by the appointed contractor in compliance with the former Department of Transport, Tourism and Sport (DTTAS) (now the Department of Transport) Traffic Signs Manual, Chapter 8, Temporary Traffic Measures and Signs for Roadworks (hereafter referred to as the Traffic Signs Manual) (DTTAS 2019), to facilitate the safe and efficient construction of the Proposed Scheme.”

Table 5.4 of Appendix A5.1 provides details of the anticipated traffic management provisions, as shown in Figure 2.9.20.

Environmental Impact Assessment Report (EIAR) Volume 4 of 4 Appendices		Jacobs ARUP SYSTRA
Section No.	Estimated Construction Duration	Traffic Management Provisions
Section 4c	2 months	<ul style="list-style-type: none"> One lane maintained in each direction with phased lane as required. Access for residents and businesses maintained throughout construction
Section 4d	4 months	<ul style="list-style-type: none"> One lane maintained in each direction with phased lane as required. Access for residents and businesses maintained throughout construction
Section 4e	2 months	<ul style="list-style-type: none"> One lane maintained in each direction with phased lane as required.
Section 5a	3 months	<ul style="list-style-type: none"> One lane maintained in each direction with phased lane as required. Pedestrian crossing at Woodford Walk junction will be temporarily closed, and pedestrians redirected onto the northern footway until construction of the southern footway is complete
Section 5b	9 months	<ul style="list-style-type: none"> One lane maintained in each direction with phased lane as required. Temporary nighttime closures will be required on New Nangor Road, Naas Road and Long Mile Road to lift and install the five bridge sections with diversion in place. Operation of Luas Red Line will be maintained at all times, with works which may affect Luas operation restricted to times outside of peak hours during night-time and weekend possessions.
Section 6a	1 month	<ul style="list-style-type: none"> Naas Road / John F Kennedy Drive / Old Naas Road junction will be closed during construction with pedestrian access maintained. Temporary diversion will be in place. The operation of the Luas Red Line will be maintained at all times, with works which may affect Luas operation restricted to times outside of peak hours during night-time and weekend possessions.
Section 6b	2 months	<ul style="list-style-type: none"> One lane maintained in each direction with phased lane as required. A temporary pedestrian crossing will provide access to the Kylemore Luas stop during construction while the footway alongside the left turn slip road is closed. The operation of the Luas Red Line will be maintained at all times, with works which may affect Luas operation restricted to times outside of peak hours during night-time and weekend possessions.
Section 6c	1 month	<ul style="list-style-type: none"> One lane maintained in each direction with phased lane closures in place as required.
Section 6d	1.5 months	<ul style="list-style-type: none"> One lane maintained in each direction with phased lane closures in place as required.
Section 6e	3 months	<ul style="list-style-type: none"> One lane maintained in each direction with phased lane closures in place as required.

Figure 2.9.20: Extract from EIAR Appendix A5.1 Table 5.4 Anticipated Traffic Management Provisions

In respect of how the property and all businesses in the area will continue to function during construction, Section 5.2.3.1 of Appendix A5.1 states that “When roads and streets are being upgraded, there will be some temporary disruption / alterations to on-street and off-street parking provision, and access to premises in certain locations along the Proposed Scheme. Local arrangements will be made on a case-by-case basis to maintain continued access to homes and businesses affected by the works, at all times, where practicable. Details regarding temporary access provisions will be discussed with homes and businesses prior to construction starting in the area.”

Section 5.2.2.4 of Appendix A5.1 describes the envisaged construction traffic generation and estimates the peak daily number of lorry movements for each sub-section of the Proposed Scheme. This information has then been used in the assessment of the temporary traffic impacts that construction will have, which is set out in Section 6.4.5 of EIAR Volume 2 Chapter 6 Traffic and Transport.

Section 6.4.5.3 sets out that “Access to and egress from the construction compounds is permitted via dedicated construction vehicles routes. The haulage of material on site is anticipated to be minimal. There will however be the removal of excavated material and the delivery of construction materials to

site. It is anticipated that the exporting and delivery of materials will be executed as efficiently as possible using dedicated Construction Access Routes. Construction vehicles will be directed to access work sections via the Proposed Scheme and dedicated routes on the National and Regional Road Network where practicable, to minimise use of the local road network.”

Section 6.4.5.4 provides details of the predicted construction impact on pedestrians, cyclists, public transport, parking and loading, and general traffic. It states that for “*construction activities on or adjacent public roads, all works will be undertaken in accordance with Department of Transport’s ‘Traffic Signs Manual, Chapter 8 Temporary Traffic Measures and Signs for Roadworks’ and associated guidance. Chapter 5 (Construction) contains temporary traffic management proposals for the Proposed Scheme. These proposals maintain safe distance between road users and road workers, depending on the type of construction activities taking place and existing site constraints. Temporary diversions, and in some instances temporary road closures, may be required where a safe distance cannot be maintained to undertake works necessary to complete the Proposed Scheme. All road closures and diversions will be determined by the NTA, who may liaise with the local authority and An Garda Síochána, as necessary. The need for temporary access restrictions will be confirmed with residents and businesses prior to their implementation.*”

Section 6.4.5.4.6.2 provides details of the construction traffic generation and notes that the impacts “*are minimal and comfortably below the thresholds set out in TII’s Guidelines for Transport Assessments, it is considered appropriate to define the general traffic impacts of the Construction Phase to have a Negative, Slight and Short-term effect. Therefore, no further analysis is required for the purpose of this assessment.*”

In summary, the EIAR provides extensive details of traffic management during construction and how the access / egress to businesses will be maintained at all times, and the anticipated timescale for the construction works at this location. The NTA will liaise with Woodies DIY Limited as the scheme progresses to refine any agreed access arrangement to maintain the operation of the locations.

v) **No information provided to justify the proposed bridges**

The submission asserts that no information has been provided to justify the proposed bridges, querying demand for the facilities.

Section 3.4.1.2.1 of EIAR Chapter 3 Consideration of Reasonable Alternatives notes that the draft Preferred Route Option proposed an overbridge for pedestrians and cyclists at this location which would greatly reduce conflicts with traffic.

Section 4.4.2.1 of the Preferred Route Option (PRO) Report, provided as part of the Supplementary Information, provides details of the consideration of the option for the proposed overbridge. Section 4.2.2.1 states: “*The R134 New Nangor Road/R110 Long Mile Road/R810 Naas Road junction is a very large and complex traffic signal-controlled intersection, catering for large traffic flows and has the LUAS red line running through the middle of it. For pedestrians to cross the road at present they must use signal-controlled crossing, crossing one link at a time. At present it can take between 4 and 5 minutes to cross the R110 Long Mile Road using these signals, and the EPR Option (Figure 4-9) did not propose any changes to the facilities for pedestrians or cyclists. While the pedestrian and cycle flows are low at present this is likely to change in the years to come as the regeneration of the lands around the intersection gets underway. For this reason, consideration has been given to how pedestrians and cyclists can be better catered for at this location.*”

Section 4.4.2 of the PRO Report summarises the assessment of this alternative option (“Option 2”) when compared to the EPR Option as follows:

“Overall, the alternative arrangement provides a more reliable and direct crossing facility for pedestrians and cyclists compared to the multiple toucan crossings in the EPR Option, each with a delay for users while they wait at each crossing.

When compared to the EPR Option, the alternative option improves significantly the safety of pedestrian and cyclists by removing the conflict with vehicular traffic.

Furthermore, the proposed improvements will make for a significantly more pleasant journey for pedestrians and cyclists using the junction as they will no longer be interacting with vehicular traffic.

Also, the alternative arrangement will improve the junction performance for general traffic due to no longer having to incorporate phases for pedestrians and cyclists, which offsets the additional capital costs of the proposed structures.

Although the alternative option requires increased land take than the EPR Option, it is noted that the alternative offers improved connection with lands zoned “to facilitate enterprise and/or residential led

regeneration”, as well as passing through an area designated a Key District Centre in the Naas Road Lands Local Area Plan. The alternative offers an improvement in encouraging/supporting planned development and in providing for economic opportunities. Thus, in terms of accessibility, social inclusion and integration the alternative proposal is considered to have some advantages over the EPR Option arrangement. There is no significant difference between the two alternatives in terms of impact on the environment.”

Table 4.4 of the PRO Report provides the Assessment Summary, see Figure 2.9.21.

Table 4-4: Assessment Summary

Assessment Criteria	Option 1 (EPR)	Option 2 (Alt)
Economy	Yellow	Yellow
Integration	Orange	Light Green
Accessibility & Social Inclusion	Orange	Light Green
Safety	Red	Dark Green
Environment	Yellow	Yellow
Overall	Orange	Light Green

Figure 2.9.21: Table 4.4 of PRO Report

Section 4.4.2.2 of the PRO Report concludes that “the Preferred Route Option for the pedestrian and cyclist facilities will be the provision of a grade separated bridge at the R134 New Nangor Road/R110 Long Mile Road/R810 Naas Road junction; as despite the high capital cost, there would be more advantages through improved traffic performance, integration, accessibility and particularly better safety in comparison to the at-grade crossings.”

As noted above, Section 4.4.2 of the PRO Report states that “the alternative arrangement will improve the junction performance for general traffic due to no longer having to incorporate phases for pedestrians and cyclists.” This absence of at-grade pedestrian and cyclists in the Proposed Scheme is reflected in the design of the junction shown on the General Arrangement Drawings (see Figure 2.7.1) and on the junction design details provided in pages 33-36 of the Junction Design Report which forms Appendix A6.3 of Chapter 6 Traffic and Transport Appendices in EIAR Volume 4 Part 2 of 4. As such the at-grade crossing points referred to by the submission will not be available as option for pedestrians and cyclists, with the proposed ramps, steps and bridges providing the only available route.

2.10 CPO-10 Calmount Holding Limited (Calmount Business Park)

2.10.1 Description of the Proposed Scheme at this location

In order to achieve the Proposed Scheme objectives along this section of the corridor, as described in paragraph 4.5.2.1 of Chapter 4 of Volume 2 of the EIAR, Proposed Scheme Description, two sustainable link roads will be constructed in the Ballymount area due to the existing width constraints within the existing Greenhills Road (R819) to the east of the M50.

The existing Ballymount Road Upper connection to Greenhills Road will be closed to vehicular traffic and a new 220m long link road to the south of Ballymount Avenue will provide a connection to Greenhills Road (R819), new link 1 in Figure 2.10.1. New boundary walls / fencing and earth embankments will be required at this location to facilitate the new road construction. It is proposed to widen the existing Ballymount Avenue and Calmount Road for dedicated bus and cycle tracks and connect Calmount Road to Greenhills Road.

The existing Greenhills Road (R819) will be retained for local access and cycling facilities with a cul-de-sac treatment to the northern end where a new approximately 250m long sustainable transport link road will be constructed in the green area to the east of Calmount Road, new link 2 in Figure 2.10.1. New retaining walls and earth embankments will be required at this location to facilitate the new road construction.

In addition, a third new link road is proposed to maintain access for local businesses along the Greenhills Road (R819) and in this area a small roundabout will be constructed with a new link road approximately 90m in length to connect Greenhills Road with Calmount Avenue. This is shown as new link 3 in Figure 2.10.1, which generally aligns to the principles of the SDCC Part 8 schemes for the area. Accessible ramps and stairs will be provided to mitigate against the steep gradient on Calmount Avenue where it joins to Greenhills Road.

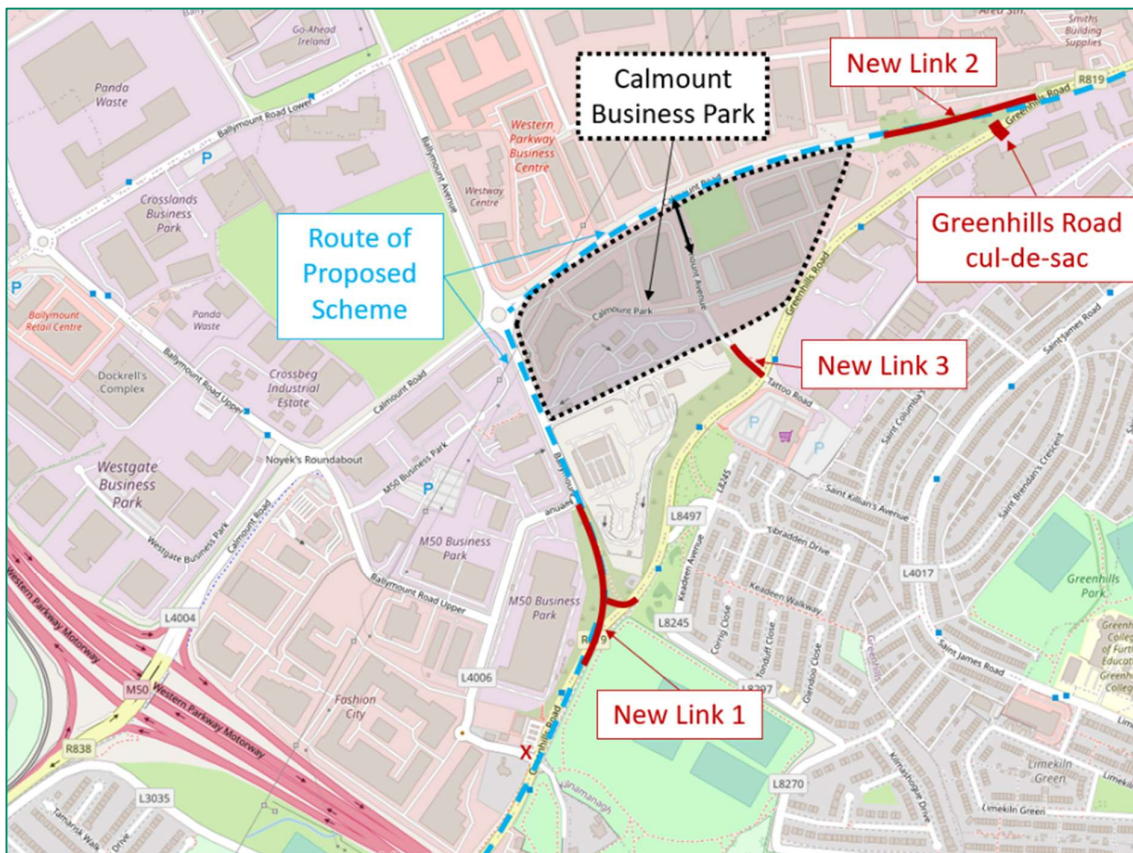


Figure 2.10.1: Location of new links included in the Proposed Scheme in the vicinity of Calmount Business Park

The acquisition of land from Calmount Holding Limited is required for new link 3 shown in Figure 2.10.1. The relevant extract from the General Arrangement Drawings in the EIAR, Volume 2, Part 1 of 3, Chapter 4 Proposed Scheme Description is shown in Figure 2.10.2.

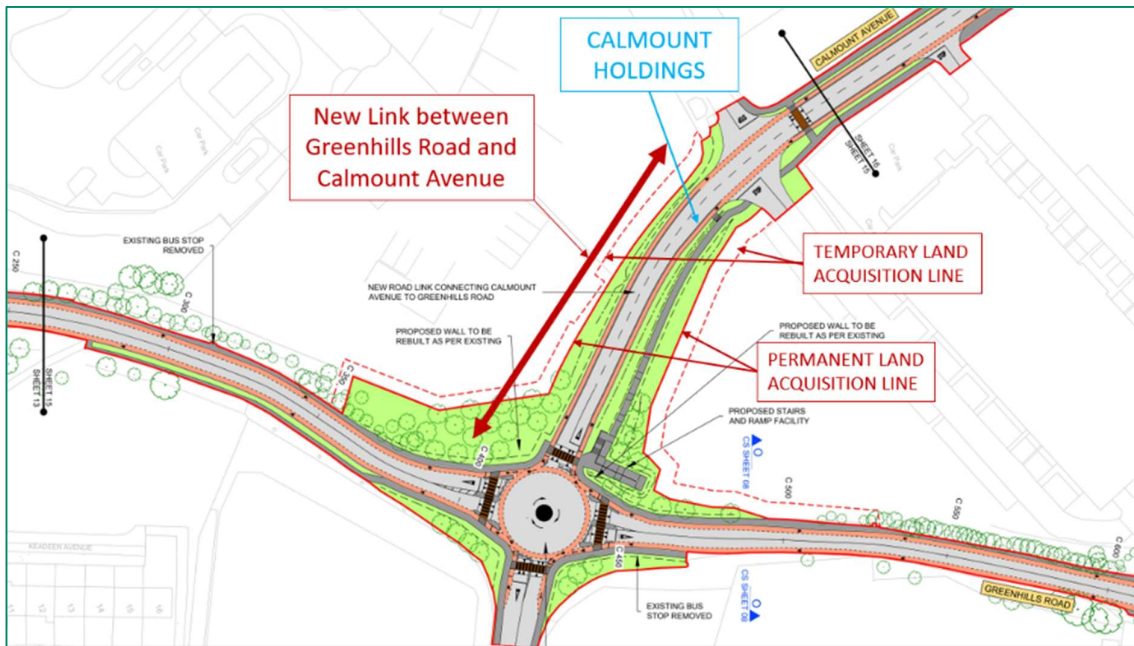


Figure 2.10.2: General Arrangement of Proposed Scheme at Calmount Holdings (Sheet 15)

The relevant extract from the CPO Deposit Maps showing the proposed permanent and temporary land acquisition areas at the Greenhills Road / Calmount Avenue junction is shown in Figure 2.1.3.

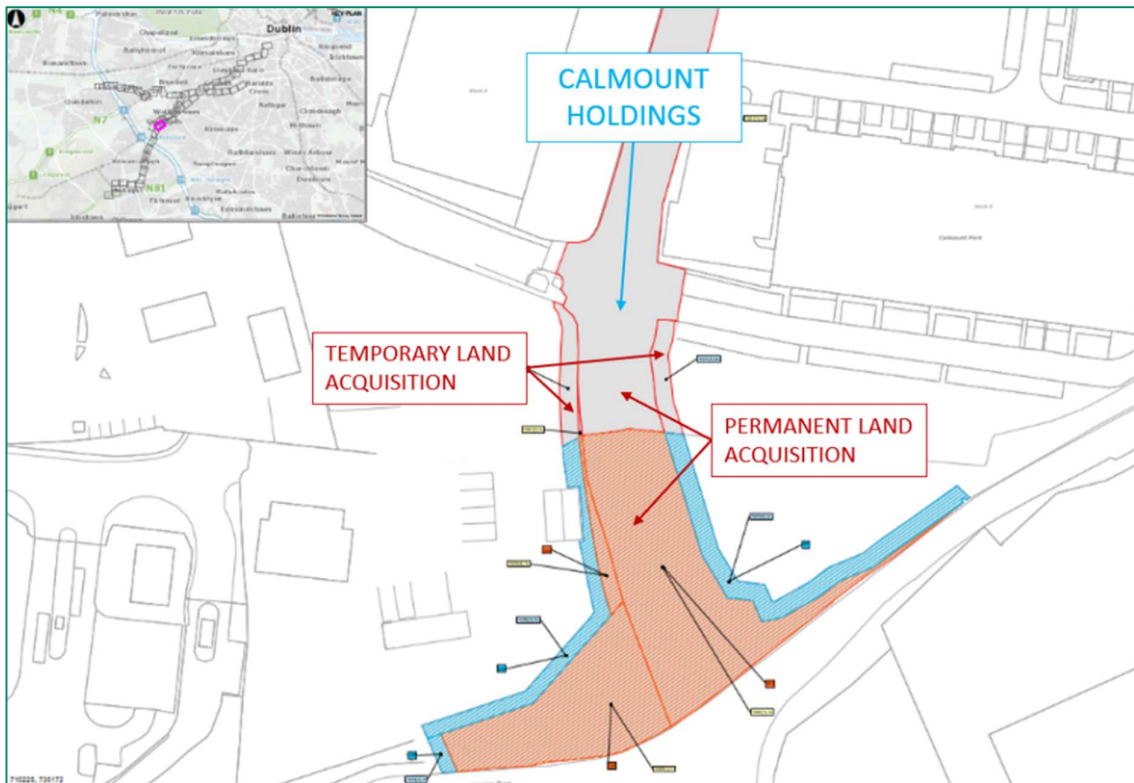


Figure 2.10.3: Extract from CPO Deposit Maps at Calmount Holdings

The proposed permanent and temporary land acquisition lines overlain on aerial photography are shown in Figure 2.1.4.

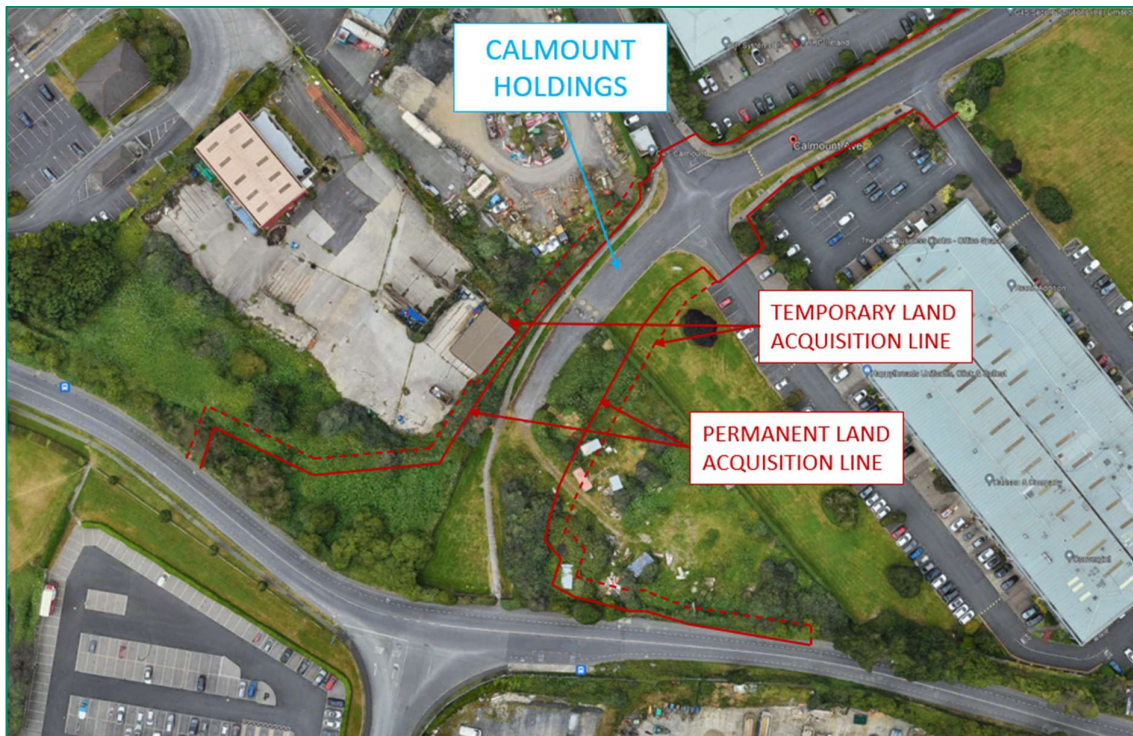


Figure 2.10.4: Proposed Land Acquisition lines Calmount Holdings (Image Source: Google)

2.10.2 Summary of the Points of Objection to the CPO by Calmount Holdings

This submission objected to CPO and the concerns raised in the submission are summarised in the following section.

- i) Generally supportive of proposals
- ii) Alternative of widening Greenhills Road not considered
- iii) Proposed Scheme does not appear to have engaged properly with the City Edge Project
- iv) Land use not considered as per EPA Guidelines
- v) impacts on business park has not been fully considered
- vi) Impact on potential future development sites has not been considered

2.10.3 Responses to the Points of Objection

i) Generally supportive of proposals

The submission expresses general support for the upgraded bus services and additional road improvements in the Tallaght / Clondalkin and Ballymount areas. The NTA welcomes this general support.

ii) Alternative of widening Greenhills Road not considered

The submission asserts that Chapter 3 of the EIAR does not fully consider all the alternatives in relation to the Greenhills Road and that widening Greenhills Road has not been considered, making specific reference to Section 3.3.2.1.4.

Section 3.3.2.1.4 of EIAR Chapter 3 Consideration of Reasonable Alternatives refers to the section of the Proposed Scheme between Parkview and Ballymount Road Upper, which is further to the south on Greenhills Road than the Calmount Holdings land. Section 3.3.2.1.5 describes the route option assessments for the section of the Proposed Scheme between Ballymount Road Upper and Walkinstown Roundabout, which is the section within which Calmount Holdings land interest falls.

Section 3.3.2.1.5 describes that following the stage 1 sifting process, three viable route options for this section of the Proposed Scheme were taken forward for assessment and further refinement as follows:

- Route Option 1 (BW1): This route option would run along R819 Greenhills Road as far as Walkinstown Roundabout;
- Route Option 2 (BW2): This route option would turn from R819 Greenhills Road onto a new link road to Ballymount Industrial Estate connecting into Ballymount Avenue. At the Ballymount Avenue / Calmount Road junction, the route would turn onto Calmount Road. A new link would be provided to connect Calmount Road to R819 Greenhills Road allowing the route to continue as far as Walkinstown Roundabout. The existing R819 Greenhills Road would be closed to through traffic; and
- Route Option 3 (BW3): This route option would run along R819 Greenhills Road which would be restricted to bus and local access only. General traffic would turn from R819 Greenhills Road onto a new link road to Ballymount Industrial Estate connecting into Ballymount Avenue. At the Ballymount Avenue / Calmount Road junction, the route would turn onto Calmount Road. A new link would be provided to connect Calmount Road to R819 Greenhills Road allowing the general traffic to continue as far as Walkinstown Roundabout.

These three options are shown in Image 3.15 of EIAR Chapter 3, see Figure 2.10.5 below. Route Option 1 (BW1) follows the existing Greenhills Road.

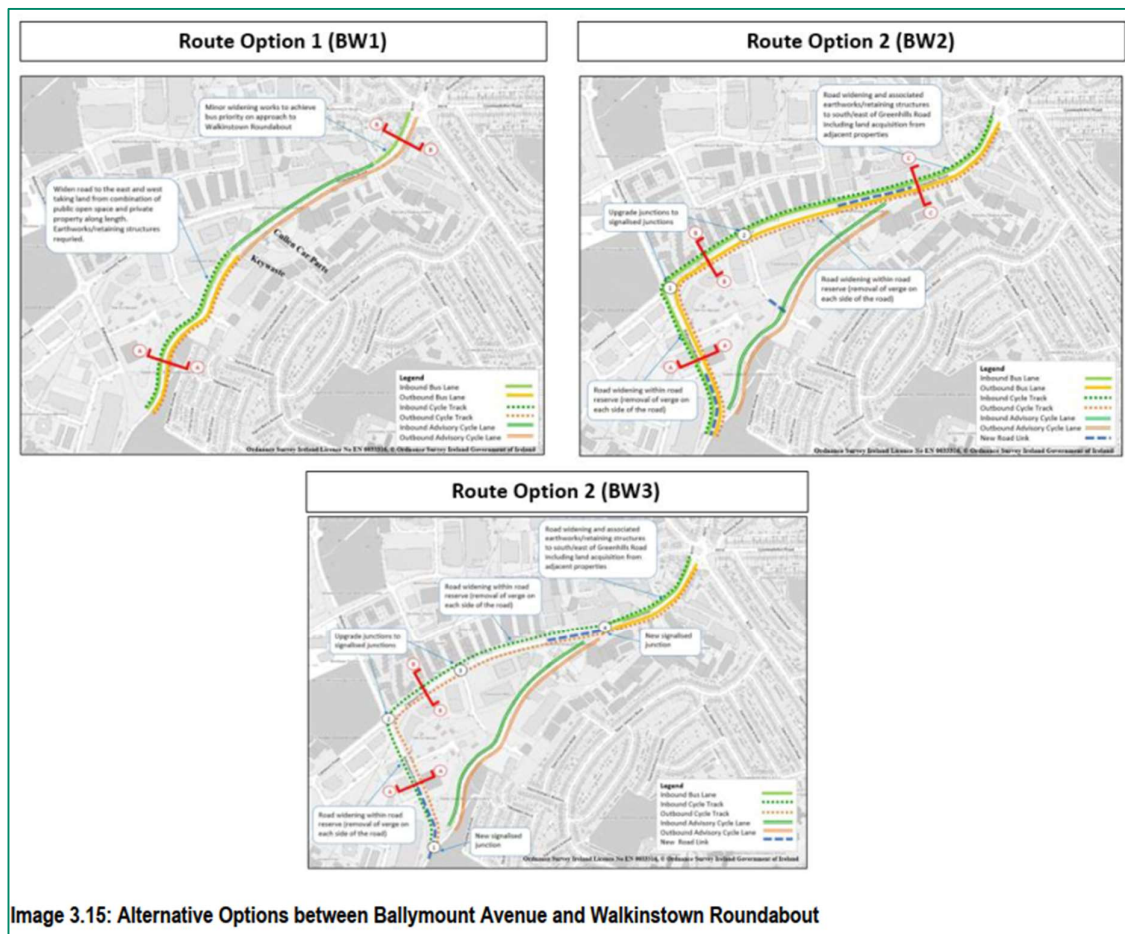


Image 3.15: Alternative Options between Ballymount Avenue and Walkinstown Roundabout

Figure 2.10.5: EIAR Chapter 3 Image 3.15

Section 3.3.2.1.5 provides the following description of Route Option 1 (BW1):

“Route Option 1 (BW1): This route option would stay along the existing R819 Greenhills Road alignment. In this area, secondary cycle route 8A follows R819 Greenhills Road between Calmount Road and Walkinstown Roundabout. Beyond this, it follows Calmount Road, Ballymount Avenue and the associated planned links to / from R819 Greenhills Road (included as a development objective in the South Dublin County Council Development Plan 2016 - 2022). Cycle facilities would be required along the length of this route to accommodate the re-routed secondary cycle route 8A. Bus lanes and raised adjacent cycle lanes are provided in each direction between the southern portion of the route

and the Keywaste facility by widening the road on each side. This would require land-take from adjacent properties. As R819 Greenhills Road effectively runs along a ridge, earthworks / retaining structures would be required to facilitate the road widening. North of the Keywaste facility, there are a number of buildings which are very close to the existing road. As a result, bus lanes or dedicated cycle lanes are not possible for a 150m section between the Keywaste facility and Cullen Car Parts. North of Cullen Car Parts, the road could be widened to provide bus and raised adjacent cycle lanes in each direction as far as Walkinstown Roundabout (similar to option BW2). This would require road widening resulting in land-take, retaining structures and an associated high cost. A similar extent of works would be required to deliver the cycle facilities alone. However, given the inability to provide bus or cycle lanes between Keywaste and Cullen Car Parts, this level of investment is not considered to be justifiable in the context of the overall route which could not provide continuous priority or cycle lanes. On balance, it was therefore considered that for this section of this option, an inbound bus lane would be provided for approximately 200m in advance of the roundabout (within the existing road reserve)."

As can be seen from the above description, this option follows the existing Greenhills Road and fully considers the potential for widening. Specifically, the description states: *"As R819 Greenhills Road effectively runs along a ridge, earthworks / retaining structures would be required to facilitate the road widening."*

Towards the end of Section 3.3.2.1.5 it is noted that goes on to state that *"In terms of 'Environment', generally, route option BW1, which would require a large amount of road widening along R819 Greenhills Road, resulting in greater potential impact in the environment in terms of air and noise. While significant works would be required to facilitate route options BW2 and BW3, comparatively, these options have less impact on the environment and sensitive receptors."*

In conclusion, Section 3.3.2.1.5 notes that: *"Based on the assessment undertaken, route options BW2 and BW3 appear to offer similar benefits to route option BW1. However, route option BW2 is preferred for the Ballymount area for the following reasons:*

- It strikes the right balance between cost and delivering reliable journey times compared to BW1 which is cheaper to construct but provides less bus lane priority;*
- It delivers high quality cycle facilities along the entire length of the route, forming part of secondary cycle route 8A, which are not achievable along R819 Greenhills Road. Cycle access to R819 Greenhills Road, which is identified as a feeder route, could also be maintained in this option;*
- Compared to route option BW3, this option removes the need for additional signalised junctions associated with bus access to and from the current R819 Greenhills Road alignment. Furthermore, it directly serves Ballymount Industrial Estate which is a major trip attractor with a large employment catchment;*
- It delivers road links which are included as objectives in the South Dublin County Council Development Plan 2016 – 2022. It also allows R819 Greenhills Road to be downgraded to a local road which is more suitable for its current alignment and geometry; and*
- It has less impact on the environment compared to other options due to BW2 taking all through traffic away from residential receptors, BW3 taking general traffic away from residential receptors and BW1 bringing traffic closer to residential receptors."*

In summary, Chapter 3 of the EIAR considers all reasonable alternatives in relation to the Greenhills Road including the option of widening Greenhills Road (Route Option 1 (BW1)).

iii) Proposed Scheme does not appear to have engaged properly with City Edge Project

The submission questions whether there has been proper engagement with the "City Edge Project" and asserts that the Proposed Scheme may be premature.

The NTA has engaged with South Dublin County Council and Dublin City Council in respect of the City Edge Strategic Framework.

Within Appendix A2.1 Planning Report contained in the EIAR Volume 4 Appendices Part 1 of 4, Section 3.7.1 on page 62 provides details of the City Edge Strategic Framework (CESF) 2022-2040 as follows.

"The City Edge Strategic Framework (CESF) was 'noted' by the Elected Members of South Dublin County Council and Dublin City Council in May and June 2022. The CESF is described as "a non-statutory plan that sets out a high-level approach and transformational trajectory for the regeneration of City Edge to create a new liveable, sustainable and climate resilient urban quarter". In particular,

the CESF proposes the delivery of strategic infrastructure including public transport. It is envisaged that the CESF will be followed by a more comprehensive Statutory Plan which will guide development.

The Proposed Scheme is located within the limits of the City Edge Strategic Framework (CESF) (2022). Within the southern part of the CESF (2022) the Proposed Scheme is located along the Greenhills Road, Ballymount Avenue, Calmount Road and Calmount Avenue. Within the northern part of the CESF (2022) the Proposed Scheme is located along the Nangor Road, Naas Road and Long Mile Road.

Figure 9 of the CESF (2022) identifies two BusConnects Corridors running through the Framework area, including CBC08, which runs along Nangor Road, Naas Road and Long Mile Road, and CBC09 which runs along Greenhills Road, Ballymount Avenue, Calmount Road and Calmount Avenue.

The CESF has adopted several objectives which break down the overall vision. The following objective is relevant to the Proposed Scheme:

“Movement: Focus development on the provision of active and public transport. Ensure Transport Oriented Development by focusing new mixed-use and compact urban development on enhanced active travel and public transport corridors”.

The CESF further states that “A focus on active modes is particularly important if City Edge is to deliver on connectivity, place-shaping and sustainable mobility. This needs to be balanced with maintaining the strategic function of the Naas Road in carrying and distributing traffic to support the city and wider region”.

Furthermore, the CESF recognises the BusConnects Programme under ‘Projects – Planned and Proposed’. The CESF outlines that “BusConnects seeks to transform Dublin’s bus network through a 10-year programme to provide an efficient, reliable and integrated bus system with enhanced capacity. Improved facilities for walking and cycling are integrated into BusConnects proposals”. The CESF outlines the importance of public transport investment to the City Edge by stating “significant public transport investment will provide capacity for existing communities and enable growth at City Edge, ensuring sustainable travel is an attractive option for longer distance journeys.”

Section 3.7.1.1 of Appendix A2.1 explains that: “The Proposed Scheme is part of the wider BusConnects Programme to deliver service enhancements which will help facilitate sustainable growth, enhanced permeability and accessibility for active travel modes across the City Edge and the wider Greater Dublin Area. The Proposed Scheme will also provide an efficient, reliable and integrated bus system with enhanced capacity. The Proposed Scheme through the provision of enhanced public transport infrastructure will help to achieve the visions and objectives of the CESF.”

In Dublin City Council’s (DCC) submission on the Section 51 Application for the Proposed Scheme, DCC note that the City Edge Strategic Framework “is a non-statutory plan being progressed collaboratively by Dublin City Council and South Dublin County Council. It sets out a high level strategy for comprehensive regeneration of the area, with implications for land uses and strategic level infrastructure.”

In South Dublin County Council’s (SDCC) submission on the Section 51 Application for the Proposed Scheme, SDCC note that the City Edge Strategic Framework is a “non-statutory framework and is not part of the development consent assessment process.” The SDCC submission goes on to state the following: “South Dublin welcomes the proposals to introduce high quality public transport and safe segregated facilities to the City Edge area via the Bus Connects project. This ties in with the strategic objectives of City Edge to focus on compact growth, active travel, transport orientated development and 15-minute city principles.”

In summary, appropriate engagement has been undertaken in relation to the CESF, which is non-statutory and in the relatively earlier stages of the planning process. The Proposed Scheme is not in considered premature as its implementation will help to achieve the visions and objectives of the CESF.

iv) Land use not considered under Population and Human Health as per EPA Guidelines

The submission comments that land use does not appear to be considered in the EIAR, noting that this is a critical consideration given the link between land use and transport.

Land use is addressed and assessed where appropriate in the EIAR. In Chapter 4 (Proposed Scheme Description) of the EIAR, under the heading ‘Land Use and Accommodation Works’, land acquisition, both at the construction stage, and in operation, is described. This is also illustrated in and cross-referenced to the General Arrangement drawings included with the EIAR. In Chapter 10 (Population) of the EIAR, Community Land Use and Accessibility at the construction phase is assessed in Section 10.4.3.1, and Commercial Land Use and Accessibility is assessed in Section

10.4.3.2.2, with the assessment conclusion for commercial land take at construction stage being Negative, Not Significant and Short-Term. Section 10.4.4.2.2 concludes that the operational impact of commercial land take will be Negative, Not Significant and Long-Term.

Chapter 11 (Human Health) of the EIAR also addresses impacts of land take on population health, concluding in Section 11.4.3 that no impact on population health is predicted arising from land take associated with the Proposed Scheme.

v) Impacts on business park during construction and operation not fully considered

The submission is concerned that the proposed works will have a potential significant impact on the operation and management of the existing business park during construction and operation and that these impacts have not been properly considered.

Construction

The potential impacts on the business park relating the construction and operation of the Proposed Scheme are comprehensively considered in the EIAR. The construction activities proposed in the vicinity of the business park relate to sub-sections 2b, 2c, 2d and 2e of Section 2 of the Proposed Scheme and details of these are provide in Section 5.3.2.2, Section 5.3.2.3, Section 5.4.2.4 and Section 5.4.2.5 of EIAR Chapter 5 (Construction). These are then assessed with regard to potential environmental effects across the EIAR topic chapters.

Section 5.5.3.2 of Chapter 5 notes that *“When roads and streets are being upgraded, there will be some temporary disruption / alterations to on-street and off-street parking provision, and access to premises in certain locations along the Proposed Scheme. Local arrangements will be made on a case-by-case basis to maintain continued access to homes and businesses affected by the works, at all times, where practicable. Details regarding temporary access provisions will be discussed with residents and business owners prior to construction starting in the area. The duration of the works will vary from property to property, but access and egress will be maintained at all times.”*

Temporary lane closures associated with the construction work at this location (sub-sections 2b, 2c, 2d and 2e of Section 2 of the Proposed Scheme) are described in Table 5.8 of the Section 5.8.3 in EIAR Chapter 5, with diversion routes identified to facilitate access and circulation during the construction stage.

Table 9.1 of EIAR Chapter 9 Noise and Vibration specifically identifies the commercial businesses on Calmount Road and Ballymount Avenue as noise sensitive locations: *“The majority of the Ballymount Avenue and Calmount Road section of the Proposed Scheme is routed through business parks, with large scale business premises and offices within 20m to 50m of the road edge.”*

Section 9.6.1 of Chapter 9 (Noise & Vibration) sets out the residual noise and vibration impacts of the Proposed Scheme stating that: *“Once the various mitigation measures are put in place, noise impacts associated with the Construction Phase will be Negative, Not Significant to Slight to Moderate and Temporary during all key Construction Phases during daytime periods.”*

Operation

In the operational phase, Section 9.5.2.1 of Chapter 9 states that *“Along the new sections of road at Calmount Avenue, and Calmount Road, noise impacts are determined to be slight and long-term.”*

The existing Calmount Business Park is accessed from the Ballymount Avenue / Calmount Road junction via a cul-de-sac arrangement from Calmount Avenue, as shown in Figure 2.20.6.

Section 4.5.2.1 of Chapter 4 Proposed Scheme Description describes how the Proposed Scheme will improve the road network in the vicinity of Calmount Business Park by the provision of the following:

- a new 220m long link road to the south of Ballymount Avenue will provide a connection to Greenhills Road (R819), new link 1 in Figure 2.10.6;
- a new 250m long link road will be constructed from the eastern of Calmount Road to Greenhills Road, new link 2 in Figure 2.10.6; and
- a new 90m long link road will be constructed to connect Calmount Avenue with Greenhills Road, new link 3 in Figure 2.10.6.

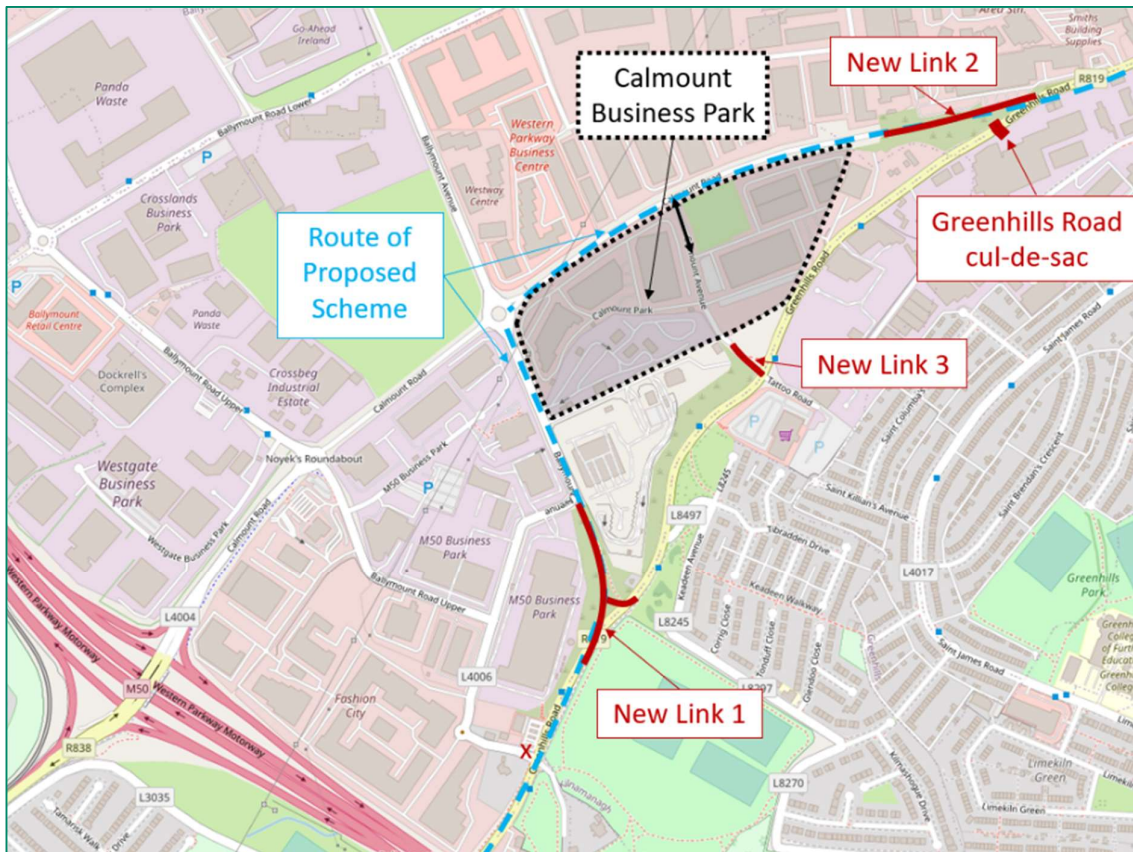


Figure 2.10.6: Location of new links included in the Proposed Scheme in the vicinity of Calmount Business Park

All 3 of these links generally align to the principles of the SDCC approved Part 8 schemes for the area.

In summary, no negative impacts on the operation of the business park are predicted in the EIAR.

vi) Impact on potential future development of sites has not been considered during construction and operation

The submission notes that Calmount Business Park still has two remaining development sites and expresses the view that the impact of the Proposed Scheme on the potential future development of these sites has not been considered during construction and operation.

The potential impacts on the business park, which includes the two remaining development sites, during the construction and operation of the Proposed Scheme are comprehensively considered in the EIAR as described in the response to item 2.10.3 v) above. Please refer to the responses to item 2.10.3 v) for these responses.

2.11 CPO-11 Goldsmith Lot Limited – 174 Walkinstown Road

2.11.1 Description of the Proposed Scheme at this location

In order to achieve the Proposed Scheme objectives along this section of the corridor, as described in paragraph 4.5.2.1 of Chapter 4 of Volume 2 of the EIAR, Proposed Scheme Description, the layout of Walkinstown Roundabout has been designed to provide enhanced cycle and pedestrian connectivity around this busy junction as well as improving safety for pedestrians, cyclists, bus and general traffic. A two-way segregated cycle track has been proposed around the junction to allow cyclists to adopt the most direct route around the roundabout (i.e., both directions) and to reduce interactions with motor vehicles. Parallel pedestrian / cyclist raised table crossings have been implemented on all arms to improve pedestrian and cyclist safety. Set back crossings have been used on all arms to promote pedestrian / cyclist desire lines with consideration for vehicle exit lane storage off the roundabout. Cycle detection loops have also been implemented on the two-way segments on approach to the crossings to help promote cycling journey time efficiencies and minimise delays for cyclists crossing multiple arms of the junction. The number of general traffic entry lanes / flares, circulation lanes and angle of entry have been reconfigured to promote safer vehicle movements. Landscaping proposals and revised parking arrangements are also proposed to enhance the area. City bound cyclists will be directed to the offline cycle route along Bunting Road and St. Mary's Road, providing a more direct route linking Walkinstown Roundabout with Kildare Road.

The relevant extract from the General Arrangement Drawings in the EIAR, Volume 3, Part 1 of 3, Chapter 4 Proposed Scheme Description is shown in Figure 2.1.1.

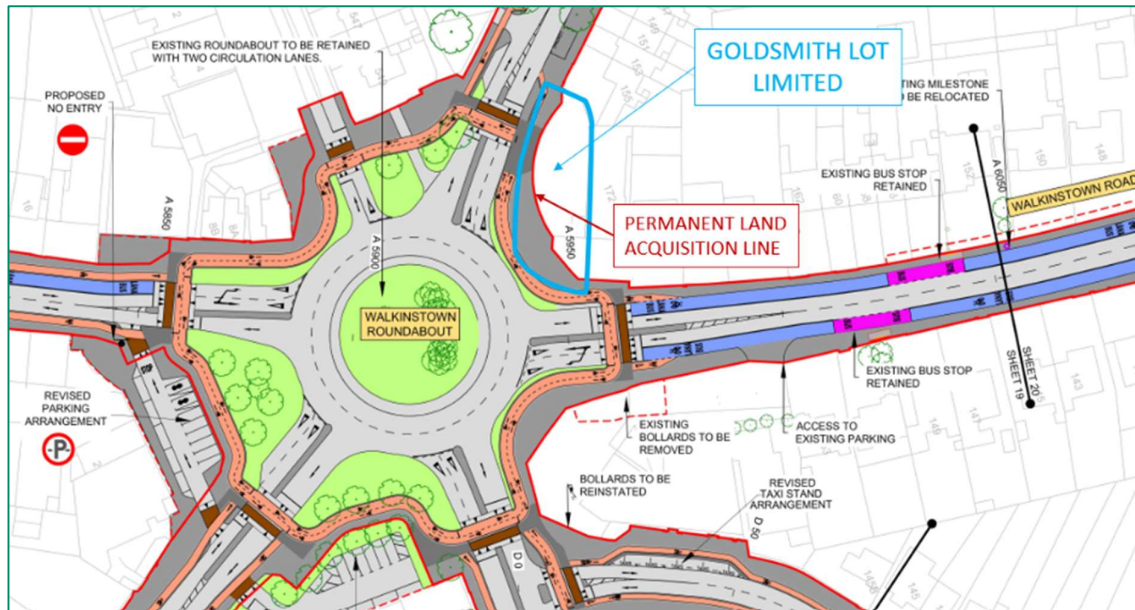


Figure 2.11.1: General Arrangement of Proposed Scheme at Goldsmith Lot (Sheet 19)

The relevant extract from the CPO Deposit Maps showing the proposed permanent and temporary land acquisition areas at this property is shown in Figure 2.11.2.

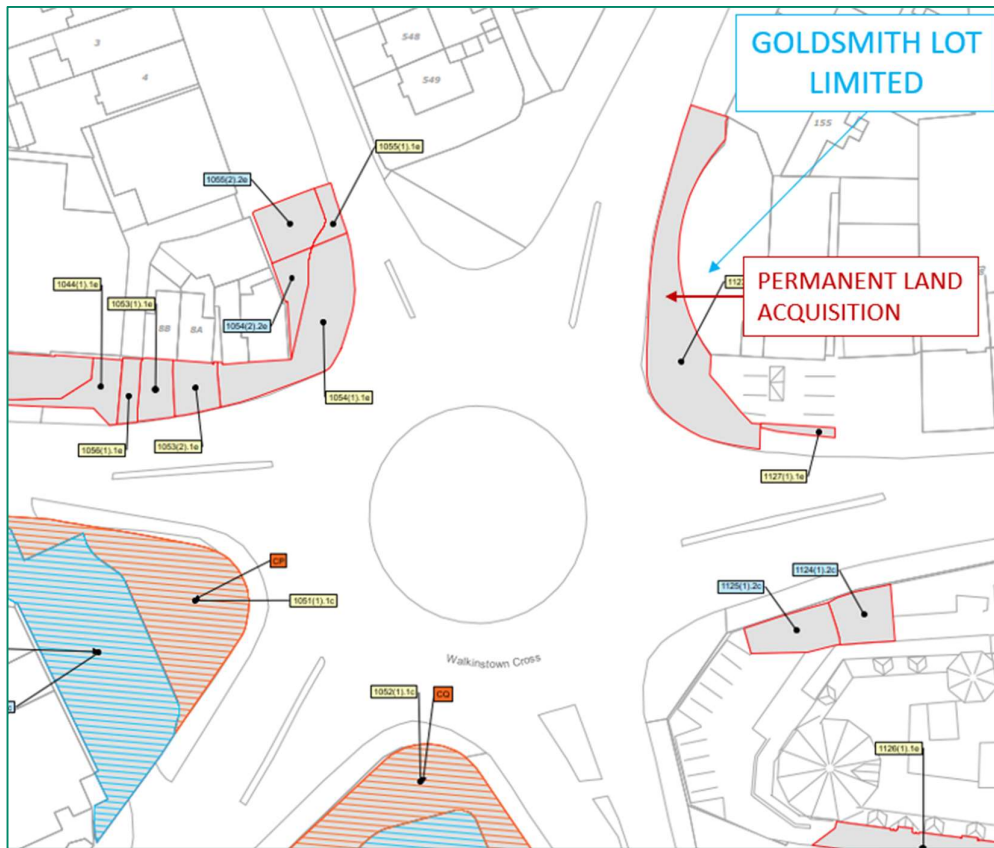


Figure 2.11.2: Extract from CPO Deposit Maps at Goldsmith Lot

The proposed permanent and temporary land acquisition lines overlain on aerial photography are shown in Figure 2.11.3.

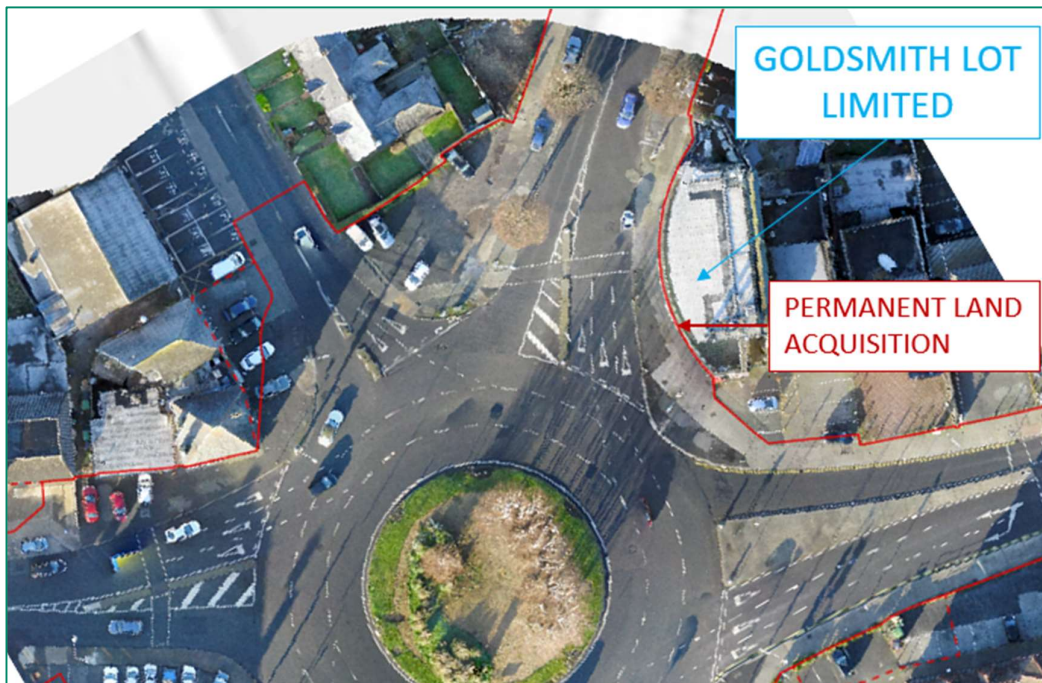


Figure 2.11.3: Proposed Land Acquisition lines at Goldsmith Lot

2.11.2 Summary of the Points of Submission to the CPO by Goldsmith Lot

This submission raised two concerns in relation to the proposed CPO, namely that there is no parking available for staff and customers and no access to the 3 parking spaces to the side of the building.

2.11.3 Responses to the Points of Submission

The submission asserts that the lack of parking for staff and customers of the Spar shop and Apache Pizza outlet will affect trade and that both units need customer parking. It also is concerned that the three parking spaces to the side of the building for the office upstairs cannot be accessed with the Proposed Scheme.

Figure 2.11.4 shows the two locations referred to; there is currently no on-street parking outside Spar and Apache Pizza and 3 parking spaces to the side of the building.



Figure 2.11.4: Location of concerns raised by submission

In respect of the concern about there being no parking at Spar or Apache Pizza for customers and staff, as shown in Figure 2.11.5 there is no on-street parking in the existing situation, and the Proposed Scheme maintains this arrangement.



Figure 2.11.5: Existing footway outside Spar and Apache Pizza; no existing on-street parking (Image source: Google)

While the existing arrangement of no on-street parking is maintained by the Proposed Scheme, there are two new loading bays proposed on Walkinstown Avenue in close proximity to the Spar, as shown in Figure 2.11.6.



Figure 2.11.6: Proposed Loading Bays and access to existing parking

In respect of the three parking spaces to the side of the building, as shown in Figure 2.11.7, the Proposed Scheme will maintain access to these across the proposed footway and cycle track as shown in Figure 2.11.6.



Figure 2.11.7: Access to existing parking spaces (Image source: Google)

The principle of how occupants can access these parking spaces is unchanged by the scheme proposals. In accordance with S.I. No. 182/1997 Section 13 Driving on Footway, a vehicle is allowed to be driven across the footpath for the purpose of access to or egress from a place adjacent to the footpath, and in accordance with S.I. No. 182/1997 Section 14 Cycle Tracks that a vehicle is also allowed to be driven across the cycletrack for the purpose of access to or egress from a place adjacent to a cycle track.

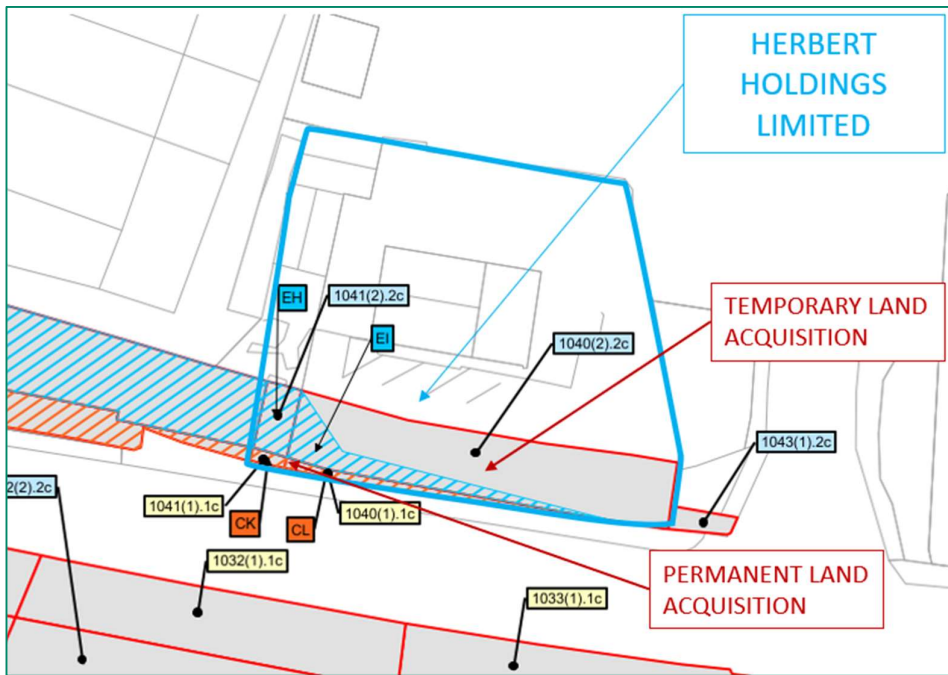


Figure 2.12.2: Extract from CPO Deposit Maps adjacent to Herbert Holdings Ltd

The proposed permanent and temporary land acquisition lines overlain on aerial photography are shown in Figure 2.12.3.



Figure 2.12.3: Proposed Land Acquisition lines adjacent to Herbert Holdings Ltd

The existing access arrangements are shown in Figure 2.12.4.



Figure 2.12.4: Existing access arrangements to Herbert Holdings Ltd (Image source: Google)

2.12.2 Summary of the Points of Objection to the CPO by Herbert Holdings Ltd

This submission states that they have no objection the permanent acquisition of plot no 1040 (1).1c. However, they do object to the temporary acquisition of plot no 1040 (2).2c, on the grounds that the believe vehicular access will be extinguished, along with five car parking spaces, noting that the Premium Café Deli also operate a car wash and car valeting service.

2.12.3 Responses to the Points of Objection

As shown in Figure 2.12.2, the proposed permanent land acquisition at this location is relatively small (approximately 19m²), with the existing Greenhills Road being widened on the other side of the road.

Section 4.6.18.1 of EIAR Chapter 4 provides a summary of the accommodation works and boundary treatment for the entirety of the Proposed Scheme and notes that there are a number of areas along the extents of the route where the Proposed Scheme will result in the requirement for accommodation works and boundary treatments, with specific accommodation works are considered on a case-by-case basis. Section 4.6.18.1 goes on to state that *“To maintain the character and setting of the Proposed Scheme, the approach to undertaking the new boundary treatment works along the corridor is replacement on a ‘like for like’ basis in terms of material selection and general aesthetics, unless a section of street can benefit from urban improvement appropriate to the area.”*

At this location the existing bollards and chain that mark the boundary will be replaced on a like for like basis along the line of the permanent land acquisition. The land to be temporarily acquired is to facilitate the replacement of these and also to allow a modified car parking arrangement on the retained site, as noted in Figure 2.12.1.

Within EIAR Chapter 5 Construction, Section 5.5.3 sets out that the Proposed Scheme *“will be constructed in a manner which will minimise, as much as practicable, any disturbance to residents, businesses, and road users.”*

In respect of the construction impact on parking and access, Section 5.5.3.2 sets out that *“When roads and streets are being upgraded, there will be some temporary disruption / alterations to on-street and off-street parking provision, and access to premises in certain locations along the Proposed Scheme. Local arrangements will be made on a case-by-case basis to maintain continued access to*

homes and businesses affected by the works, at all times, where practicable. Details regarding temporary access provisions will be discussed with residents and business owners prior to construction starting in the area. The duration of the works will vary from property to property, but access and egress will be maintained at all times.”

In summary, the vehicular access to the Premium Deli and car wash is not being extinguished and will be maintained at all times during the works. Similarly, the five car parking spaces will be maintained and accessible at all times, where practicable, with arrangements being made with the landowner in respect of the timing and extent of the works within the temporary land acquisition areas.

In terms of construction timescale, Section 5.3.2.6 of Chapter 5 describes the proposed works within Section 2f of the Proposed Scheme, which encompasses a length of approximately 400m along Greenhills Road, between the new Calmount Road junction and the Walkinstown Roundabout. Section 5.3.2.6 states: *“The construction activities at Section 2f will comprise pavement reconstruction, and resurfacing of the roads, footways, and cycle tracks, and new kerbs.”*

Section 5.3.2.6 goes to described that in this section two new retaining walls will be constructed, one along the northern side of Calmount Road, adjacent to the new junction at Calmount Road / Greenhills Road and the other second new retaining wall structure will also be constructed along the south-eastern side of Greenhills Road. The expected construction duration for all of the work in Section 2f will be approximately 10 months. However, in the context of the total works in Section 2f the works at Herbert Holdings are relatively minor and are not anticipated to take more than 4 weeks to complete.

2.13 CPO-13 Regent Palace Management, Walkinstown Mall

2.13.1 Description of the Proposed Scheme at this location

In order to achieve the Proposed Scheme objectives along this section of the corridor, as described in paragraph 4.5.3.1 of Chapter 4 of Volume 2 of the EIAR, Proposed Scheme Description, on Walkinstown Road (R819) between Walkinstown Roundabout and the Long Mile Road (R110), it is proposed to provide one bus lane and one general traffic lane in each direction with minimum land take impacting properties on Walkinstown Road (R819) maintaining sufficient front driveway boundary setback lengths for a car to be parked. To accommodate this cross section, land acquisition will be required along the Walkinstown Road (R819).

Land acquisition is proposed on the western side of the Walkinstown Road (R819) between Walkinstown Roundabout and Kilnarnagh Road. Between Kilnarnagh Road and Long Mile Road (R110), land acquisition is proposed on the eastern side of Walkinstown Road (R819).

The relevant extract from the General Arrangement Drawings in the EIAR, Volume 3, Part 1 of 1, Chapter 4 Proposed Scheme Description is shown in Figure 2.13.1.

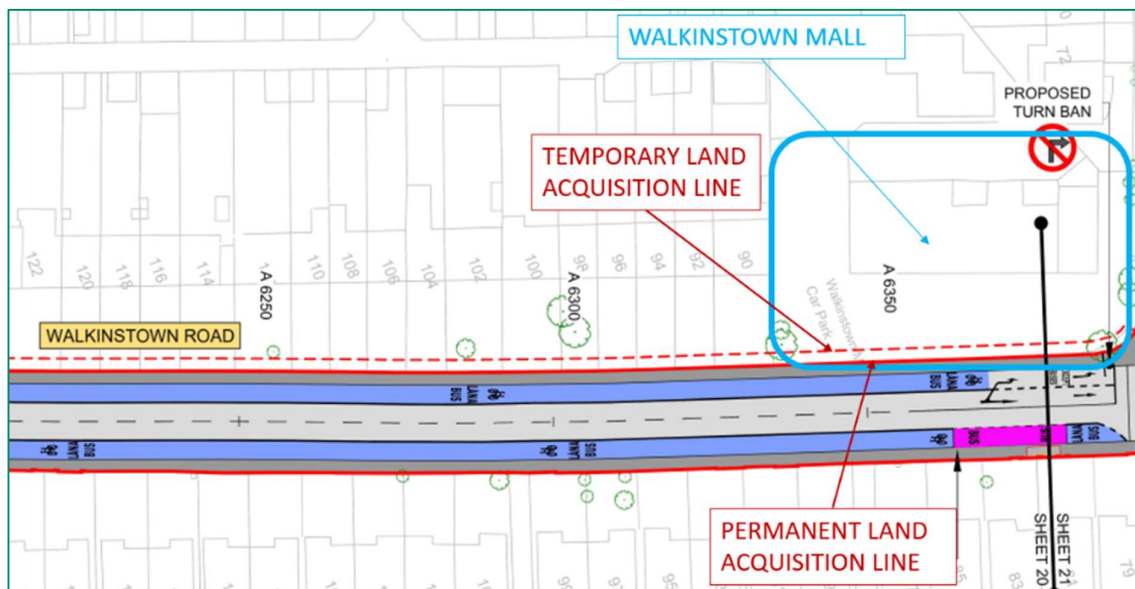


Figure 2.13.1: General Arrangement of Proposed Scheme at Walkinstown Mall (Sheet 21)

The relevant extract from the typical cross-section in the EIAR, Volume 3, Part 1 of 3, Chapter 4 Proposed Scheme Description is shown in Figure 2.13.2.

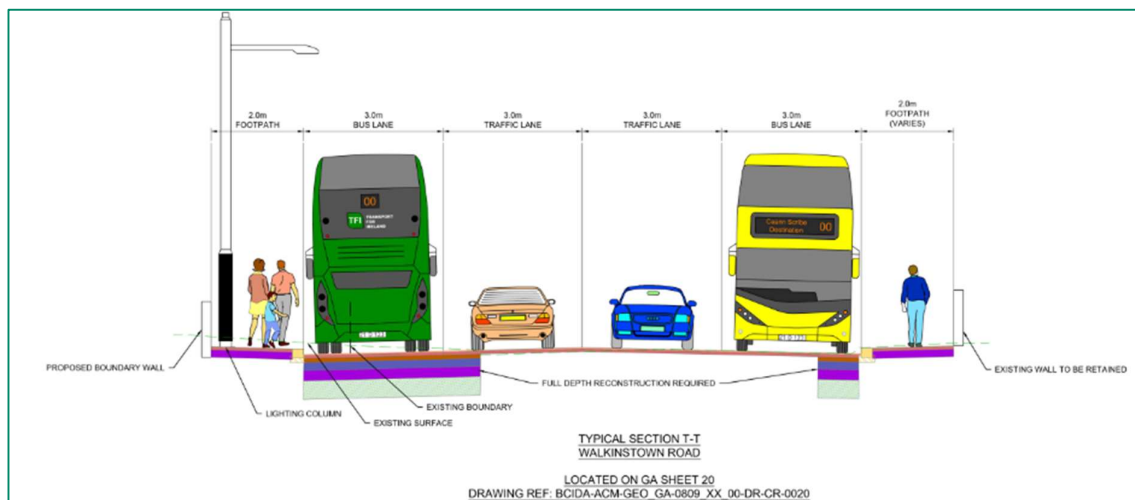


Figure 2.13.2: Typical Cross-section adjacent to Walkinstown Mall

The relevant extract from the CPO Deposit Maps showing the proposed permanent and temporary land acquisition areas at Walkinstown Mall is shown in Figure 2.13.3.

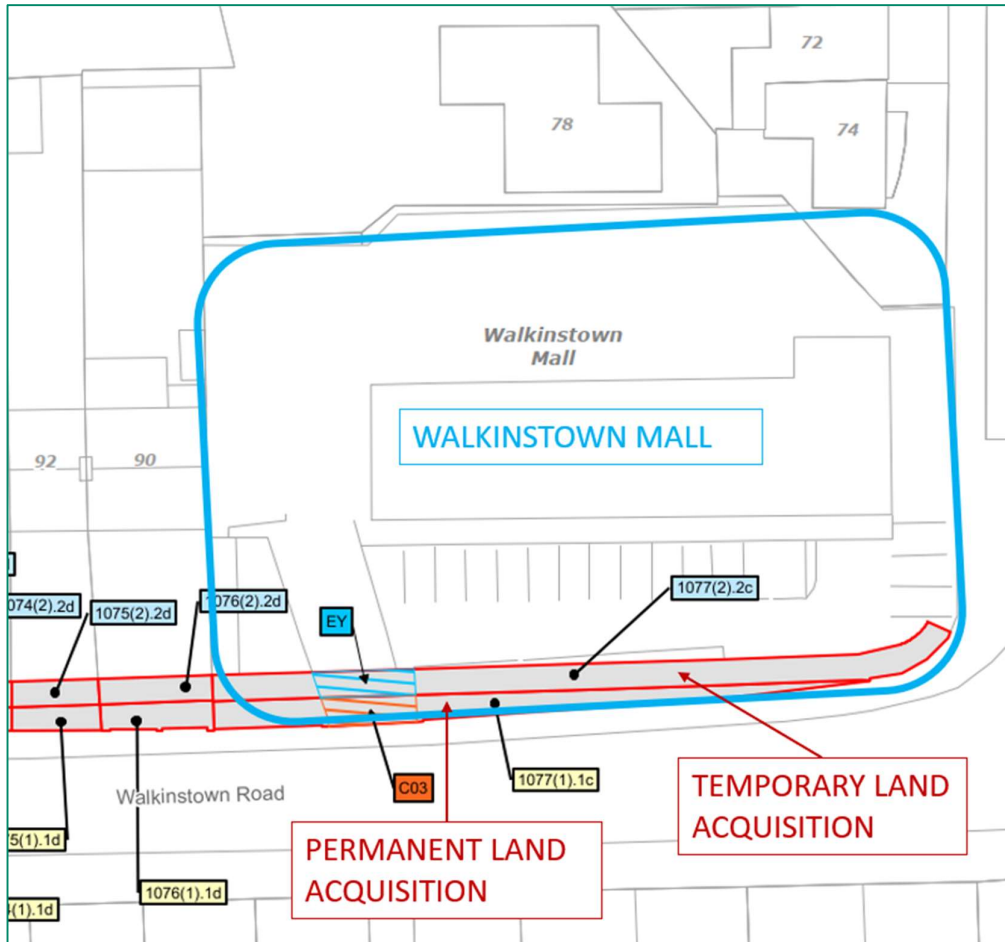


Figure 2.13.3: Extract from CPO Deposit Maps at Walkinstown Mall

The proposed permanent and temporary land acquisition lines overlain on aerial photography are shown in Figure 2.13.4.



Figure 2.13.4: Proposed Land Acquisition lines at Walkinstown Mall

The existing boundary wall and accesses are shown in Figures 2.13.5 and 2.13.6.

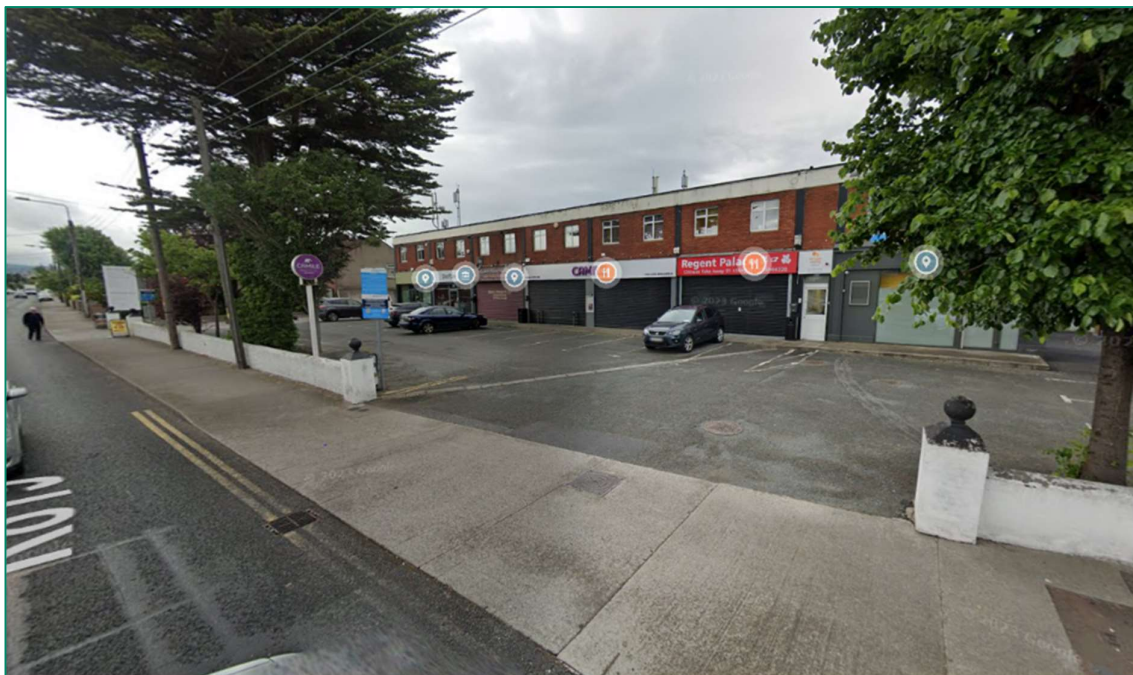


Figure 2.13.5: Existing boundary at Walkinstown Mall (Image source: Google)

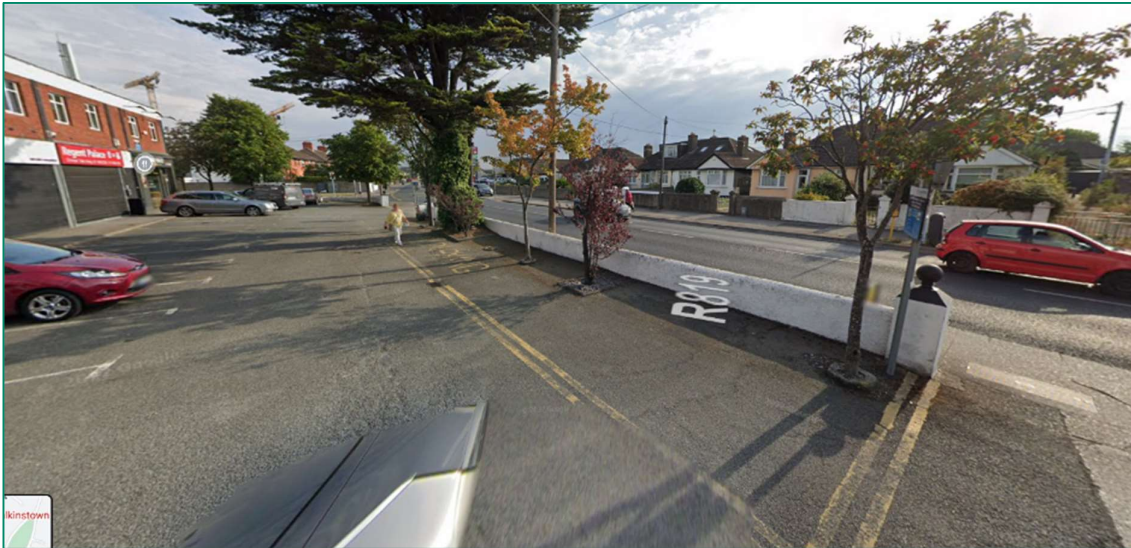


Figure 2.13.6: Existing boundary at Walkinstown Mall (Image source: Google)

2.13.2 Summary of the Points of Objection to the CPO by Regent Place Management

This submission objected to CPO for the reasons summarised in the following section.

- i) Access to the area will be obstructed
- ii) Concern for safety of the footpath and road users.
- iii) Utility diversions could lead to obstruction of supply of services
- iv) Duration of the construction period

2.13.3 Responses to the Points of Objection

i) Access to the area will be obstructed

The submission notes that the two accesses are shown to be acquired permanently, noting that the temporary land is common area used by all businesses and is concerned that there will be potential financial loss from obstructing the accesses.

The two accesses to Walkinstown Mall will be maintained as part of the Proposed Scheme, both when in operation and during construction. The permanent land acquisition at this location is required to bring that portion of the access into the public road.

Section 4.6.18.1 of EIAR Volume 2 Chapter 4 provides a summary of the accommodation works and boundary treatment for the entirety of the Proposed Scheme and notes that there are a number of areas along the extents of the route where the Proposed Scheme will result in the requirement for accommodation works and boundary treatments, with specific accommodation works are considered on a case-by-case basis. Section 4.6.18.1 goes on to state that *“To maintain the character and setting of the Proposed Scheme, the approach to undertaking the new boundary treatment works along the corridor is replacement on a ‘like for like’ basis in terms of material selection and general aesthetics, unless a section of street can benefit from urban improvement appropriate to the area.”*

At this location the boundary wall will be replaced on a like for like basis and the temporary land acquisition is required to facilitate construction works of the new wall, reinstatement behind it and to tie in the levels of the accesses with the levels of the new footpath.

In respect of the construction impact on parking and access, Section 5.5.3.2 of EIAR Chapter 5 Construction sets out that *“When roads and streets are being upgraded, there will be some temporary disruption / alterations to on-street and off-street parking provision, and access to premises in certain locations along the Proposed Scheme. Local arrangements will be made on a case-by-case basis to maintain continued access to homes and businesses affected by the works, at all times, where practicable. Details regarding temporary access provisions will be discussed with residents and*

business owners prior to construction starting in the area. The duration of the works will vary from property to property, but access and egress will be maintained at all times.”

ii) Concern for safety of the footpath and road users

The objection notes that in Volume 2 of the EIAR “Risk ID K has a rating of Medium. This is a major concern for the safety of footpath and road users. These users may potentially intend to access the common area of land being acquired and to Walkinstown Mall.”

The reference referred to by the submission is included in EIAR Volume 2 Chapter 20 Risk of Major Accidents.

Section 20.3.1 of Chapter 20 provides the scope and context as follows: “The identification, control and management of risk is an integral part of the design and assessment process throughout all stages of a project lifecycle. For example, a Flood Risk Assessment was carried out to assess the vulnerability of the Proposed Scheme to flooding in order to mitigate, where required. The elements of the Proposed Scheme that incorporate measures that are designed to eliminate, reduce, isolate, control or exploit the occurrence of major accidents have been described throughout this EIAR where required. Measures to control risks associated with Construction Phase activities are incorporated into the Construction Environmental Management Plan (CEMP) in Appendix A5.1 in Volume 4 of this EIAR.

The methodology for this risk assessment is as follows:

- Identify major accidents and / or disasters (i.e. unplanned incidents) that the Proposed Scheme may be vulnerable to; and •
- Assess the consequent of impacts and significance of such incidents in relation to the environmental, social and economic receptors that may be affected.

Such risks may be present at the Construction Phase and / or Operational Phase of the Proposed Scheme.”

Section 20.4.2 describes the Risk Evaluation approach and highlights that “the predicted impacts in this Section assume a worst-case scenario, which does not consider the implementation of mitigation measures or emergency plans which would be put in place to reduce the likelihood and potential impact of any major accidents and / or disasters.” [Emphasis added]

Section 20.4.2 goes on to explain that a Risk Register has been developed which contains all the plausible scenarios identified during the Construction Phase and Operational Phase of the Proposed Scheme. This Risk Register is provided in Table 20.4 and item K relates to a “Transport Accident-Major Road traffic accident resulting from a collision between construction traffic and public traffic i.e., cars, buses, Heavy Goods Vehicles (HGVs), in addition to pedestrians and cyclists using the road or footpaths.”

This risk is determined to apply throughout scheme and is considered unlikely, but the consequence has the potential to be serious, and therefore a risk category rating of medium is applied.

The relevant extract for Risk ID K is shown in Figure 2.13.7.

Risk ID	Event	Proposed Scheme Element	Likelihood	Rating	Consequence	Rating	Resulting Risk Category
J	Ground Collapse / Instability - Risk of excavation works leading to subsidence of land, or encountering unstable ground during construction	Throughout	Unlikely	3	Serious Predominantly shallow excavations required Areas of deeper excavation (pedestrian / cycle bridges, retaining walls, drainage), unstable heritage stone walls	3	Medium
K	Transport Accident-Major Road traffic accident resulting from a collision between construction traffic and public traffic i.e., cars, buses, Heavy Goods Vehicles (HGVs), in addition to pedestrians and cyclists using the road or footpaths.	Throughout	Unlikely	3	Serious Potential fatalities and injuries Potential to lead to fire and associated effects Potential to discharge deleterious material (e.g., fuel) to watercourses Potential for damage to transport infrastructure and disruption to transport services	3	Medium

Figure 2.13.6: Extract from Table 20.4 of EIAR Chapter 20

Section 20.5.2.1 of Chapter 20 states that: *“The plans outlined in this Section have been developed to effectively manage and minimise risk by ensuring that every reasonable effort will be made to ensure that environmental impacts during construction will be mitigated or reduced, where possible. Specific mitigation measures are also included in the relevant Chapters of this EIAR.”*

Section 20.5.2.3 highlights that the *“Construction Traffic Management is addressed in the CEMP to demonstrate how the interface between public and construction related traffic could be managed, where practicable, and to control vehicular movements associated with the construction of the Proposed Scheme.*

The Construction Traffic Management Plan will be developed by the appointed contractor so that construction traffic will be managed and monitored safely and efficiently throughout the duration of the Construction Phase.”

The CEMP is provided as Appendix A5.1 of Volume 4 Part 1 of 4 of the EIAR and Section 5.2.1.2 of this Appendix states that the Objectives of the Construction Traffic Management Plan (CTMP) are to:

- *“Outline minimum road safety measures to be undertaken, including site access / egress locations, during the works;*
- *Provide measures that respond to all road user needs including public transport, pedestrians, cyclists and vehicular traffic;*
- *Ensure disruption is minimised, with access to houses and businesses maintained, as is reasonably practicable in delivering the Proposed Scheme;*
- *Demonstrate to the NTA, the appointed contractor and suppliers, the need to adhere to the relevant guidance documentation for such works; and*
- *Identify objectives and measures for inclusion in the management, design and construction of the Proposed Scheme to control the traffic impacts of construction insofar as it may affect the environment, local residents and the public in the vicinity of the construction works.”*

Section 5.2.1.3 sets out how the scope of the CTMP *“illustrates a traffic management design for the transportation of construction materials, equipment and personnel along the public road network to facilitate the construction of the Proposed Scheme. Light vehicles, such as cars and vans, are used by operatives travelling to and from the works areas. Lorries deliver general construction materials, such as concrete, to, from and around the works areas.*

The appointed contractor will develop the CTMP in the event An Bord Pleanála decides to grant approval for the Proposed Scheme. The CTMP will address the requirements of any relevant planning conditions, including any additional mitigation measures which are conditioned by An Bord Pleanála.”

Section 5.2.2.3 discusses Temporary Traffic Management Designs and states that: *“In the event that An Bord Pleanála decides to grant approval for the Proposed Scheme, Temporary Traffic Management designs (drawings and method statements) will be prepared by the appointed contractor in compliance with the former Department of Transport, Tourism and Sport (DTTAS) (now the Department of Transport) Traffic Signs Manual, Chapter 8, Temporary Traffic Measures and Signs for Roadworks (hereafter referred to as the Traffic Signs Manual) (DTTAS 2019), to facilitate the safe and efficient construction of the Proposed Scheme.*

Temporary construction traffic management provisions are provided in Section 5.8 in Chapter 5 (Construction) in Volume 2 of this EIAR. These provisions have been developed using works areas for the purpose of safety, to minimise disruption and to facilitate the smooth operation of construction activities. The roads and streets along the Proposed Scheme will remain open to general traffic, wherever practicable, during the Construction Phase.

However, lane closures, road closures and diversions will be necessary to facilitate construction. Traffic management provisions for each section / sub-section are included in Table 5.4.”

Within Table 5.4, for Section 3a (Walkinstown Road), the temporary traffic management provisions are envisaged as being *“One lane maintained in each direction with phased lane closures and short sections of stop and go systems as required.”*

In summary, the temporary traffic management provisions that have been developed at this location, and for the entirety of the route, for the purpose of safety for all road users and to facilitate the safe and efficient construction of the Proposed Scheme. These provisions are considered an appropriate response to the risk of a collision between construction traffic and public traffic as well as pedestrians and cyclists using the road or footpaths.

iii) Utility diversions could lead to obstruction of supply of services

The submission identifies various utility diversion, which could lead to obstruction of supply of services leading to financial loss.

Section 5.3.3.1 of EIAR Chapter 5 Construction provides the following overview of the proposed construction works on Section 3a Walkinstown Road:

*“Section 3a encompasses a length of approximately 800m along the Walkinstown Road between the Walkinstown Roundabout and the junction with Drimnagh Road. The construction activities at Section 3a will comprise new road pavement for carriageway widening, pavement reconstruction, and resurfacing of the roads, footways, and cycle tracks, and new kerbs. Walkinstown Road will be widened resulting in encroachment into private lands on both the west and east of the carriageway. New boundary treatments will be provided at these locations. Construction activities will also consist of the installation of additional signage, new road markings, new and amended traffic signal infrastructure, new road lighting, new street furniture, bus stops (including shelters and information displays etc.) and landscaping works. Some trees and vegetation will be removed. However, new trees will be planted as part of the landscaping works. **Various utility diversions and / or protections will be required; including electricity overhead lines and underground cables, water distribution, gas mains and telecommunications infrastructure. The expected construction duration will be approximately six months.**” [Emphasis added.]*

Section 5.5.3.6 of EIAR Chapter 5 Construction states the following in respect of utility works:

“Realignment, upgrade or replacement of utilities and services will be required in conjunction with, or to accommodate the Proposed Scheme. Any such works to utilities and services will be along or immediately adjacent to the Proposed Scheme. A list of utility and service works along the Proposed Scheme is provided in Chapter 19 (Material Assets) of this EIAR.

Utilities and services, including overhead and underground, comprise amongst others:

Watermains;

Storm water and foul sewers;

Electricity ducts and cabling;

Gas mains;

Telecommunications and TV ducting and cabling; and

Traffic signalling ducting and cabling.

The existing overhead utilities and services will be located and recorded prior to the commencement of works. Any relocation of existing overhead lines will be coordinated to ensure interruption to the existing network is minimised.

Proposed utility works are based on available records, and preliminary site investigations. Prior to excavation works being commenced, localised confirmatory surveys will be undertaken by the appointed contractor to verify the results of the pre-construction assessments undertaken and reported in this EIAR.

Areas to be excavated for utility trenches will first be traced for live services using established scanning techniques. Where necessary, trenches excavated for utility diversions will be supported to ensure that the sides of the excavation are secure. Each of the different utilities will be re-laid at a location, depth and spacing in agreement with the appropriate standards, and the trench then backfilled.”

Section 19.4.3.1 of EIAR Volume 2 Chapter 19 Material Assets provides details of the anticipated various impacts on utilities as a result of the Proposed Scheme and potential diversions are identified in the various Tables in Section 19.4.3.1 and shown on the various Assets Alterations Drawings contained in Volume 3 Part 2 of 3 of the EIAR. These shown that on the northern side of Walkinstown Road at this location diversions are anticipated in respect of electricity, gas and telecommunications.

Section 19.4.3.1 also explains that as a result of these diversions, there may be temporary local interruptions to the electricity, gas and telecommunications provision during works on that infrastructure. While these interruptions, if required, will generally only occur for a set number of hours per day (no more than eight hours where reasonably practicable), the exact number of interruption days for particular customers for each diversion cannot be ascertained at this stage, so a worst-case

scenario of up to a week has been assessed. Using the criteria as outlined in Section 19.2.4 and Table 19.1, where diversion of an electricity, gas or telecommunication utility is required which will result in the planned interruption of provision, the worst-case potential impact will be Negative, Moderate and Temporary.

iv) Duration of construction period

As noted by the submission Section 5.3.3.1 of EIAR Chapter 5 states that the expected construction duration for Section 3a (800m of Walkinstown Road) will be approximately six months. The submission notes that this is twice as long as Section 3b (850m of Long Mile Road and Drimnagh Road).

The anticipated duration of the works in each section of the Proposed Scheme has been based on the extent and nature of the works within each section. While Sections 3a and 3b are of comparable length, the nature of the works are different.

As stated in Section 5.3.3.1 of Chapter 5, Section 3a includes *“road pavement for carriageway widening, pavement reconstruction, and resurfacing of the roads, footways, and cycle tracks, and new kerbs. Walkinstown Road will be widened resulting in encroachment into private lands on both the west and east of the carriageway. New boundary treatments will be provided at these locations.”*

Section 3b, however, does not include any new road pavement for carriageway widening or land acquisition from private lands and hence no new boundary treatments are required, with the exception of approximately 50m on the north side of the Walkinstown Road / Drimnagh Road junction. By comparison, Section 3a requires approximately 700m of carriageway widening and new boundary treatments.

2.14 CPO-14 Musgrave Operating Partners Ireland Limited, Supervalu Shopping Centre, Walkinstown Road

2.14.1 Description of the Proposed Scheme at this location

In order to achieve the Proposed Scheme objectives along this section of the corridor, as described in paragraph 4.5.3.1 of Chapter 4 of Volume 2 of the EIAR, Proposed Scheme Description, on Walkinstown Road (R819) between Walkinstown Roundabout and the Long Mile Road (R110), it is proposed to provide one bus lane and one general traffic lane in each direction with minimum land take impacting properties on Walkinstown Road (R819) maintaining sufficient front driveway boundary setback lengths for a car to be parked. To accommodate this cross section, land acquisition will be required along the Walkinstown Road (R819).

Land acquisition is proposed on the western side of the Walkinstown Road (R819) between Walkinstown Roundabout and Kilnamanagh Road. Between Kilnamanagh Road and Long Mile Road (R110), land acquisition is proposed on the eastern side of Walkinstown Road (R819).

The relevant extract from the General Arrangement Drawings in the EIAR, Volume 3, Part 1 of 1, Chapter 4 Proposed Scheme Description is shown in Figure 2.14.1.

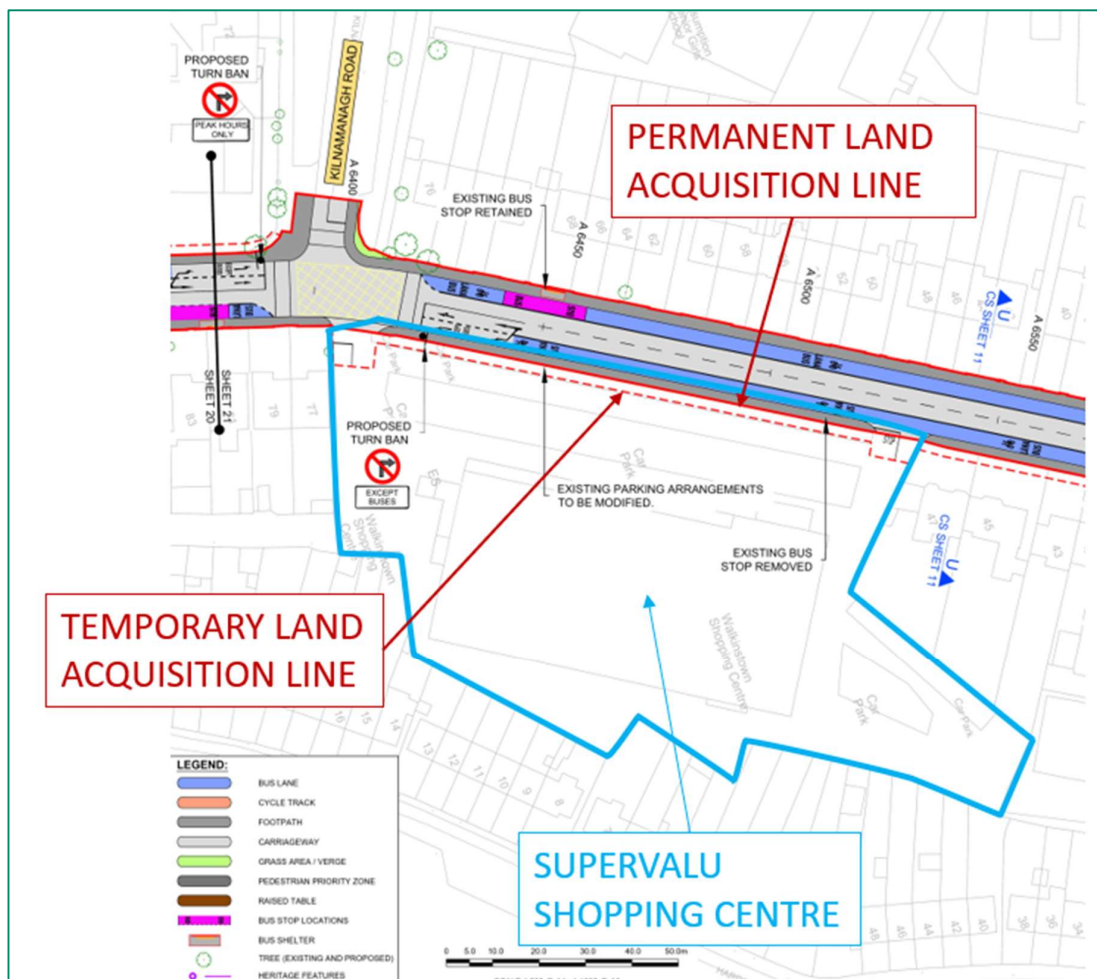


Figure 2.14.1: General Arrangement of Proposed Scheme at Supervalu Shopping Centre (Sheet 21)

The relevant extract from the typical cross-section in the EIAR, Volume 3, Part 1 of 3, Chapter 4 Proposed Scheme Description is shown in Figure 2.14.2.

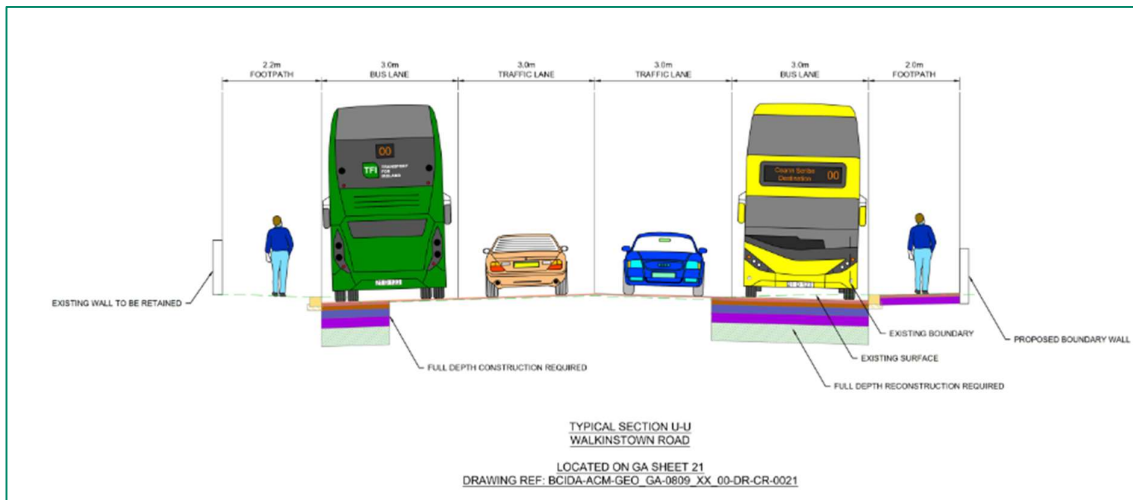


Figure 2.14.2: Typical Cross-section Adjacent to Supervalu Shopping Centre

The relevant extract from the CPO Deposit Maps showing the proposed permanent and temporary land acquisition areas at the Supervalu Shopping Centre is shown in Figure 2.14.3.

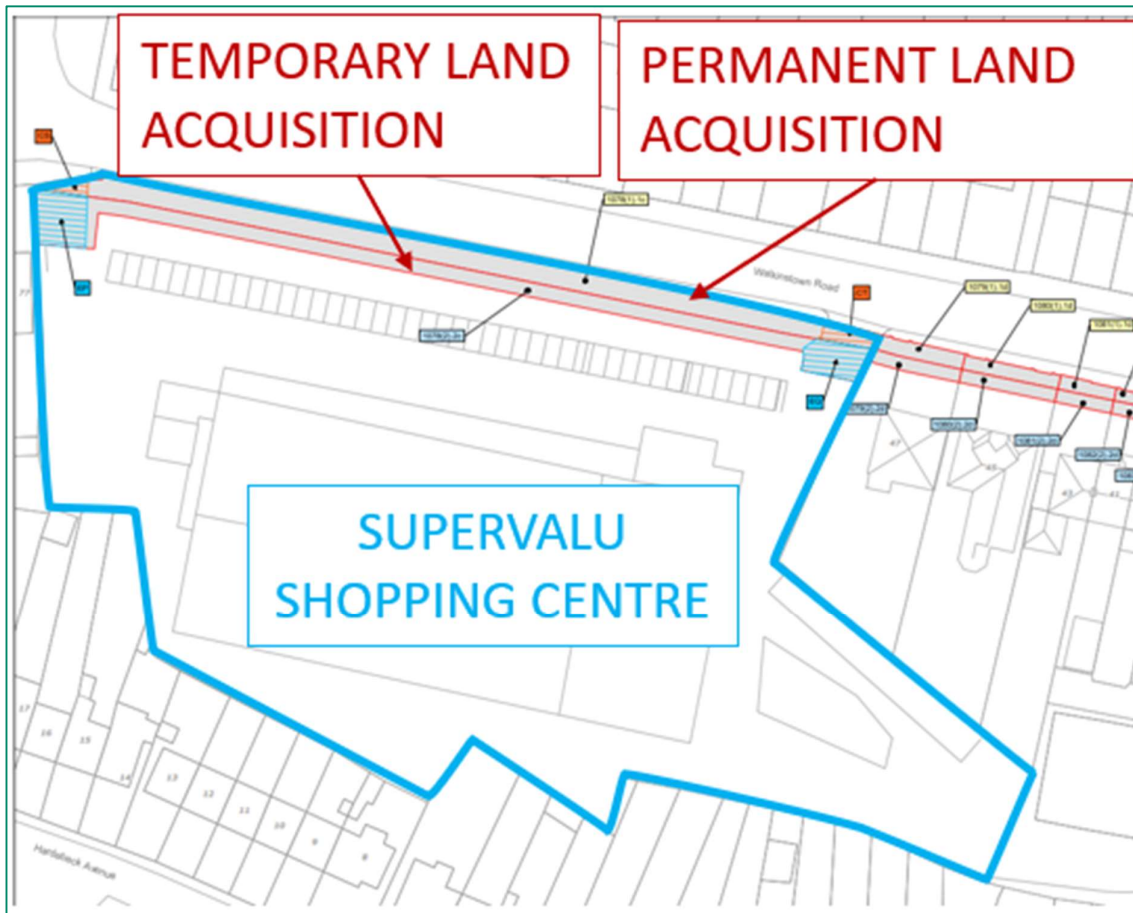


Figure 2.14.3: Extract from CPO Deposit Maps at Supervalu Shopping Centre

The proposed permanent and temporary land acquisition lines overlain on aerial photography are shown in Figure 2.14.4.



Figure 2.14.4: Proposed Land Acquisition lines at Supervalu Shopping Centre

2.14.2 Summary of the Points of Objection to the CPO by Supervalu Shopping Centre

This submission objected to CPO for the following reasons:

- i) Duration of the works
- ii) Major disruption to the car park / loss of car parking will impact future operations and viability
- iii) Bus stop relocation will inconvenience customers and staff

2.14.3 Responses to the Points of Objection

i) Duration of the works

The submission is concerned that it is not known how long the temporary land will be acquired for and how long the construction works will last.

Section 5.3.3.1 of Chapter 5 Construction describes the proposed works along the Walkinstown Road as follows: “Section 3a encompasses a length of approximately 800m along the Walkinstown Road between the Walkinstown Roundabout and the junction with Drimnagh Road. The construction activities at Section 3a will comprise new road pavement for carriageway widening, pavement reconstruction, and resurfacing of the roads, footways, and cycle tracks, and new kerbs. Walkinstown Road will be widened resulting in encroachment into private lands on both the west and east of the carriageway. New boundary treatments will be provided at these locations. Construction activities will also consist of the installation of additional signage, new road markings, new and amended traffic signal infrastructure, new road lighting, new street furniture, bus stops (including shelters and information displays etc.) and landscaping works. Some trees and vegetation will be removed. However, new trees will be planted as part of the landscaping works. Various utility diversions and / or protections will be required; including electricity overhead lines and underground cables, water distribution, gas mains and telecommunications infrastructure. The expected construction duration will be approximately six months.”

The anticipated duration of the works in each section of the Proposed Scheme has been based on the extent and nature of the works within each section. The expected construction period of six months

covers the full 800m of Walkinstown Road, of which the works to the boundary at Musgrave Operating Partners is a part. The temporary land acquisition at this location is required to allow the construction of the proposed new boundary wall, as well as construction of the revised arrangements on the land to be retained by Musgrave Operating Partners. As such, it is expected that the construction period for works within the temporary land acquisition will be significantly less than the six months estimated for the totality of section 3a.

ii) Major disruption to the car park

The submission expressed the view that the proposed works to the car park will cause major disruption to the business and raised concerns about the impact that both the permanent and temporary loss of part of their property will have on the future operations and viability of the business.

Within EIAR Volume 2 Chapter 5 Construction, Section 5.5.3 sets out that the Proposed Scheme “*will be constructed in a manner which will minimise, as much as practicable, any disturbance to residents, businesses, and road users.*”

In respect of the construction impact on parking and access, Section 5.5.3.2 sets out that “*When roads and streets are being upgraded, there will be some temporary disruption / alterations to on-street and off-street parking provision, and access to premises in certain locations along the Proposed Scheme. Local arrangements will be made on a case-by-case basis to maintain continued access to homes and businesses affected by the works, at all times, where practicable. Details regarding temporary access provisions will be discussed with residents and business owners prior to construction starting in the area. The duration of the works will vary from property to property, but access and egress will be maintained at all times.*”

Section 5.5.3.2 goes on to state that “*Access will be maintained for emergency vehicles along the Proposed Scheme, throughout the Construction Phase.*”

In addition, the Construction Environmental Management Plan for the Proposed Scheme is included as Appendix A5.1 of EIAR Volume 4 Appendices Part 1 of 4. Section 5.2 of Appendix A5.1 is the Construction Traffic Management Plan and demonstrates the manner in which the interface between the public and construction-related traffic will be managed and how vehicular movement will be controlled.

Section 5.2.2.3 of Appendix A5.1 describes the temporary traffic management designs and notes that if “*An Bord Pleanála decides to grant approval for the Proposed Scheme, Temporary Traffic Management designs (drawings and method statements) will be prepared by the appointed contractor in compliance with the former Department of Transport, Tourism and Sport (DTTAS) (now the Department of Transport) Traffic Signs Manual, Chapter 8, Temporary Traffic Measures and Signs for Roadworks (hereafter referred to as the Traffic Signs Manual) (DTTAS 2019), to facilitate the safe and efficient construction of the Proposed Scheme.*”

In respect of how the property and all businesses in the area will continue to function during construction, Section 5.2.3.1 of Appendix A5.1 states that “*When roads and streets are being upgraded, there will be some temporary disruption / alterations to on-street and off-street parking provision, and access to premises in certain locations along the Proposed Scheme. Local arrangements will be made on a case-by-case basis to maintain continued access to homes and businesses affected by the works, at all times, where practicable. Details regarding temporary access provisions will be discussed with homes and businesses prior to construction starting in the area.*”

Section 6.4.5.4 of EIAR Chapter 6 Traffic and Transport provides details of the predicted construction impact on pedestrians, cyclists, public transport, parking and loading, and general traffic. It states that for “*construction activities on or adjacent public roads, all works will be undertaken in accordance with Department of Transport’s ‘Traffic Signs Manual, Chapter 8 Temporary Traffic Measures and Signs for Roadworks’ and associated guidance. Chapter 5 (Construction) contains temporary traffic management proposals for the Proposed Scheme. These proposals maintain safe distance between road users and road workers, depending on the type of construction activities taking place and existing site constraints. Temporary diversions, and in some instances temporary road closures, may be required where a safe distance cannot be maintained to undertake works necessary to complete the Proposed Scheme. All road closures and diversions will be determined by the NTA, who may liaise with the local authority and An Garda Síochána, as necessary. The need for temporary access restrictions will be confirmed with residents and businesses prior to their implementation.*”

Section 6.4.6.1.4.4 of Chapter 6 discusses the impact on parking and loading arising from the operational phase in relation to Section 3 of the Proposed Scheme and notes the following: “*The*

Supervalu store on the east side of Walkinstown Road currently has a 174-space car park. Under the proposals, 27 spaces would be removed to widen Walkinstown Road sufficiently to provide a general traffic lane and a bus lane in both directions. As these spaces are on private land, this is considered to be a Negligible and Long-term effect. This could be mitigated by the provision of approximately fourteen number parallel car parking spaces in the remaining area.”

In summary, access and egress will be maintained at all times

iii) **Loss of car parking will impact future operations and viability**

The submission states that the shop is dependant on car borne customers and raises concerns that the loss of car parking will impact future operations and viability. The submission suggest that a 25% loss of spaces will drive customers elsewhere and lead to more congested car park, and further suggests that this would lead to 40% loss of trade which would impact the financial viability of the shopping centre.

Section 10.4.4.2.1 of Chapter 10 Population summarises the assessment of commercial land take during the Operational Phase which assessed the permanent land take acquired and the potential impacts this has on commercial businesses. It concludes that *“no commercial receptors are significantly impacted by permanent land take. 23 commercial receptors are expected to experience moderate land take impacts as a result of the Proposed Scheme. The majority of these are located in the Walkinstown Community Area.*

Overall, no permanent significant adverse land take effects have been identified on commercial businesses as a result of the Proposed Scheme during the Operational Phase.

Overall, the impact of land take across the impacted community areas as a whole (Tallaght Village, Tallaght Tymon, Greenhills, Walkinstown and Bluebell) is considered Negative, Not Significant and Long-Term during the Operational Phase. No other community areas are predicted to be impacted by land take during the Operational Phase.”

Section 6.4.6.1.4.4 of EIAR Chapter 6 discusses the impact on parking and loading arising from the operational phase in relation to Section 3 of the Proposed Scheme and notes the following: *“The Supervalu store on the east side of Walkinstown Road currently has a 174-space car park. Under the proposals, 27 spaces would be removed to widen Walkinstown Road sufficiently to provide a general traffic lane and a bus lane in both directions. As these spaces are on private land, this is considered to be a Negligible and Long-term effect. This could be mitigated by the provision of approximately fourteen number parallel car parking spaces in the remaining area.”*

As noted on the General Arrangement Drawings in the EIAR, Volume 3, Part 1 of 1, Chapter 4 Proposed Scheme Description, it is proposed to modify the existing parking arrangements within the area of temporary land acquisition, see Figure 2.14.5.

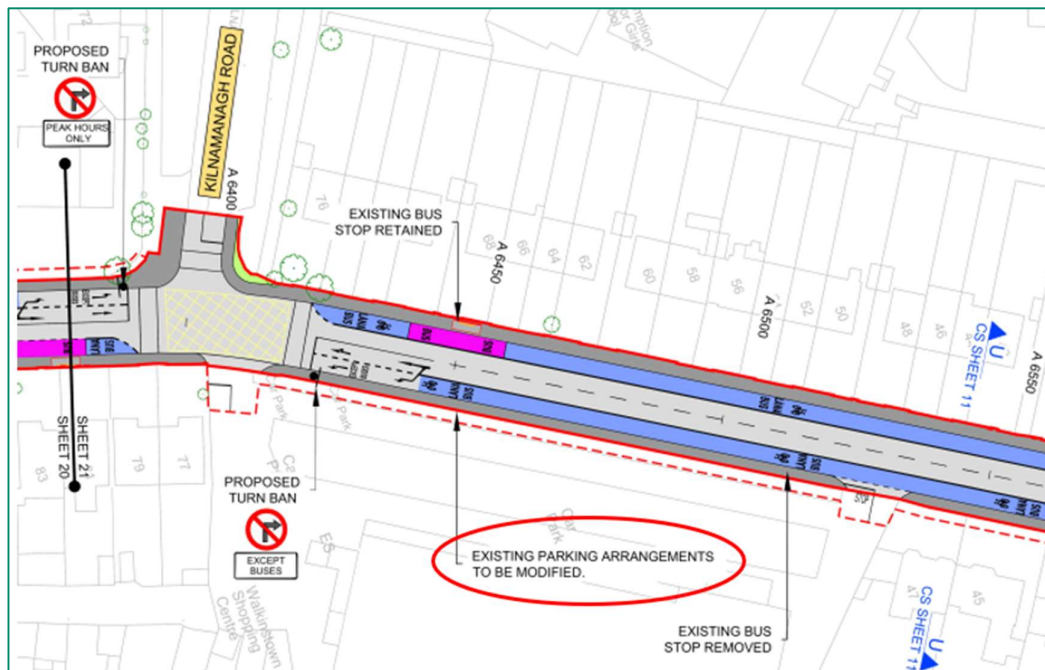


Figure 2.14.5: Extract from General Arrangement Drawings

As noted in Section 6.4.6.1.4.4 of EIAR Chapter 6, the loss of the perpendicular parking adjacent to Walkinstown Road could be mitigated by the provision of approximately fourteen number parallel car parking spaces in the remaining area which is included in the temporary land acquisition, as shown in Figure 2.14.6.

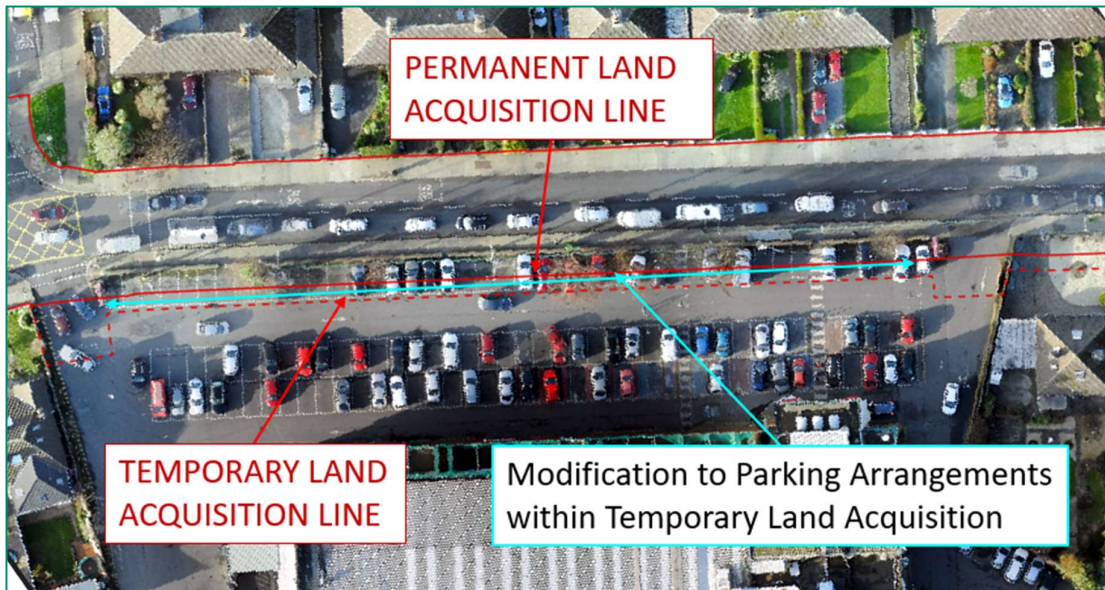


Figure 2.14.6: Land acquisition lines and existing parking

In summary, as stated in Section 6.4.6.1.4.4 of Chapter 6 there is a net loss of 27 spaces out of a total of 174 (41 perpendicular spaces are lost, with 14 parallel spaces being provided in their place, resulting in a net loss of 27 spaces). This represents a 15% reduction in car parking.

iv) Bus stop relocation

The submission notes that the existing outbound bus stop outside the shopping centre is to be relocated approximately 250m northwards and states that this will inconvenience customers and staff.

As noted in Section 4.6.4.5 of EIAR Chapter 4 Proposed Scheme Description “To improve the efficiency of the bus service along the Proposed Scheme the position and number of bus stops has been evaluated as part of a bus stop review. The main principles considered as part of the bus stop review were as follows:

- Aim to achieve a bus stop spacing of 400m in suburban locations, and 250m in urban centres;
- Locate bus stop as close as possible to nearest junction/pedestrian crossing;
- Locate bus stop downstream of junction rather than upstream;
- Consider space requirements to provide bus stop including shelter, waiting area, cycle lane and footpath provision and information displays;
- Review existing and proposed boarding and alighting volumes to determine the usage of the bus stop; and
- Consider the potential for interchange with orbital bus services proposed as part of the New Dublin Area Bus Network.

The above principles were considered to determine whether a bus stop should remain where it is, be relocated or be removed.”

The detailed methodology for the review of the bus stop locations is set out in Appendix H1 of the Preliminary Design Report, provided as part of the Supplementary Information, which sets out the principles of providing bus stops on high capacity Bus Systems. Section 5.3 of Appendix H1 discusses the spacing of bus stops, explain how the spacing of bus stops has a significant impact on the average speed of a bus corridor, noting that “For BusConnects it is proposed that bus stops should be spaced approximately 400m apart on typical suburban sections of the route, dropping to approximately 250m in urban centres (CIHT Buses in Urban Developments, January 2018). This spacing should be seen as a recommended spacing rather than an absolute minimum spacing.”

The existing and proposed bus stop locations at the shopping centre are shown in Figure 2.14.7.



Figure 2.14.7 Existing and proposed bus stop locations at Supervalu Shopping Centre

As shown in Figure 2.14.7 the existing outbound bus stops at this location are approximately 150m apart, whereas the proposed outbound bus stops are approximately 330m apart.

Section 6.4.6.1.4.3 of EIAR Chapter 6 Traffic and Transport describes the bus infrastructure proposed within Section 3 of the Proposed Scheme which is between Walkinstown roundabout and Grand Canal. It notes that *“there will be a total of 36 bus stops along Section 3 with seven fewer inbound and three fewer outbound, than in the Do Minimum. The layout of new bus stops is considered to better serve the existing and future catchment and be closer to existing and new pedestrian crossing facilities for improved convenience.”*

Section 6.4.6.1.4.3 of Chapter 6 concludes that *“the Proposed Scheme improves the quality of existing bus infrastructure along Section 3 of the Proposed Scheme, which will provide long-term benefits for bus users and aligns with the overarching aim to provide enhanced bus infrastructure on the corridor. The impact for this section of the Proposed Scheme is Medium Positive. The sensitivity of environment rating is predominately categorised as ‘medium’. This results in a **Positive, Significant and Long-term** effect on this section.”*

2.15 CPO-15 MXF Properties Ireland Limited, Primary Care Centre, Airton Road

2.15.1 Description of the Proposed Scheme at this location

In order to achieve the Proposed Scheme objectives along this section of the corridor, as described in paragraph 4.5.5.1 of Chapter 4 of Volume 2 of the EIAR, Proposed Scheme Description, between the Old Greenhills Road and the junction with Mayberry Road, along the Greenhills Road (R819), it is intended to provide one bus lane, one traffic lane and a cycle track in each direction. Raised table side entry treatments and protected junctions have been proposed along this section where practical to improve pedestrian and cycle facilities. To accommodate this road cross section, it is proposed to acquire additional land on both the west and east side of the existing Greenhills Road (R819). A bus gate has been proposed along this section to minimise impacts to the existing mature trees and the stone wall on the western verge north of the TUD entrance on Greenhills Road (R819). The Airton Road / Greenhills Road (R819) junction has been upgraded to provide improved facilities for buses, cyclists and pedestrians.

To improve the operation of the existing junction and minimise land take, it is proposed to introduce a southbound right turn ban from the Greenhills Road (R819) to the entrance to Harvey Norman / Costa carpark and a northbound right turn ban from the Greenhills Road (R819) to Hibernian Industrial Estate. Southbound access to Harvey Norman / Costa car park via Greenhills Road (R819) will be maintained via the entrance off Airton Road. Northbound access to Hibernian Industrial Estate will be achieved via the entrance opposite Broomhill Road.

The relevant extract from the General Arrangement Drawings in the EIAR, Volume 3, Part 1 of 1, Chapter 4 Proposed Scheme Description is shown in Figure 2.15.1.

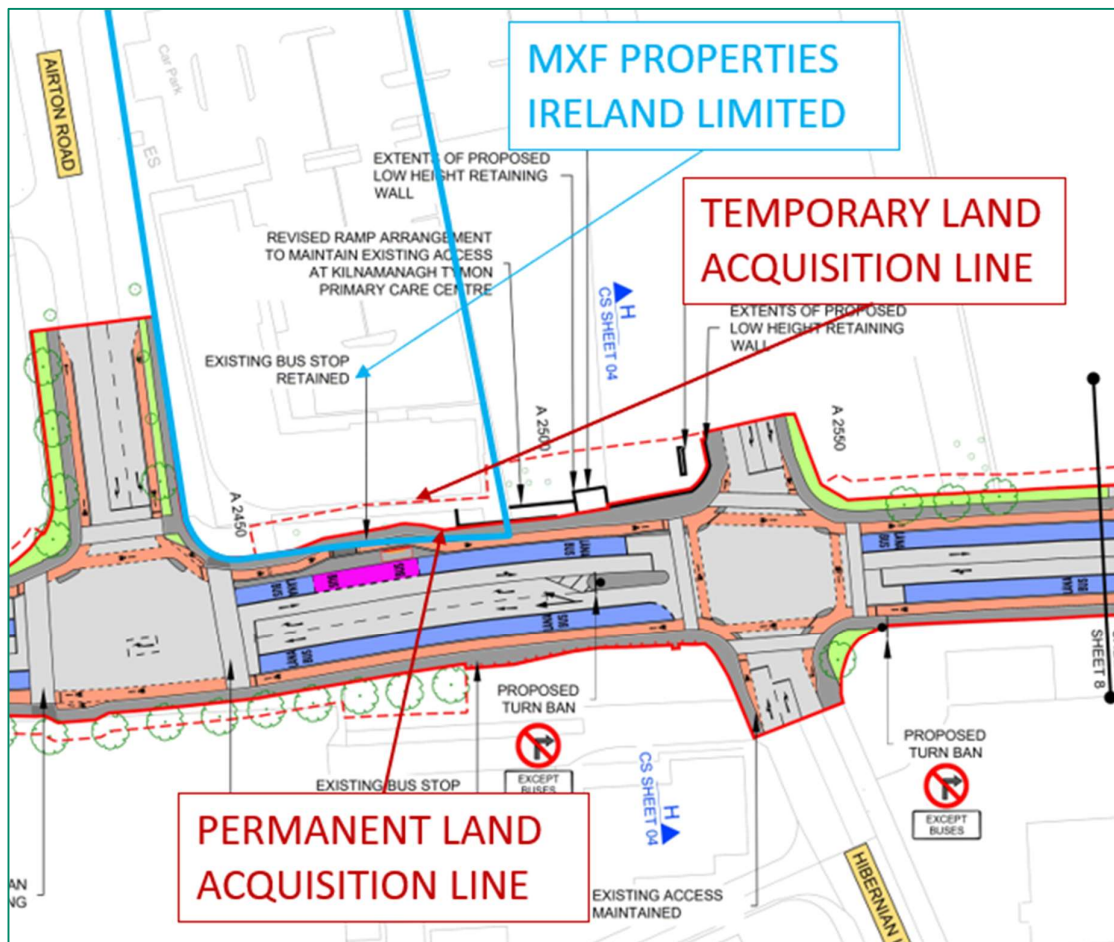


Figure 2.15.1: General Arrangement of Proposed Scheme adjacent to MXF Properties (Sheet 8)

The relevant extract from the typical cross-section in the EIAR, Volume 3, Part 1 of 3, Chapter 4 Proposed Scheme Description is shown in Figure 2.15.2.

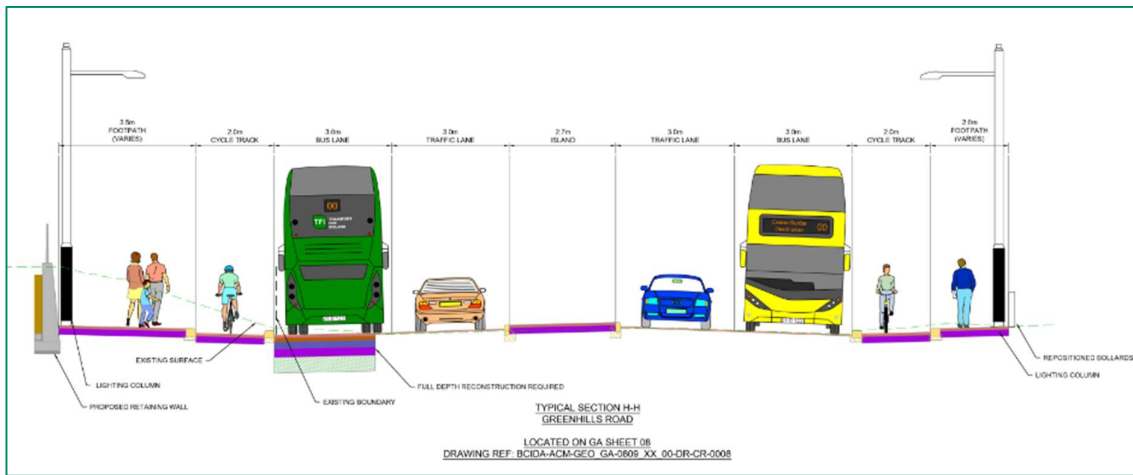


Figure 2.15.2: Typical Cross-section adjacent to MXF Properties

The relevant extract from the CPO Deposit Maps showing the proposed permanent and temporary land acquisition areas at MXF Properties is shown in Figure 2.15.3.

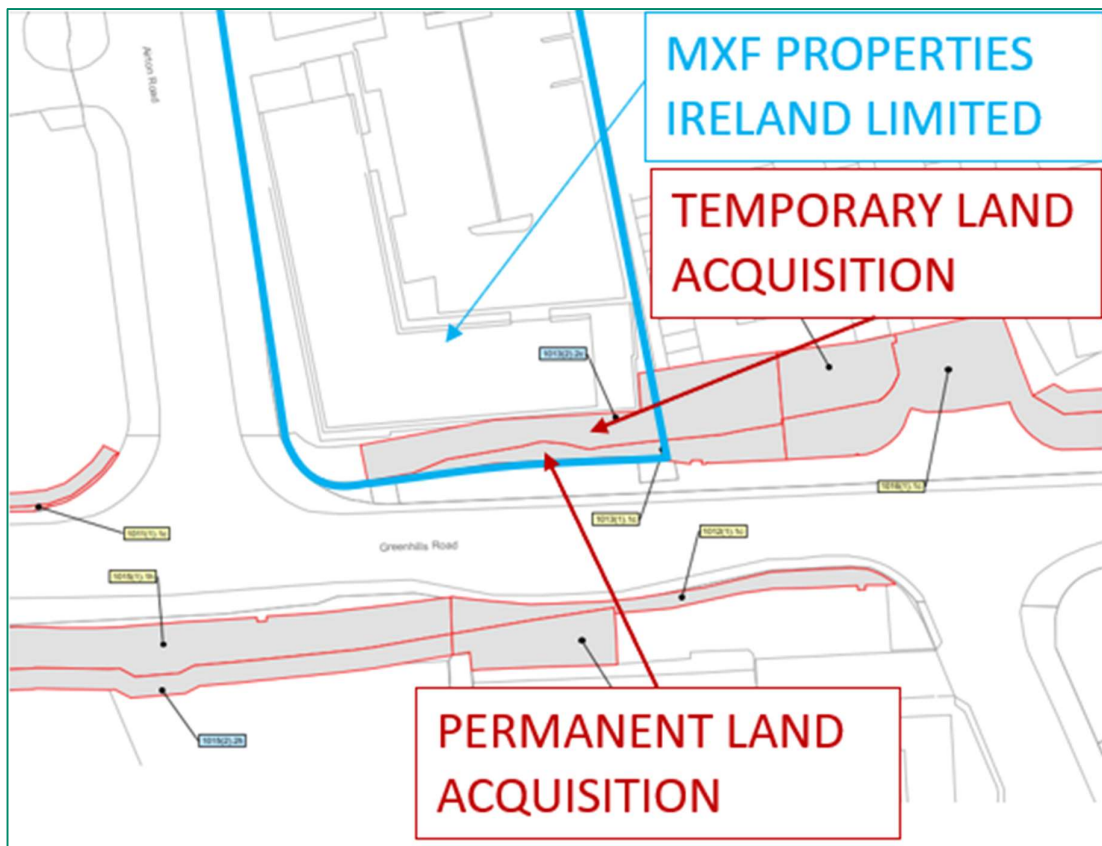


Figure 2.15.3: Extract from CPO Deposit Maps at MXF Properties

The proposed permanent and temporary land acquisition lines overlain on aerial photography are shown in Figure 2.15.4.

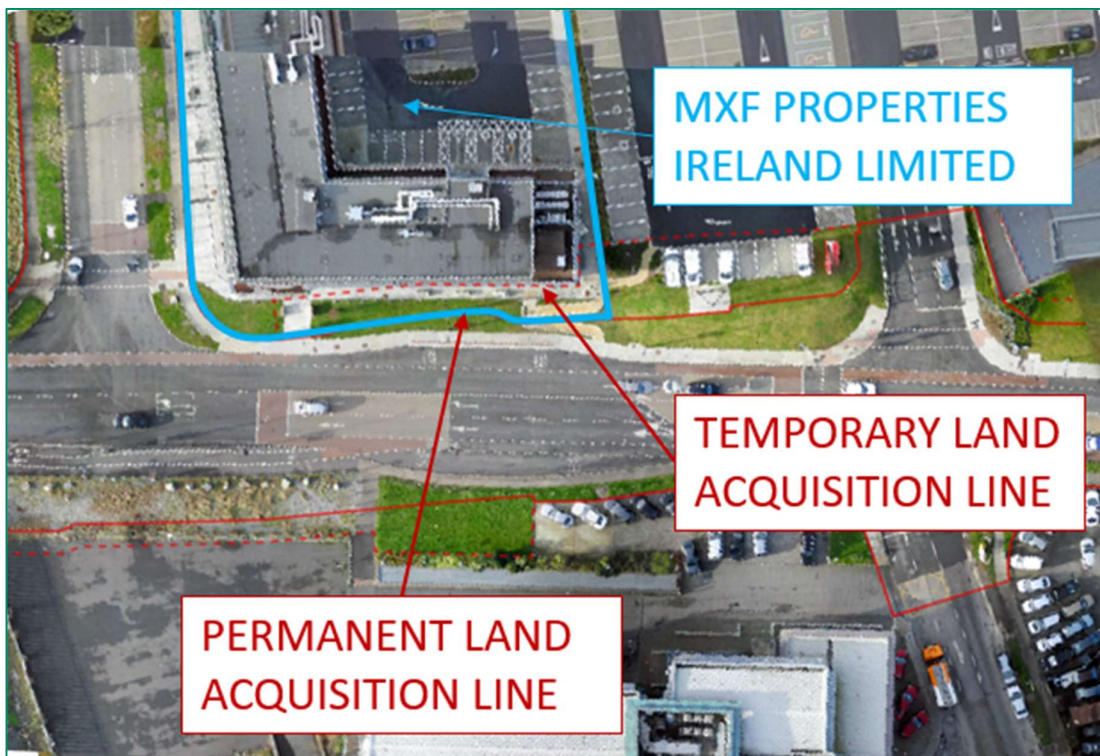


Figure 2.15.4: Proposed Land Acquisition lines at MXF Properties



Figure 2.15.5: Existing boundary at MXF Properties (Image source: Google)

2.15.2 Summary of the Point of Submission to the CPO by MXF Properties

This submission highlighted the importance of the primary care centre at this location being freely accessible, including to those with mobility challenges, during construction and operation.

2.15.3 Responses to the Point of Submission

As stated in Section 4.6.8.1.2 of EIAR Volume 2 Chapter 4: *“Widening of the existing R810 Greenhills Road at Kilnamanagh Tymon Primary Care Centre and the reconfiguration of the adjacent inbound bus stop requires the relocation of the existing pedestrian access ramp at this location.”*

Section 5.5.3.2 of EIAR Chapter 5 Construction sets out that *“When roads and streets are being upgraded, there will be some temporary disruption / alterations to on-street and off-street parking provision, and access to premises in certain locations along the Proposed Scheme. Local arrangements will be made on a case-by-case basis to maintain continued access to homes and businesses affected by the works, at all times, where practicable. Details regarding temporary access provisions will be discussed with residents and business owners prior to construction starting in the area. The duration of the works will vary from property to property, but access and egress will be maintained at all times.”*

Section 5.5.3.2 goes on to state that *“Access will be maintained for emergency vehicles along the Proposed Scheme, throughout the Construction Phase.”*

In addition, Section 5.2.3.4 of Appendix A5.1 Construction Environmental Management Plan states: *“The measures set out in Section 8.2.8 of the Traffic Signs Manual (DTTAS 2019) will be implemented, wherever practicable, to ensure the safety of all road users, in particular pedestrians (including able-bodied pedestrians, wheel-chair users, mobility impaired pedestrians, pushchair users) and cyclists. Therefore, where footways or cycle tracks are affected by construction, a safe route will be provided past the work area, and where practicable, provisions for matching existing facilities for pedestrians and cyclists will be made.”*

2.16 CPO-16 Permanent TSB, Walkinstown Roundabout

2.16.1 Description of the Proposed Scheme at this location

In order to achieve the Proposed Scheme objectives along this section of the corridor, as described in paragraph 4.5.2.1 of Chapter 4 of Volume 2 of the EIAR, Proposed Scheme Description, the layout of Walkinstown Roundabout has been designed to provide enhanced cycle and pedestrian connectivity around this busy junction as well as improving safety for pedestrians, cyclists, bus and general traffic. A two-way segregated cycle track has been proposed around the junction to allow cyclists to adopt the most direct route around the roundabout (i.e., both directions) and to reduce interactions with motor vehicles. Parallel pedestrian / cyclist raised table crossings have been implemented on all arms to improve pedestrian and cyclist safety. Set back crossings have been used on all arms to promote pedestrian / cyclist desire lines with consideration for vehicle exit lane storage off the roundabout. Cycle detection loops have also been implemented on the two-way segments on approach to the crossings to help promote cycling journey time efficiencies and minimise delays for cyclists crossing multiple arms of the junction. The number of general traffic entry lanes / flares, circulation lanes and angle of entry have been reconfigured to promote safer vehicle movements. Landscaping proposals and revised parking arrangements are also proposed to enhance the area. City bound cyclists will be directed to the offline cycle route along Bunting Road and St. Mary's Road, providing a more direct route linking Walkinstown Roundabout with Kildare Road.

The relevant extract from the General Arrangement Drawings in the EIAR, Volume 3, Part 1 of 3, Chapter 4 Proposed Scheme Description is shown in Figure 2.16.1.

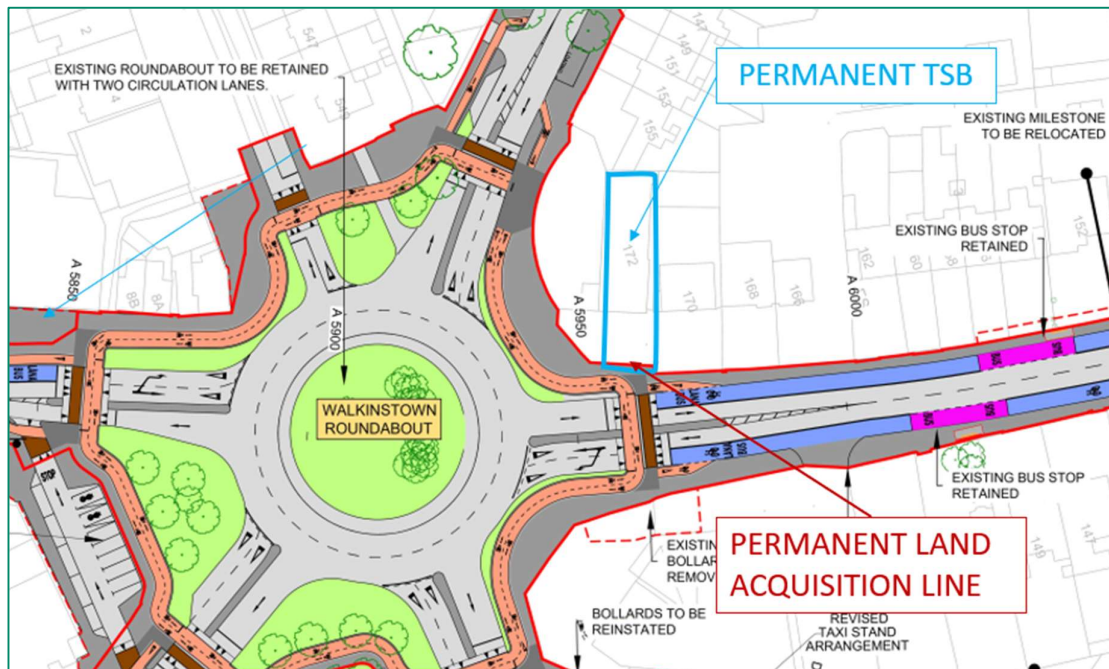


Figure 2.16.1: General Arrangement of Proposed Scheme adjacent to Permanent TSB at 172 Walkinstown Road (Sheet 19)

The relevant extract from the CPO Deposit Maps showing the proposed permanent and temporary land acquisition areas at the Permanent TSB is shown in Figure 2.16.2.

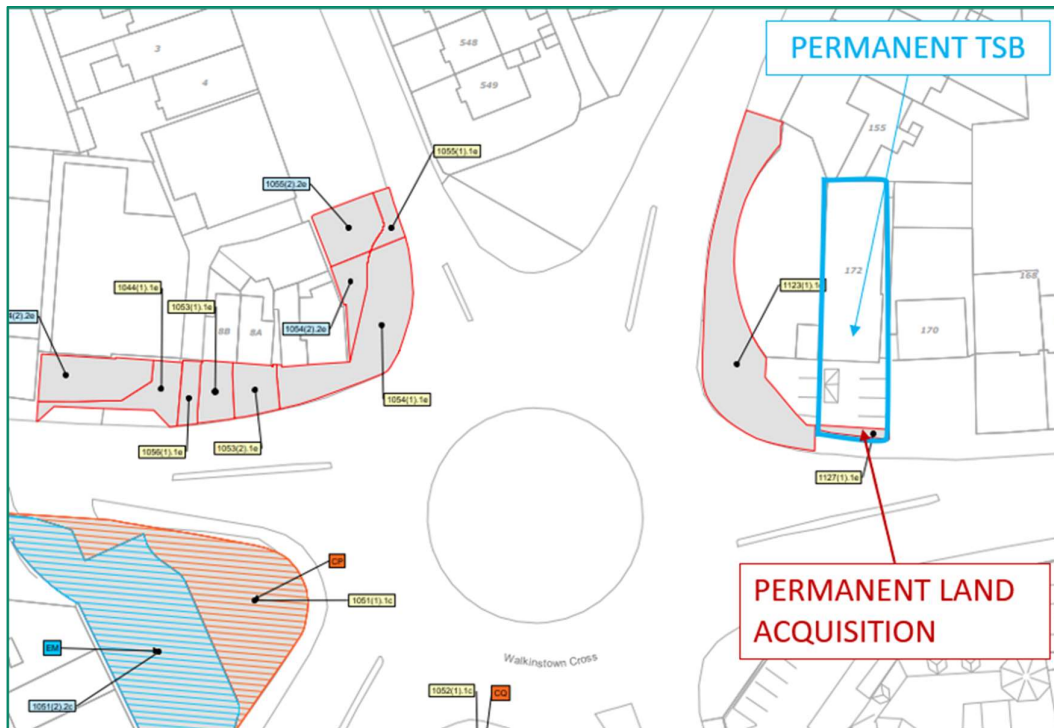


Figure 2.16.2: Extract from CPO Deposit Maps at 172 Walkinstown Road, Permanent TSB

The proposed permanent and temporary land acquisition lines overlain on aerial photography are shown in Figure 2.16.3



Figure 2.16.3: Proposed Land Acquisition lines adjacent to Permanent TSB at 172 Walkinstown Road

2.16.2 Summary of the Points of Objection to the CPO by Permanent TSB

This submission objected to CPO for the following reasons:

- i) The CPO is premature
- ii) There are no detailed design drawings, or draft drawings, for the scheme
- iii) Funding has not been approved

2.16.3 Responses to the Points of Objection

i) The CPO is premature

The submission expresses the view that the CPO is premature as the Proposed Scheme does not have planning permission.

As set out in Section 1.4 of the EIAR, the NTA made a decision under section 44(2)(b) of the Dublin Transport Authority Act 2008 (as amended) (the “2008 Act”) on 18 October 2019 that it considered it to be more convenient, more expeditious, more effective or more economical that the functions in relation to the provision of the public transport infrastructure be performed by it in relation to this Proposed Scheme among others.

Section 44(6) of the 2008 Act provides:

“(6) Where –

(a) a decision is made by the Authority under subsection (2)(b) or (5)(a) for the performance of a particular function otherwise than through a public transport authority or statutory body, or

(b) the Authority is performing its function of securing the provision of public transport infrastructure in accordance with subsection (2)(e), the following provisions have effect –

i. the Authority shall be empowered (notwithstanding any other enactment) to perform the function, including the acquisition of land for that purpose, and to do any other thing which arises out of or is consequential on or is necessary for the purposes of or would facilitate the performance of the function,

ii. for the purpose of paragraph (a) or (b), land may be acquired by agreement or by means of a compulsory purchase order made by the Authority in accordance with Part XIV of the Act of 2000, (...).”

The NTA is entirely satisfied that, pursuant to section 44(6) as quoted above, it has the necessary power to make the CPO for this Proposed Scheme.

ii) There are no detailed design drawings, or draft drawings, for the scheme

The submission asserts that it is not clear whether or not any application for a CPO has in fact been submitted, states that there are no detailed design drawings, or draft drawings, for the scheme and that based on the information provided the land owner is not in a position to understand the impacts on their property either during the course of the works or post works.

The correspondence issued to Permanent TSB states: “*The National Transport Authority has submitted an application under Section 51 of the Roads Act 1993 (as amended) in relation to the Tallaght / Clondalkin to City Centre Core Bus Corridor Scheme to An Bord Pleanála and will be submitting the associated application for confirmation of the Tallaght / Clondalkin to City Centre Core Bus Corridor Scheme Compulsory Purchase Order 2023 (CPO) in the coming days. You have been identified as an owner, lessee, or occupier of, or have rights over or an interest in land referred to in the Compulsory Purchase Order.*”

The correspondence issued by the NTA to Permanent TSB goes on to state that: “*Further information relating to the Tallaght / Clondalkin to City Centre Core Bus Corridor Scheme including a copy of the Environmental Impact Assessment Report, Natura Impact Statement and CPO documentation can be found at the National Transport Authority website for the Tallaght / Clondalkin to City Centre Core Bus Corridor Scheme at:*

www.tallaghtclondalkinscheme.ie

If you have any questions or queries in relation to the above or the information attached, please contact us at 1800 303 653 or at property@busconnects.ie.”

The National Transport Authority website for the Tallaght / Clondalkin to City Centre Core Bus Corridor Scheme referenced in the correspondence issued to Permanent TSB provides links to the Environmental Impact Assessment Report, which provides extensive information in relation to the Proposed Scheme.

Comprehensive Preliminary Design drawings for the Proposed Scheme are provided in Volume 3 of the EIAR, as shown in Figure 2.16.4.

These drawings, when read in conjunction with the various Chapters of the EIAR, provide full details of the impact of the Proposed Scheme on this property, during the course of the construction and operational phases.

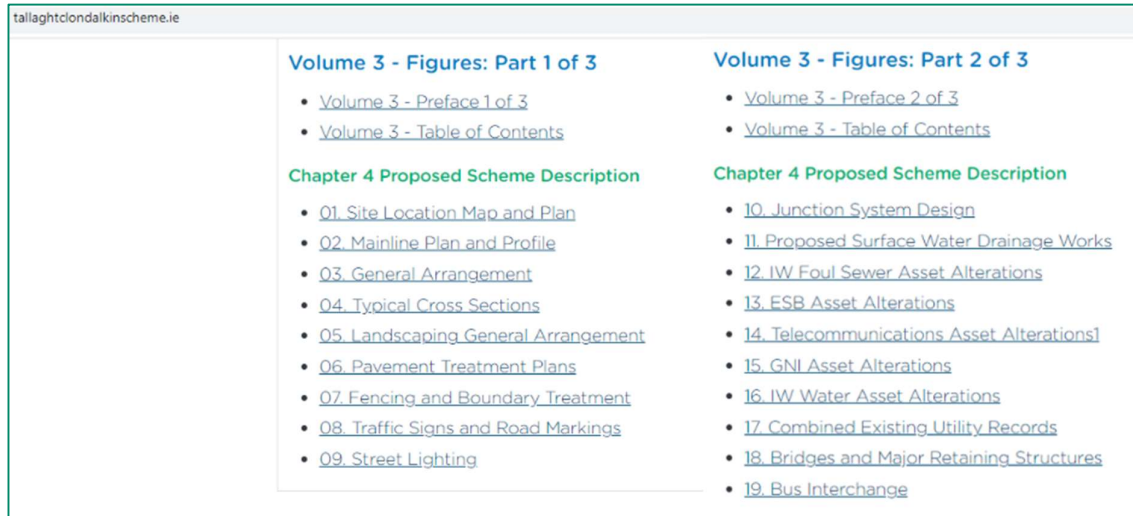


Figure 2.16.4: Extract from Proposed Scheme website

Construction

Within EIAR Chapter 5 Construction, Sections 5.3.2.7 to 5.3.2.10 provide an overview of the proposed construction works for the various elements of the Proposed Scheme at Walkinstown Roundabout;

- Section 2g Walkinstown Roundabout (including tie-ins at Ballymount Road Lower and St. Peter's Road), expected construction duration will be approximately three months.
- Section 2h St. Peter's Road to Greenhills Road, expected construction duration will be approximately two weeks.
- Section 2i Cromwellsfort Road, expected construction duration will be approximately two weeks.
- Section 2j Walkinstown Avenue, expected construction duration will be approximately two weeks.

Construction Traffic Management for pedestrians and cyclists, public transport, and general traffic is described in Section 5.8 of EIAR Chapter 5. Table 5.8 details the anticipated lane closures / modifications, road closures and diversions for each sub-section of the Proposed Scheme, as shown in Figure 2.16.5.

Figure 12.16.1 provides the relevant extract of Sheet 19 of the General Arrangement drawings for the Proposed Scheme and details of all other aspects are provided on the equivalent sheet of all the other drawing series shown in Figure 2.16.4.

As noted above, section 4.5.2.1 of Chapter 4 of Volume 2 of the EIAR, Proposed Scheme Description, describes the layout of Walkinstown Roundabout.

Section Ref.	Lane Closures / Modifications				
	Minimum One Lane of Traffic in Each Direction	Temporary Lane Closures	Temporary Road Closures (Night-time)	Short Sections of Stop / Go System	Diversions
			structure will be lifted in one night.		
Section 2b	Yes	Yes (footway and general traffic (each direction, staged)).	No	Yes	No
Section 2c	Yes	Yes (footway and general traffic (each direction, staged)).	Yes (to complete final pavement surfacing works)	Yes	Yes (traffic diverted via Ballymount Road Lower / Ballymount Road Upper / Ballymount Avenue, and via Greenhills Road / Calmount Avenue (Section 2e) or via the Calmount Road extension works (Section 2d) to access Calmount Road.
Section 2d	Yes	Yes (footway, cycle track and general traffic (each direction, staged)).	Yes (road closures will be required on the Greenhills Road to complete construction of the tie-ins to the new junction)	Yes	Yes (traffic diverted via Ballymount Road Lower and Ballymount Avenue)
Section 2e	Yes	Yes (footway, cycle track and general traffic (each direction, staged)).	Yes (road closures will be required on the Greenhills Road to complete construction of the tie-ins to the new junction)	Yes	Yes (traffic diverted via Ballymount Road Lower and Ballymount Avenue)
Section 2f	Yes	Yes (footway, cycle track and general traffic (each direction, staged)).	No	Yes	No
Section 2g	Yes	Yes (footway, cycle track and general traffic (staged)). Access for residents and businesses will be maintained throughout construction.	No	Yes	No
Section 2h	No	Yes (footway and general traffic). Access for residents and businesses will be maintained throughout construction.	Yes	N/a	Yes (traffic diverted via Walkinstown Roundabout)
Section 2i	Yes	Yes (footway and general traffic (each direction, staged)).	No	Yes	No
Section 2j	Yes	Yes (footway and general traffic (each direction, staged)).	No	Yes	No
Section 3a	Yes	Yes (footway and general traffic (each direction, staged)). Access for residents and businesses will be maintained throughout construction.	No	Yes	No

Figure 2.16.5: Extract from EIAR Table 5.8 Lane Closures / Modifications, Road Closures and Diversions

In addition, the Construction Environmental Management Plan for the Proposed Scheme is included as Appendix A5.1 of EIAR Volume 4 Appendices Part 1 of 4. Section 5.2 of Appendix A5.1 is the Construction Traffic Management Plan and demonstrates the manner in which the interface between the public and construction-related traffic will be managed and how vehicular movement will be controlled.

Section 5.2.2.3 of Appendix A5.1 describes the temporary traffic management designs and notes that if “*An Bord Pleanála decides to grant approval for the Proposed Scheme, Temporary Traffic Management designs (drawings and method statements) will be prepared by the appointed contractor in compliance with the former Department of Transport, Tourism and Sport (DTTAS) (now the Department of Transport) Traffic Signs Manual, Chapter 8, Temporary Traffic Measures and Signs for Roadworks (hereafter referred to as the Traffic Signs Manual) (DTTAS 2019), to facilitate the safe and efficient construction of the Proposed Scheme.*”

Table 5.4 of Appendix A5.1 provides details of the anticipated traffic management provisions, as shown in Figure 2.16.6.

Jacobs
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Section No.	Estimated Construction Duration	Traffic Management Provisions
Section 1p	4 months	<ul style="list-style-type: none"> Temporary nighttime closures will be required to complete final pavement surfacing works with diversion in place Temporary nighttime closures will be required to complete final pavement surfacing works with diversion in place
Section 2a	2 months	<ul style="list-style-type: none"> One lane maintained in each direction with phased lane closures and short sections of stop and go systems as required Full night temporary closure of M50 required to install Pedestrian and Cycle Bridge with temporary diversions in place
Section 2b	4 months	<ul style="list-style-type: none"> One lane maintained in each direction with phased lane closures and short sections of stop and go systems as required
Section 2c	2 months	<ul style="list-style-type: none"> One lane maintained in each direction with phased lane closures and short sections of stop and go systems as required Temporary nighttime closures will be required to complete final pavement surfacing works with diversion in place
Section 2d	6 months	<ul style="list-style-type: none"> One lane maintained in each direction with phased lane closures and short sections of stop and go systems as required Temporary nighttime closure will be required on Greenhills Road to complete construction of the tie-ins to the new junction with diversions in place
Section 2e	4 months	<ul style="list-style-type: none"> One lane maintained in each direction with phased lane closures and short sections of stop and go systems as required Temporary nighttime closure will be required to complete construction of the tie-ins with diversions in place
Section 2f	10 months	<ul style="list-style-type: none"> One lane maintained in each direction with phased lane closures and short sections of stop and go systems as required
Section 2g	3 months	<ul style="list-style-type: none"> One lane maintained in each direction with phased lane closures and short sections of stop and go systems as required
Section 2h	0.5 months	<ul style="list-style-type: none"> One lane maintained in each direction with phased lane as required. Access for residents and businesses maintained throughout construction Temporary nighttime closure will be required to complete construction with diversions in place
Section 2i	0.5 months	<ul style="list-style-type: none"> One lane maintained in each direction with phased lane closures and short sections of stop and go systems as required
Section 2j	0.5 months	<ul style="list-style-type: none"> One lane maintained in each direction with phased lane closures and short sections of stop and go systems as required

Figure 2.16.6: Extract from EIAR Appendix A5.1 Table 5.4 Anticipated Traffic Management Provisions

In respect of how the property and all businesses in the area will continue to function during construction, Section 5.2.3.1 of Appendix A5.1 states that *“When roads and streets are being upgraded, there will be some temporary disruption / alterations to on-street and off-street parking provision, and access to premises in certain locations along the Proposed Scheme. Local arrangements will be made on a case-by-case basis to maintain continued access to homes and businesses affected by the works, at all times, where practicable. Details regarding temporary access provisions will be discussed with homes and businesses prior to construction starting in the area.”*

Section 5.2.2.4 of Appendix A5.1 describes the envisaged construction traffic generation and estimates the peak daily number of lorry movements for each sub-section of the Proposed Scheme. This information has then been used in the assessment of the temporary traffic impacts that construction will have, which is set out in Section 6.4.5 of EIAR Volume 2 Chapter 6 Traffic and Transport.

Section 6.4.5.3 sets out that *“Access to and egress from the construction compounds is permitted via dedicated construction vehicles routes. The haulage of material on site is anticipated to be minimal. There will however be the removal of excavated material and the delivery of construction materials to site. It is anticipated that the exporting and delivery of materials will be executed as efficiently as possible using dedicated Construction Access Routes. Construction vehicles will be directed to access work sections via the Proposed Scheme and dedicated routes on the National and Regional Road Network where practicable, to minimise use of the local road network.”*

Section 6.4.5.4 provides details of the predicted construction impact on pedestrians, cyclists, public transport, parking and loading, and general traffic. It states that for *“construction activities on or adjacent public roads, all works will be undertaken in accordance with Department of Transport’s ‘Traffic Signs Manual, Chapter 8 Temporary Traffic Measures and Signs for Roadworks’ and associated guidance. Chapter 5 (Construction) contains temporary traffic management proposals for the Proposed Scheme. These proposals maintain safe distance between road users and road workers, depending on the type of construction activities taking place and existing site constraints.*

Temporary diversions, and in some instances temporary road closures, may be required where a safe distance cannot be maintained to undertake works necessary to complete the Proposed Scheme. All road closures and diversions will be determined by the NTA, who may liaise with the local authority and An Garda Síochána, as necessary. The need for temporary access restrictions will be confirmed with residents and businesses prior to their implementation.”

Section 6.4.5.4.6.2 provides details of the construction traffic generation and notes that the impacts “are minimal and comfortably below the thresholds set out in TII’s Guidelines for Transport Assessments, it is considered appropriate to define the general traffic impacts of the Construction Phase to have a Negative, Slight and Short-term effect. Therefore, no further analysis is required for the purpose of this assessment.”

Operation

The EIAR provides a comprehensive assessment of the potential operational impacts of the Proposed Scheme. The basis for content of the EIAR is set out in Section 1.5.6 of Chapter 1 in Volume 2 of the EIAR and the EIAR structure is defined in section 1.5.7 of Chapter 1. Table 1.3 sets out the environmental topics that have been assessed:

- Traffic & Transport;
- Air Quality;
- Climate;
- Noise & Vibration;
- Population; • Human Health;
- Biodiversity;
- Water;
- Land Soils Geology & Hydrogeology;
- Archaeological & Cultural Heritage;
- Architectural Heritage;
- Landscape (Townscape) & Visual;
- Waste and Resources;
- Material Assets;
- Risk of Major Accidents and / or Disasters; and
- Cumulative Impacts and Environmental Interactions.

Each of these chapters provides an assessment of the potential impacts from the Operation of the Proposed Scheme at this location and includes for mitigation strategies to mitigate effects and finally states the predicted residual impacts.

iii) Funding has not been approved

The submission asserts that funding has not yet been approved for the detailed design, the land acquisition or the construction of the scheme.

Pending planning approval, the progression of the Proposed Scheme to construction stage will be subject to formal business case approvals. As noted on NTA’s BusConnects Dublin Preliminary Business Case website:

“The BusConnects Dublin Preliminary Business Case prepared by NTA was approved by the NTA Board for submission to the Department of Transport (DoT) and onwards submission to the Department of Public Expenditure and Reform (DPER) for review. Further to DoT and DPER review (including independent review by JASPERS and the Major Projects Advisory Group (MPAG)) elements of the PBC around inflation and costs were updated to inform the Government decision.

In March 2022, the Government granted Approval in Principle to the NTA to enable the submission of statutory consent applications for the Core Bus Corridor elements of the programme to An Bord Pleanála (Decision Gate 1) and to commence the tender process for the Next Generation Ticketing element of the programme (Decision Gate 2). This Preliminary Business Case reflects the document as considered by Government with a Cover Note which sets out the revisions to inflation assumptions and costs arising from the consideration of the PBC from Government.”

Refer to the BusConnects Business case website for further detail and links:

<https://www.nationaltransport.ie/planning-and-investment/transport-investment/projects/busconnects/busconnects-dublin-preliminary-business-case/>

2.17 CPO-17 MXF Properties Ireland Limited

This Objection is a duplicate of CPO-15. Please refer to Section 2.15 above.

2.18 CPO-18 Regent Palace Management

This Objection is a duplicate of CPO-13. Please refer to Section 2.13 above.

2.19 CPO-19 Musgrave Operating Partners Ireland Limited

This Objection is a duplicate of CPO-14. Please refer to Section 2.14 above.

2.20 CPO-20 Musgrave Operating Partners Ireland Limited

This Objection is a duplicate of CPO-14. Please refer to Section 2.14 above.

2.21 CPO-21 Musgrave Operating Partners Ireland Limited

This Objection is a duplicate of CPO-14. Please refer to Section 2.14 above.

2.22 CPO-22 Killeen Motor Group, New Nangor Road

2.22.1 Description of the Proposed Scheme at this location

In order to achieve the Proposed Scheme objectives along this section of the corridor, as described in paragraph 4.5.5.1 of Chapter 4 of Volume 2 of the EIAR, Proposed Scheme Description, between the New Nangor Road (R134) / Riverview Business Park junction and New Nangor Road (R134) / Killeen Road junction it is proposed to widen the existing R134 carriageway to accommodate enhanced bus, cycle and pedestrian facilities along the corridor. This will require localised land acquisition on both the southern and northern boundaries to the existing carriageway. The existing roundabouts and junctions along this portion of the New Nangor Road (R134) will be upgraded to cycle protected signalised junctions with the provision of large segregation islands proposed where practicable in consideration of the heavy goods vehicle movements in the area. Removal of left turn slip lanes and improved pedestrian crossing facilities are also proposed.

The boundary of the Toyota Motor Group lands contains a gate located centrally along the boundary. In order to achieve the desired design for the Proposed Scheme, permanent and temporary land acquisition is proposed to the west of the central gate over a length of approximately 110m, with a maximum width of land to be permanently acquired of approximately 1.1m. This will result in the removal of the existing hedge and stub wall / railings along this section of the boundary. A proposed 2.4m high rendered block wall with security measures is proposed for the new boundary, as well as some replacement planting consisting of 8 semi mature trees. At the central gate, while the gate itself is to remain, temporary land acquisition is proposed to allow the access surfacing to be relaid to tie-in to the proposed levels of the footpath. East of the central gate, no land acquisition is required.

The relevant extract from the General Arrangement Drawings in the EIAR, Volume 3, Part 1 of 3, Chapter 4 Proposed Scheme Description is shown in Figure 2.22.1.

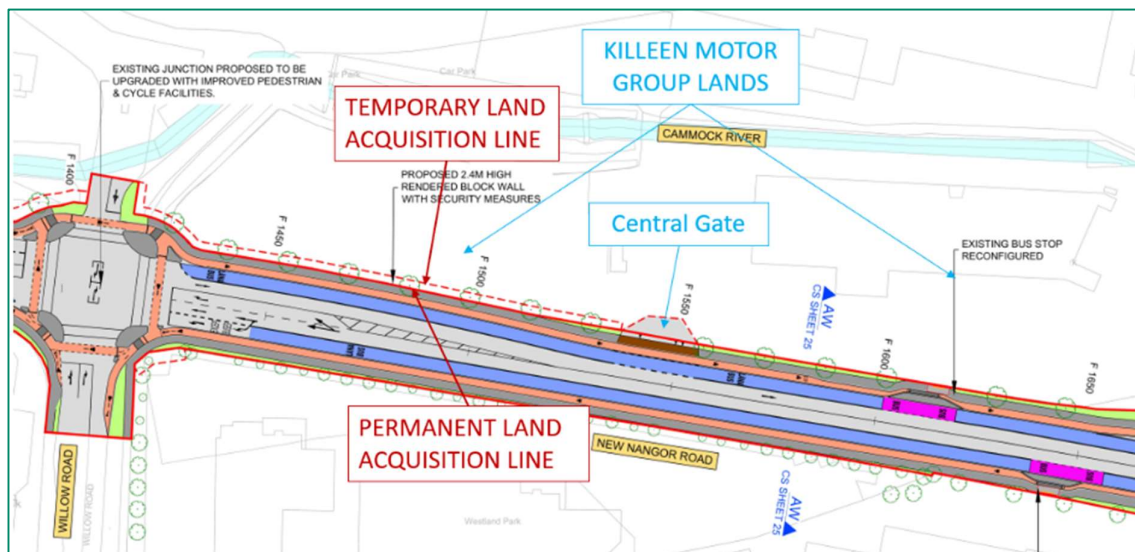


Figure 2.22.1: General Arrangement of Proposed Scheme adjacent to Killeen Motor Group (Sheet 48)

The relevant extract from the typical cross-section in the EIAR, Volume 3, Part 1 of 3, Chapter 4 Proposed Scheme Description is shown in Figure 2.22.2.

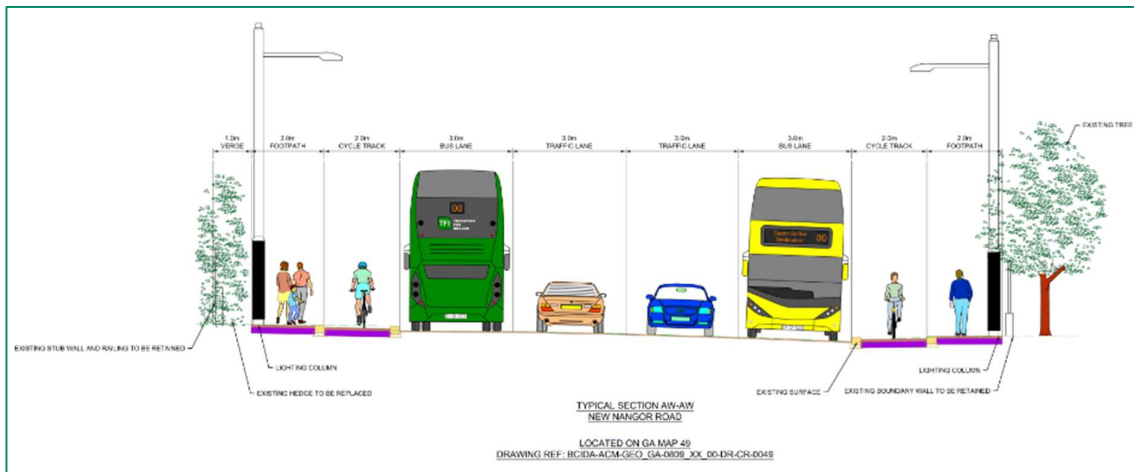


Figure 2.22.2: Typical Cross-section Adjacent to Toyota Motor Group

The relevant extract from the CPO Deposit Maps showing the proposed permanent and temporary land acquisition areas at Toyota Motor Group is shown in Figure 2.22.3.

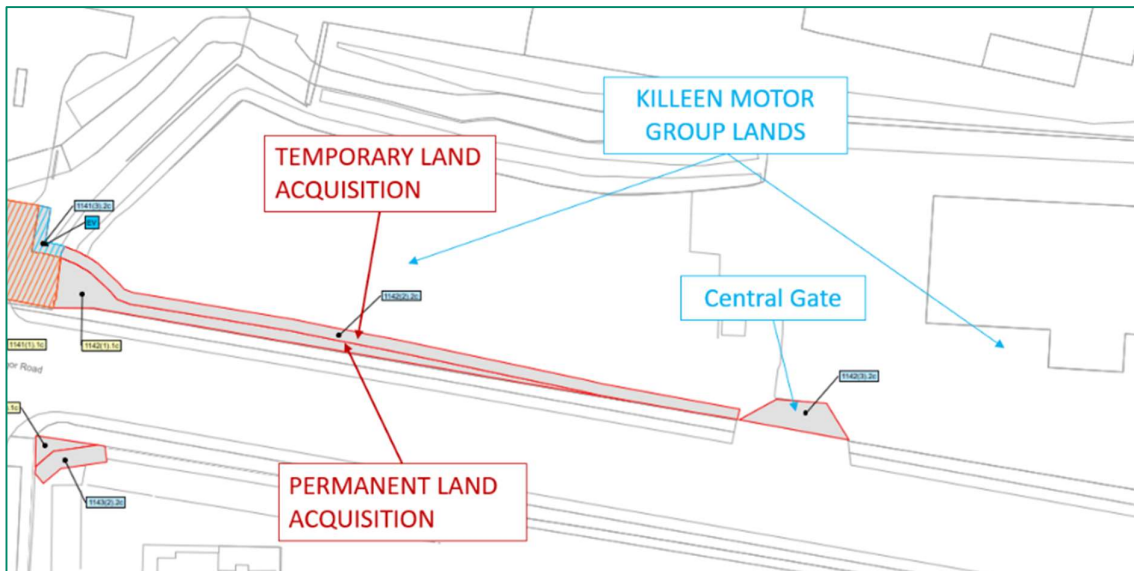


Figure 2.22.3: Extract from CPO Deposit Maps at Toyota Motor Group

The proposed permanent and temporary land acquisition lines overlain on aerial photography are shown in Figure 2.22.4.



Figure 2.22.4: Proposed Land Acquisition lines adjacent to Toyota Motor Group

2.22.2 Summary of the Observations Raised in the Submission to the CPO by Toyota Motor Group

This submission made the following observations.

- i) Proposals welcomed
- ii) Lands to be secure and accessible at all times during construction
- iii) Request for omission of new trees and query concerning the location of the proposed hedge

2.22.3 Responses to the Observations Raised

i) Proposals welcomed

The submission notes that Killeen Motor Group broadly welcomes the Proposed Scheme and then makes a number of observations.

The NTA welcomes the support for the proposals.

ii) Lands to be secure and accessible at all times during construction

The submission states that the proposed permanent boundary treatment is welcomed and requests that their lands are to be secure at all times during construction via on-site security and concrete barriers. In addition, the submission notes that the central gate on New Nangor Road is operational and required access at all times.

Section 5.5.3.2 of EIAR Chapter 5 Construction states that: *“When roads and streets are being upgraded, there will be some temporary disruption / alterations to on-street and off-street parking provision, and access to premises in certain locations along the Proposed Scheme. Local arrangements will be made on a case-by-case basis to maintain continued access to homes and businesses affected by the works, at all times, where practicable. Details regarding temporary access provisions will be discussed with residents and business owners prior to construction starting in the area. The duration of the works will vary from property to property, but access and egress will be maintained at all times.”*

In respect of Land Acquisition and Boundary Treatment, Section 5.5.2.1 of Chapter 5 Construction of Volume 2 of the EIAR states the following: *“Liaison with impacted landowners will be carried out in advance of commencement of boundary works to properties.*

Boundary works will be commenced where both permanent and temporary land acquisition is required to ensure that sufficient space is available to construct the Proposed Scheme. Boundary treatments will be carried out on a section-by-section basis (with sections / sub-sections defined in Section 5.2), and in line with the traffic management stages set out in Section 5.8.3.”

In terms access the Construction Traffic Management Plan Contents (CTMP) of Construction and Environment Management Plan (CEMP) in Appendix A5.1 in Volume 4 of the EIAR, Section 5.2.3.1 Access and Egress states: *“The appointed contractor shall provide advanced warning signs, in accordance with the Traffic Signs Manual (DTTAS 2019), on approach to the proposed access locations, and entry and exit points throughout the live working area.*

When roads and streets are being upgraded, there will be some temporary disruption / alterations to on-street and off-street parking provision, and access to premises in certain locations along the Proposed Scheme. Local arrangements will be made on a case-by-case basis to maintain continued access to homes and businesses affected by the works, at all times, where practicable. Details regarding temporary access provisions will be discussed with homes and businesses prior to construction starting in the area.”

Table 5.2 of Appendix A5.1 Construction Environmental Management Plan summaries the Construction Phase mitigation outlined in the relevant EIAR assessment chapter. Mitigation number LV5 states: *“Where properties are subject to permanent and / or temporary acquisition, appropriate measures will be put in place by the appointed contractor to provide for protection of features, trees and vegetation to be retained, for continued access during construction and for adequate security and screening of construction works. All temporary acquisition areas will be fully decommissioned and reinstated at the end of the Construction Phase, or at the earliest time after the reinstatement works are completed to the satisfaction of the NTA.”*

In summary, arrangements will be made on a case-by-case basis to maintain continued access to businesses affected by the works, at all times, where practicable. In addition, measures will be put in place by the appointed contractor to provide for adequate security of construction works.

iii) Request for omission of new trees and query concerning location of the proposed hedge

Proposed new trees

The submission requests the omission of the 8 new trees proposed behind the new boundary wall at this location, expressing concern that they will attract birds and cause sap / bird droppings to fall on the new cars parked on the site, which the submission asserts will sterilise a portion of the site and render it unsuitable as new vehicle storage.

As noted in Section 4.5.5.1 of EIAR Chapter 4 Proposed Scheme Description, it is proposed to widen the existing R134 carriageway to accommodate enhanced bus, cycle and pedestrian facilities along the corridor at this location. As described in section 2.22.1 of this report, the boundary of the Toyota Motor Group lands contains a gate located centrally along the boundary. In order to achieve the desired design for the Proposed Scheme, permanent and temporary land acquisition is proposed to the west of the central gate over a length of approximately 110m, with a maximum width of land to be permanently acquired of approximately 1.1m. This will result in the removal of the existing hedge and stub wall / railings along this section of the boundary. A proposed 2.4m high rendered block wall with security measures is proposed for the new boundary, as well as some replacement planting consisting of 8 semi mature trees.

Section 4.6.11.3.1 of EIAR Chapter 4 states that *“The planting strategy has been developed in response to the objectives set out in both the South Dublin County Development Plan 2022 – 2028 (SDCC 2021) and the Dublin City Development Plan 2022 – 2028 (DCC 2021). The planting strategy is also in response to landscape and urban realm opportunities arising from the Proposed Scheme to integrate new infrastructure within the existing local context and to enhance the visual and amenity value of streets and spaces.*

The planting strategy includes replacement of street trees and groups of trees that may be impacted by the Proposed Scheme, but also the introduction of new tree planting and street trees within other spaces and along streets. Reinforcement of green infrastructure along the route will improve the overall amenity, character and appeal of the route corridor and localities along it, as well as enhancing biodiversity.

In addition to trees and street trees, other vegetation is also proposed along the route including hedgerows, ornamental planting and amenity grassland, shrub and meadow grass areas. These will be utilised to reinstate property boundaries altered by the Proposed Scheme.”

Section 17.4.1.4.6 of Chapter 17 of the EIAR states: *“The Proposed Scheme will provide for the planting of new semi-mature street trees to replace removed trees, where practicable, and for improvement of the streetscape environment. Species selected shall be appropriate to the urban street environment and to the characteristics of the specific location;”*

Section 17.4.1.4.5 of Chapter 17 notes the following proposals: *“Substantial replacement and additional tree planting to sections of New Nangor Road between Woodford Walk and Willow Road (Ch. F50 to Ch. F1400) and provision of replacement trees and beech hedge to tie in with existing boundary treatments at Toyota Ireland / Diageo and Killeen Road (Ch. F1400 to Ch. F1750).”*

Figure 2.22.1 and Figure 2.22.4 show the relevant extracts from the General Arrangement drawings and the Landscaping General Arrangement drawings provided within EIAR Volume 3 Part 1 of 3. These drawings show the additional planting described in the EIAR.

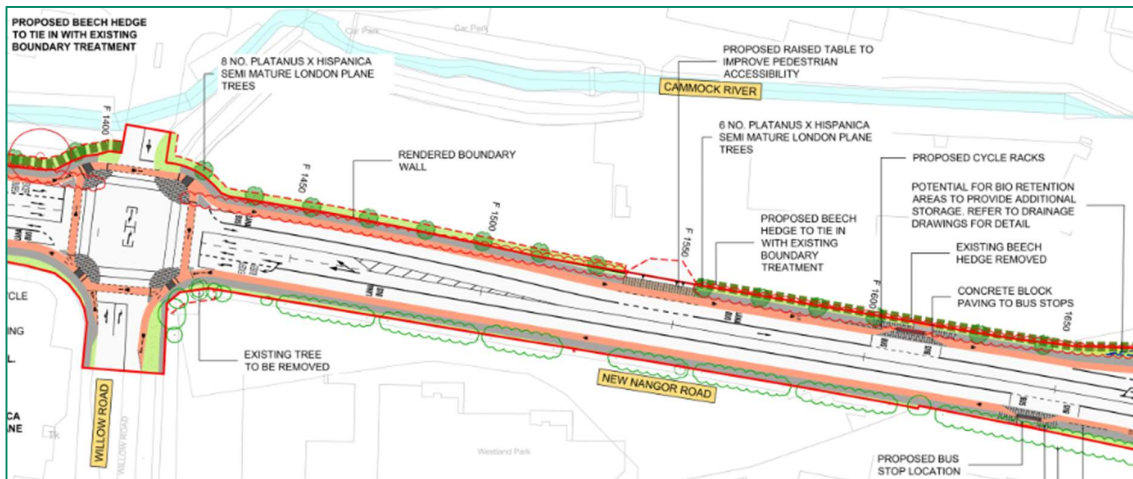


Figure 2.22.4: Extract from Landscaping General Arrangement drawings at Toyota site

The General Arrangement and Landscaping General Arrangement Drawings show the 8 no. proposed semi-mature trees as located in the temporary land acquisition behind the new boundary wall, whereas the design intent at this location is for the 8 no trees to be planted within the public road corridor between the proposed cycle track and footpath, as clarified in Figure 2.22.5.

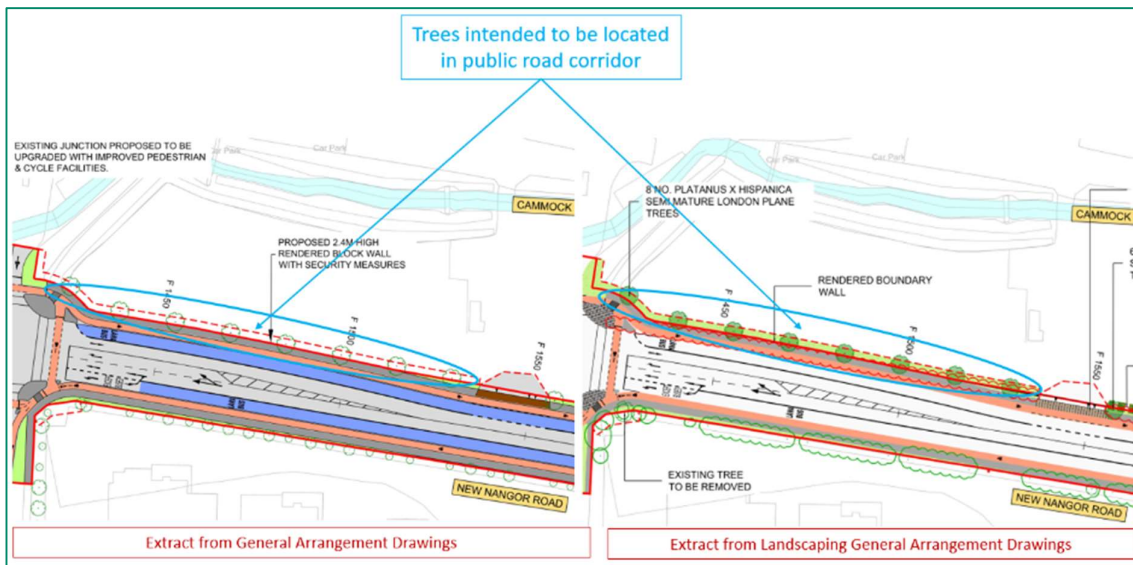


Figure 2.22.5: Extracts from General Arrangement and Landscaping General Arrangement Drawings

In summary, the 8 new trees at this location will be located within the public road corridor in accordance with the planting strategy for the Proposed Scheme.

Location of proposed new hedge

The submission notes that to the east of the central gate, where no land acquisition is proposed, a replacement beech hedge is proposed and appears to be located on the Toyota Motor Group lands.

The location of this proposed hedgerow is shown in Figure 2.22.4 and the existing boundary is shown in Figure 2.22.6.



Figure 2.22.6 Existing boundary to Toyota Motor Group east of the central gate (Image source: Google)

The relevant extract from the typical cross-section in the EIAR, Volume 3, Part 1 of 3, Chapter 4 Proposed Scheme Description shown in Figure 2.22.2 is located at this section of the boundary and an enlarged extract of this is shown in Figure 2.22.7.

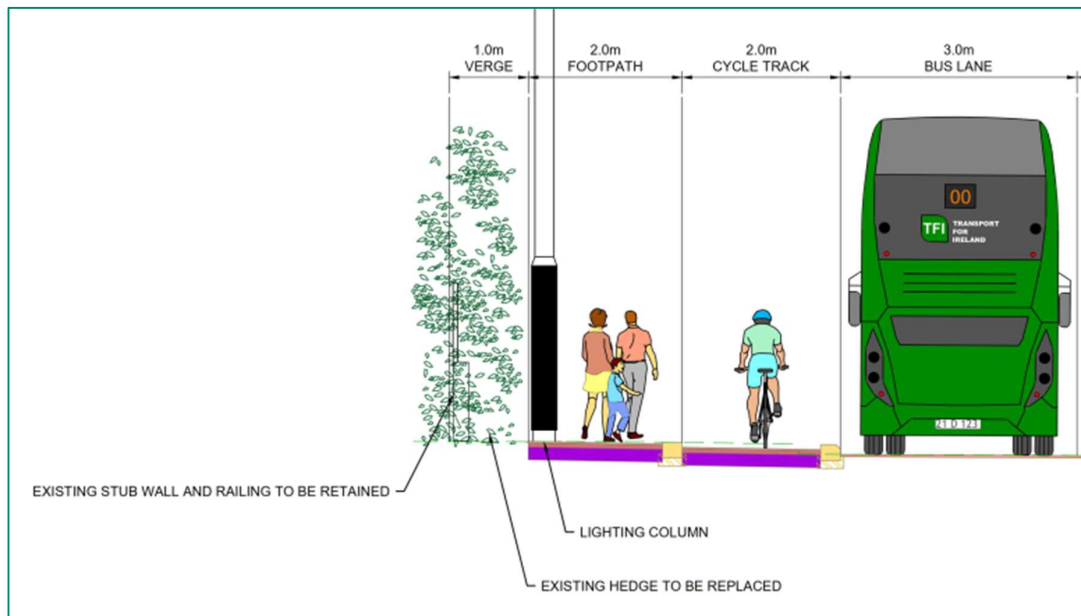


Figure 2.22.7: Extract from Typical Cross Section AW-AW at Toyota Motor Group lands

As shown in Figure 2.22.7, no road widening is proposed at this location. The proposed cycle track will replace the existing footpath and the proposed footpath will be located in the road corridor verge. It is anticipated that the construction of the proposed footpath will result in the need to replace the existing hedge, with the new hedge being planted between the proposed back of footway and the existing boundary wall / railings to the Killeen Motor Group lands which will be retained.

In summary, the proposed hedge is located within the existing road corridor.

2.23 CPO-23 Killeen Motor Group

This Objection is a duplicate of CPO-22. Please refer to Section 2.22 above.

2.24 CPO-24 Killeen Motor Group

This Objection is a duplicate of CPO-22. Please refer to Section 2.22 above.

2.25 CPO-25 SBS Holdings Limited, Greenhills Road

2.25.1 Description of the Proposed Scheme at this location

In order to achieve the Proposed Scheme objectives along this section of the corridor, as described in paragraph 4.5.2.1 of Chapter 4 of Volume 2 of the EIAR, Proposed Scheme Description, at this location the existing Greenhills Road (R819) will be retained for local access and cycling facilities with a cul-de-sac treatment to the northern end where a new approximately 250m long sustainable transport link road will be constructed in the green area to the east of Calmount Road. New retaining walls and earth embankments will be required at this location to facilitate the new road construction. To maintain access for local businesses along the Greenhills Road (R819) in this area a small roundabout will be constructed with a new approximately 90m long link road to connect Greenhills Road with Calmount Avenue which generally aligns to the principles of the SDCC Part 8 schemes for the area.

The relevant extract from the General Arrangement Drawings in the EIAR, Volume 3, Part 1 of 1, Chapter 4 Proposed Scheme Description is shown in Figure 2.25.1.

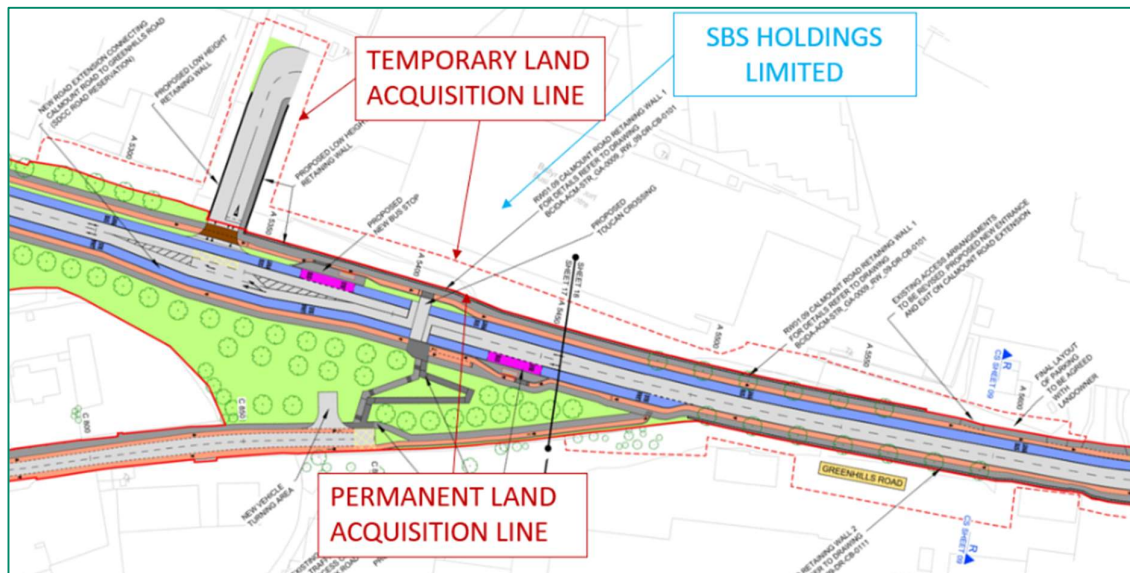


Figure 2.25.1: General Arrangement of Proposed Scheme at SBS Holdings Ltd (Sheet 17 & 18)

The relevant extract from the CPO Deposit Maps showing the proposed permanent and temporary land acquisition areas at SBS Holdings is shown in Figure 2.25.2.

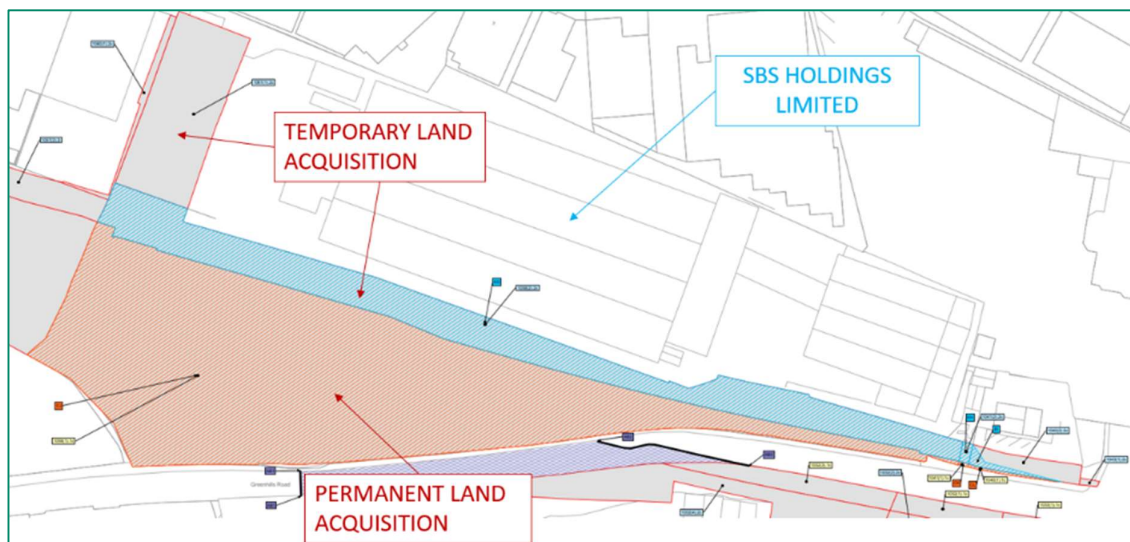


Figure 2.25.2: Extract from CPO Deposit Maps at SBS Holdings Limited

The proposed permanent and temporary land acquisition lines overlain on aerial photography are shown in Figure 2.25.3.



Figure 2.25.3: Proposed Land Acquisition lines adjacent at SBS Holdings Limited

2.25.2 Summary of the Points Raised by the Submission to the CPO by SBS Holdings Limited

This submission objected to CPO for the reasons summarised in the following section.

- i) Concerns in relation to access and security to property during construction phase
- ii) Details requested for new walls, fencing, replacement gates and barriers
- iii) Concerns in relation to access during operational phase
- iv) Concerns about the extent of temporary acquisition
- v) Concern about the impact on an existing security hut
- vi) Confirmation that one plot is not in ownership of SBS Holdings Limited

2.25.3 Responses to the Points Raised by the Submission

i) Concerns in relation to access and security to property during construction phase

The submission states that the lease holders will require access to property required at all times and that full time security will be required during construction, highlighting the need for a site meeting to discuss the arrangements, such as temporary gates and fencing.

Section 5.5.3.2 of EIAR Chapter 5 Construction states that: *“When roads and streets are being upgraded, there will be some temporary disruption / alterations to on-street and off-street parking provision, and access to premises in certain locations along the Proposed Scheme. Local arrangements will be made on a case-by-case basis to maintain continued access to homes and businesses affected by the works, at all times, where practicable. Details regarding temporary access provisions will be discussed with residents and business owners prior to construction starting in the area. The duration of the works will vary from property to property, but access and egress will be maintained at all times.”*

In respect of Land Acquisition and Boundary Treatment, Section 5.5.2.1 of Chapter 5 Construction of Volume 2 of the EIAR states the following: *“Liaison with impacted landowners will be carried out in advance of commencement of boundary works to properties.”*

Boundary works will be commenced where both permanent and temporary land acquisition is required to ensure that sufficient space is available to construct the Proposed Scheme. Boundary treatments will be carried out on a section-by-section basis (with sections / sub-sections defined in Section 5.2), and in line with the traffic management stages set out in Section 5.8.3.”

In terms of access the Construction Traffic Management Plan Contents (CTMP) of Construction and Environment Management Plan (CEMP) in Appendix A5.1 in Volume 4 of the EIAR, Section 5.2.3.1 Access and Egress states: *“The appointed contractor shall provide advanced warning signs, in accordance with the Traffic Signs Manual (DTTAS 2019), on approach to the proposed access locations, and entry and exit points throughout the live working area.*

When roads and streets are being upgraded, there will be some temporary disruption / alterations to on-street and off-street parking provision, and access to premises in certain locations along the Proposed Scheme. Local arrangements will be made on a case-by-case basis to maintain continued access to homes and businesses affected by the works, at all times, where practicable. Details regarding temporary access provisions will be discussed with homes and businesses prior to construction starting in the area.”

Table 5.2 of Appendix A5.1 Construction Environmental Management Plan summaries the Construction Phase mitigation outlined in the relevant EIAR assessment chapter. Mitigation number LV5 states: *“Where properties are subject to permanent and / or temporary acquisition, appropriate measures will be put in place by the appointed contractor to provide for protection of features, trees and vegetation to be retained, for continued access during construction and for adequate security and screening of construction works. All temporary acquisition areas will be fully decommissioned and reinstated at the end of the Construction Phase, or at the earliest time after the reinstatement works are completed to the satisfaction of the NTA.”*

In summary, arrangements will be made on a case-by-case basis to maintain continued access to businesses affected by the works, at all times, where practicable. In addition, details regarding temporary access provisions will be discussed with businesses prior to construction starting in the area. In addition, measures will be put in place by the appointed contractor to provide for adequate security of construction works.

ii) Details requested for new walls, fencing, replacement gates and barriers

The submission requests sight of the projected finish on the wall and fencing and states that the reinstatement of the gates and barriers should be completed by the NTA.

Section 5.3.2.4 of EIAR Chapter 5 Construction describes the proposed works in Section 2d of the Proposed Scheme, which encompasses a length of approximately 800m along Calmount Road between the Calmount Road / Ballymount Avenue Junction, and the Greenhills Road where a new link and junction will be constructed. Section 5.3.2.4 states that: *“The construction activities along this section will comprise new road pavement, cycle tracks and footways / ramp, pavement reconstruction, resurfacing of the roads and footways, and new kerbs. A new retaining wall structure will be constructed along the northern side of Calmount Road, adjacent to the new junction (Structure Reference: RW01).”*

Section 5.5.4.2.1 of Chapter 5 provides the following details the proposed retaining wall RW01: *“A new retaining wall is required along the eastbound carriageway of the proposed alignment connecting the existing Calmount Road with the Greenhills Road. The retaining wall will retain the earthworks embankment required as part of this proposed alignment. The wall will be approximately 229m in length with a maximum retained height of approximately 7.6m.*

The retaining wall will consist of a reinforced soil structure with precast concrete facing panels. The ground surface will be prepared, and ground excavated to facilitate the placement of the fill material. The fill material will be placed and compacted in layers with reinforcing straps attached to precast concrete facing panels. Once the required height has been reached, a reinforced concrete slab and coping unit will be constructed. Reinstatement of adjacent areas will then be completed, including road pavement, footway and cycleway surfacing construction activities. A parapet to restrain errant vehicles will be installed along the top of the retaining wall and connected to the coping unit.

Access to the works area will be primarily from the verge areas along Calmount Road / Greenhills Road. Materials will be delivered to site and fill material placed from lorries using an excavator. The precast concrete facing panels will be lifted into place using a mobile crane. Temporary land take will be required from the adjacent properties to facilitate construction.”

Further details of the proposed retaining wall RW01 are provided in the Bridges and Major Retaining Structures Drawings (BCIDA- ACM-STR_GA-0809_XX_00-DR-CB-9001) in Volume 3 Part 1 of 1 of the EIAR. The relevant extract from these drawings is shown in Figure 2.25.4.

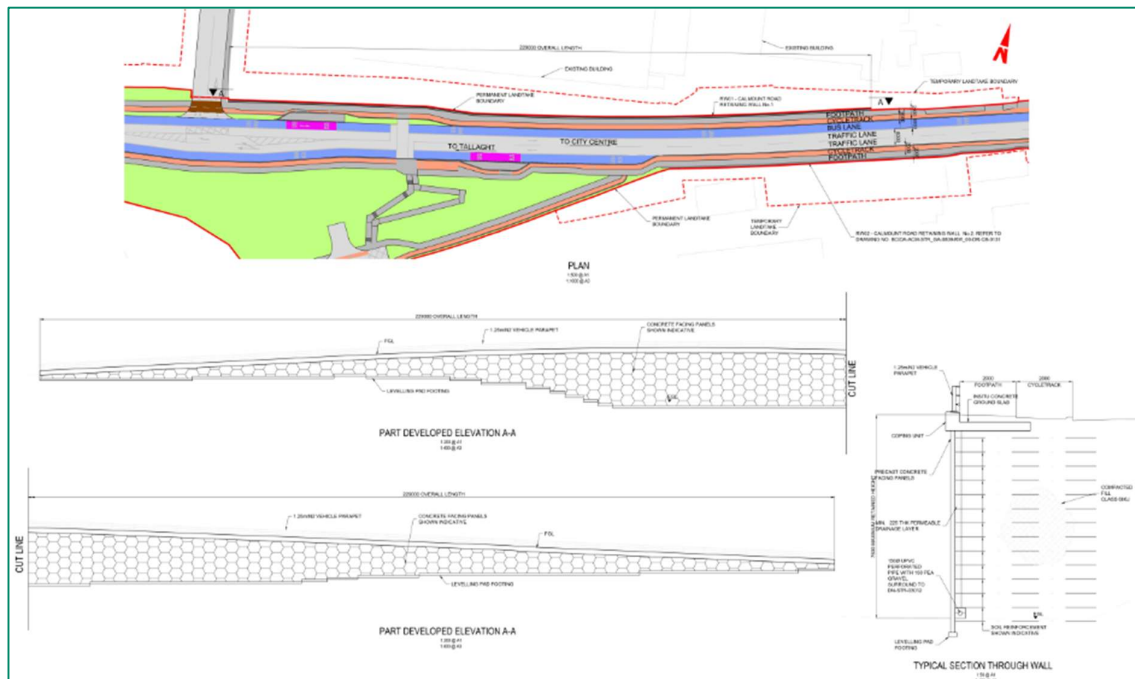


Figure 2.25.4 Extract of Major Retaining Structures Drawings showing details of RW01

As shown in Figure 2.25.4, the new boundary wall will be faced with concrete panels.

In relation to existing gates and barriers, Section 4.6.18.1 of EIAR Chapter 4 provides a summary of accommodation works and boundary treatment, noting that these will be considered on a case-by-case basis, with the general approach to undertaking the new boundary treatment works along the corridor being replacement on a 'like for like' basis in terms of material selection and general aesthetics. Existing gates will be reused where practicable.

iii) Concerns in relation to access during operational phase

The submission notes that the new access will have to be wide enough to allow articulated vehicles to access and egress.

As noted in Section 4.4 of EIAR Chapter 4 Proposed Scheme Description, the design of the Proposed Scheme was developed with reference to the Preliminary Design Guidance Booklet for BusConnects Core Bus Corridors (PDGB) (NTA 2021) – refer to Appendix A4.1 in Volume 4 of this EIAR. This guidance document was prepared to ensure that a consistent design approach for the Core Bus Corridor Infrastructure Works was adopted based on the objectives of the Proposed Scheme.

The purpose of the PDGB is to complement existing guidance documents / design standards relating to the design of urban streets, bus facilities, cycle facilities and urban realm, which include the following:

- The Design Manual for Urban Roads and Streets (DMURS) (Government of Ireland 2013);
- The National Cycle Manual (NCM) (NTA 2011);
- TII National Road Design Standards;
- The Traffic Signs Manual (TSM) (DoT 2019);
- Guidance on the use of Tactile Paving (UK DfT 2007);
- Building for Everyone: A Universal Design Approach (NDA 2020), and
- Greater Dublin Strategic Drainage Study (GSDS) (Irish Water 2005).

Further details of the design is provided in the Preliminary Design Report (PDR) included as part of the Supplementary Information. Section 4.8 of the PDR describes how the corner radius in urban settings is often determined by swept path analysis, noting that whilst swept path analysis should be considered, the analysis may overestimate the amount of space needed and / or the speed at which the corner is taken. Section 4.8 of the PDR goes on to state that: *“The design balanced the size of the corner radii with user needs, pedestrian and cyclist safety and the promotion of lower operating speeds. In general, on junctions between Arterial and/or Link streets a maximum corner radius of 6m was applied. 6m will generally allow larger vehicles, such as buses and rigid body trucks, to turn corners without crossing the centre line of the intersecting road. However, in areas where swept-path analysis has identified constrained areas and larger vehicles are anticipated to make up a higher portion of the usage (i.e. bus lanes, HGV service areas etc.) the corner radii has been increased to 8 or 10m to facilitate this.”*

At this location, as shown on the extract General Arrangement drawing in Figure 2.25.1, eastbound heavy goods vehicles wishing to use the new access will cross the proposed bus lane when making the turning manoeuvre and are thus further away from the edge of the carriageway, effectively increasing the turning radius to 9m. Westbound heavy goods vehicles wishing to use the new access are provided with a dedicated right turning lane.

It is considered therefore that the new access layout is adequate for the anticipated use by heavy goods vehicles.

iv) Concerns about the extent of temporary acquisition

The submission states that temporary land to be acquired for the new access road (CPO plot reference 1061(1)) cannot be acquired as the tenants use the lane all of the time and requests that a site meeting is held to discuss the matter.

Section 5.5.2.1 of EIAR Chapter 5 Construction describes the approach to land acquisition and boundary treatment, explaining that liaison with impacted landowners will be carried out in advance of commencement of boundary works to properties, and that boundary works will be commenced where both permanent and temporary land acquisition is required to ensure that sufficient space is available to construct the Proposed Scheme.

Section 5.5.2.1 also states that boundary treatments *“will be a mixture of boundary walls / fencing along industrial / commercial land, railings along parks and temporary boundaries, as required. Any land temporarily acquired from a landowner will only be utilised for the purposes of undertaking boundary works or accommodation works related to the land in question.”*

In terms of access the Construction Traffic Management Plan Contents (CTMP) of Construction and Environment Management Plan (CEMP) in Appendix A5.1 in Volume 4 of the EIAR, Section 5.2.3.1 Access and Egress states: *“The appointed contractor shall provide advanced warning signs, in accordance with the Traffic Signs Manual (DTTAS 2019), on approach to the proposed access locations, and entry and exit points throughout the live working area.*

When roads and streets are being upgraded, there will be some temporary disruption / alterations to on-street and off-street parking provision, and access to premises in certain locations along the Proposed Scheme. Local arrangements will be made on a case-by-case basis to maintain continued access to homes and businesses affected by the works, at all times, where practicable. Details regarding temporary access provisions will be discussed with homes and businesses prior to construction starting in the area.”

Table 5.2 of Appendix A5.1 Construction Environmental Management Plan summaries the Construction Phase mitigation outlined in the relevant EIAR assessment chapter. Mitigation number LV5 states: *“Where properties are subject to permanent and / or temporary acquisition, appropriate measures will be put in place by the appointed contractor to provide for protection of features, trees and vegetation to be retained, for continued access during construction and for adequate security and screening of construction works. All temporary acquisition areas will be fully decommissioned and reinstated at the end of the Construction Phase, or at the earliest time after the reinstatement works are completed to the satisfaction of the NTA.”*

At this location, the temporary land is required to undertake the accommodation works associated with the new access road and, as described above, arrangements will be made to maintain continued access to businesses affected by the works, at all times, where practicable. In addition, details regarding temporary access provisions will be discussed with businesses prior to construction starting

in the area. In addition, measures will be put in place by the appointed contractor to provide for adequate security of construction works.

v) Concern about the impact on an existing security hut

In relation to CPO plot reference 1041(2).2c, the submission states that there is an existing security hut and access gate at this location, which will need to be relocated.

Figure 2.25.5 shows the following:

- extract from the CPO Deposit Maps showing CPO Plots 1041(1).1c and 1041(2).2c;
- the land acquisition boundaries overlain on aerial photography; and
- photograph of the existing plots (Image source: Google)



Figure 2.25.5 CPO Plots References 1041(1).1c and 1041 (2).2c

As shown in Figure 2.25.5, there is no existing security hut or access gate at this location.

However, as stated under point iv) above, in relation to temporary land acquisition, local arrangements will be made on a case-by-case basis to maintain continued access to businesses affected by the works, and details regarding temporary access provisions will be discussed with homes and businesses prior to construction starting in the area.

vi) Confirmation that one plot is not in ownership of SBS Holdings Limited

The submission notes that CPO Plot reference 1043(1).2c is not in SBS Holdings Limited folio of site records.

The NTA notes this statement. In Part II of the CPO Schedule, SBS Holdings are listed as an occupier, with two other parties noted as owners of reputed owners.

2.26 CPO-26 SBS Holdings Limited

This Objection is a duplicate of CPO-25. Please refer to Section 2.25 above.

2.27 CPO-27 SBS Holdings Limited

This Objection is a duplicate of CPO-25. Please refer to Section 2.25 above.

2.28 CPO-28 SBS Holdings Limited

This Objection is a duplicate of CPO-25. Please refer to Section 2.25 above.

2.29 CPO-29 SBS Holdings Limited

This Objection is a duplicate of CPO-25. Please refer to Section 2.25 above.

2.30 CPO-30 SBS Holdings Limited

This Objection is a duplicate of CPO-25. Please refer to Section 2.25 above.