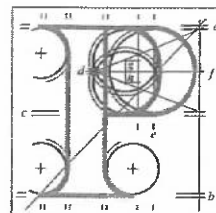


**Our Case Number:** ABP-314942-22

**Planning Authority Reference Number:**



**An  
Bord  
Pleanála**

Fred Meagher & Susan Kerrigan Meagher  
4 Woodfarm Cottages  
Palmerstown Village  
Dublin 20

**Date:** 17 January 2023

**Re:** BusConnects Lucan to City Centre Core Bus Corridor Scheme  
Lucan to Dublin City Centre

Dear Sir / Madam,

An Bord Pleanála has received your recent submission (including your fee of 50) in relation to the above-mentioned proposed road development and will take it into consideration in its determination of the matter.

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

If you have any queries in the meantime, please contact the undersigned. Please quote the above mentioned An Bord Pleanála reference number in any correspondence or telephone contact with the Board.

Yours faithfully,

Doina Chiforescu  
Executive Officer  
Direct Line: 01-8737133

<b>Teil</b>	<b>Tel</b>	(01) 858 8100
<b>Glaó Áitiúil</b>	<b>LoCall</b>	1890 275 175
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<b>Láithreán Gréasáin</b>	<b>Website</b>	www.pleanala.ie
<b>Ríomhphost</b>	<b>Email</b>	bord@pleanala.ie

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



## Lucan to City Centre Core Bus Corridor - Observation

The Secretary,  
An Bord Pleanála,  
64 Marlborough Street,  
Dublin 1,  
D01 V90

After a thorough analysis of the various aspects of this proposals, we cannot see a single positive outcome for either Bus Connects of the Palmerstown Community.

On the main overarching change of sending a bus through the village, the situation is very, very simple.

The residents and businesses in the village **Do Not Want A Bus**. Not one request has been seen or put to record for this bus. None. And redirecting one through there will not benefit anyone. The following letter will explain some reasons why this is. And provide some detail on the area and detrimental impact it will have on our community and the Bus Connects Scheme in fact.

### **1: Reduced Level Of Service**

The proposals only reduce the quality of service, which is excellent at present, and negatively impact the community at large. Surely this is not what bus Connects is setting out to do?

We believe the proposal is fundamentally flawed, a desktop exercise that has not undergone statistical or real-time scrutiny.

In the interest of Bus Connects itself getting 'over the line' in this area, why on earth would they design to reduce service, 'disconnect' a strong community, and reduce the standard of service of the 26 bus, now to become the 80. For the purposes of understanding I will refer to the offending route as 26. (80) 26 current number, 80 new number of route in proposal.

Over 200 people attended a Public Information Night in the Palmerstown Community Centre at 7pm on 4th January 2023.

Not ONE of those in attendance saw sense in what has been proposed, and are adamant to put a stop to this flawed proposal.

It was put to the large number of attendees, whether the 26 route (new route 80) should change to the redirect through the village, or remain as is and turn right on to R148 towards city, and a resounding NO was the response. Not one, none, of those there agreed with this proposal and the knock on impact it has on the community.

### **2: New Bus Route to Enter Old Palmerstown Village with No Evidence of Demand**

There is no evidence whatsoever that a bus service was requested, would be used or is needed for the village area. Door to door communication has been carried out and not one resident showed an interest in this. In fact the overriding general view is that a bus through the heritage village would be catastrophic to the community. In conversations with relevant members of the NTA, in 2020 and previously and also via a request for supporting evidence through the Freedom of Information Act, no such survey, statistics or other forms of recorded data was shown to support any demand for this service. The village has a low population, yet has been served by a more than satisfactory service on the R148.

Those residing at the M50 end of the village will need to travel the same distance to either the new stop near Ulster bank, or on to the main road. These are the residents furthest from a service. For the purpose of demonstration, I have mapped exactly the impact of the new or existing bus. You will clearly see the new route offers zero improvement in service. It is obvious that bus users would use buses on the R148 in any event due to the faster and more frequent services. Also, the certain traffic congestion that the 80 would experience leaving village at Applegreen

### **3: Stewarts Care (not a medical facility or 'Hospital' of any sort)**

Stewarts in Palmerstown is not a Hospital. It is a voluntary organisation providing comprehensive community based care and residential services to people with an intellectual disability.

Sadly they will not ever be able to use public transport and are all carried in and out of the centre in specialised mini-buses. The staff, who travel by bus, join and alight from buses on the R148 and can access the various centres in the village with ease. The access to Stewarts main campus is via the gate at Applegreen.

The village is already served by an extremely efficient bus service on the R148, which is being further enhance with the C spines. In fact, the community feels somewhat spoilt.

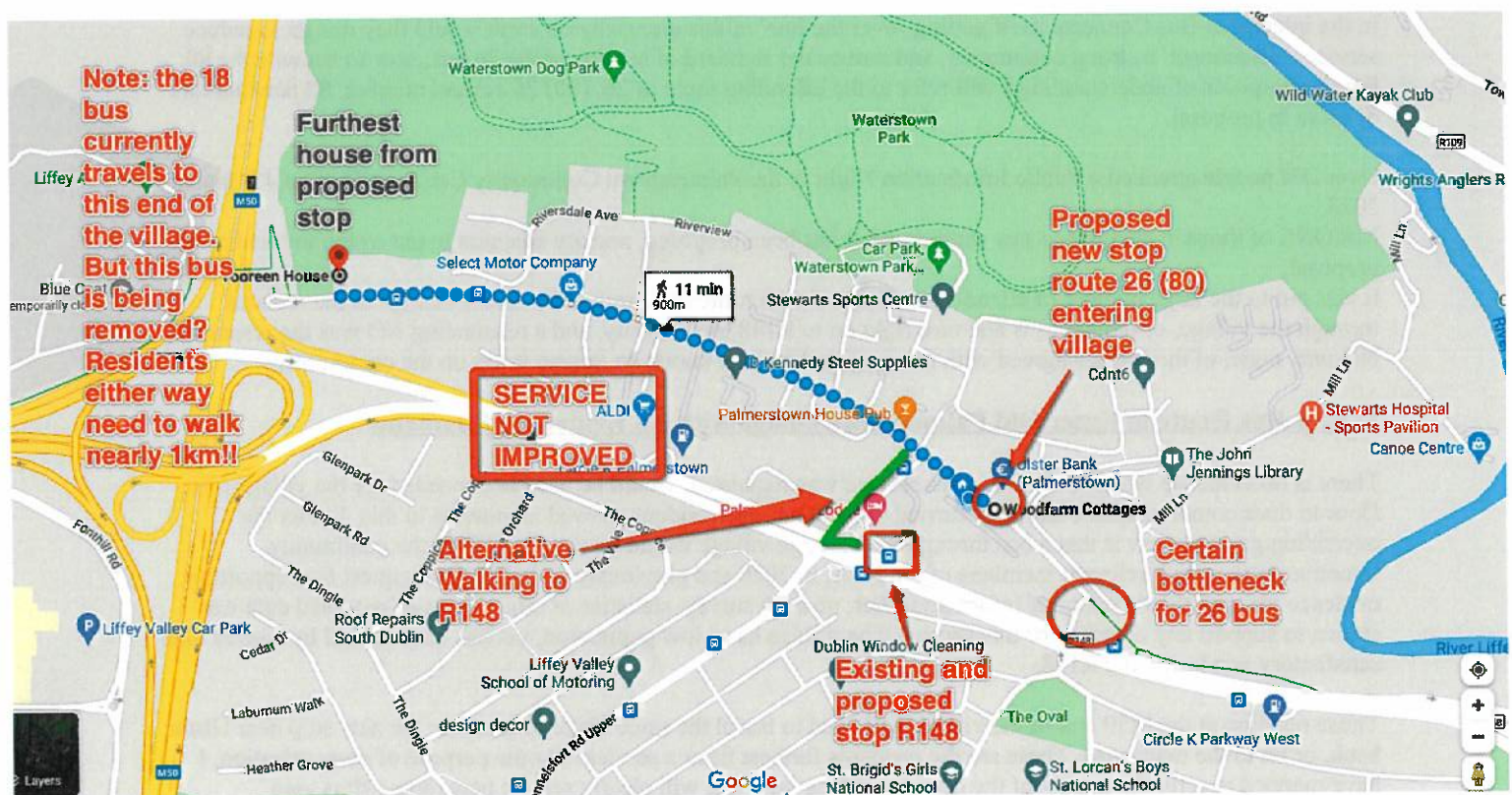
Why would a new service be created to travel through the village, disrupt the community, increase traffic, take parking from elderly, disimprove the amenity of the area, create added danger to residents and cyclists alike? There is no logic in this proposal whatsoever, none, and we have been over this issue many times but with no success with members of the NTA. There has been a clear disregard for the community, our heritage village here in South County Dublin is being treated with utter disdain.

The only benefit we can see, from any perspective, is the 'attractiveness' on a map of creating such a link. There is no substance behind these plans. Tick the box exercise!

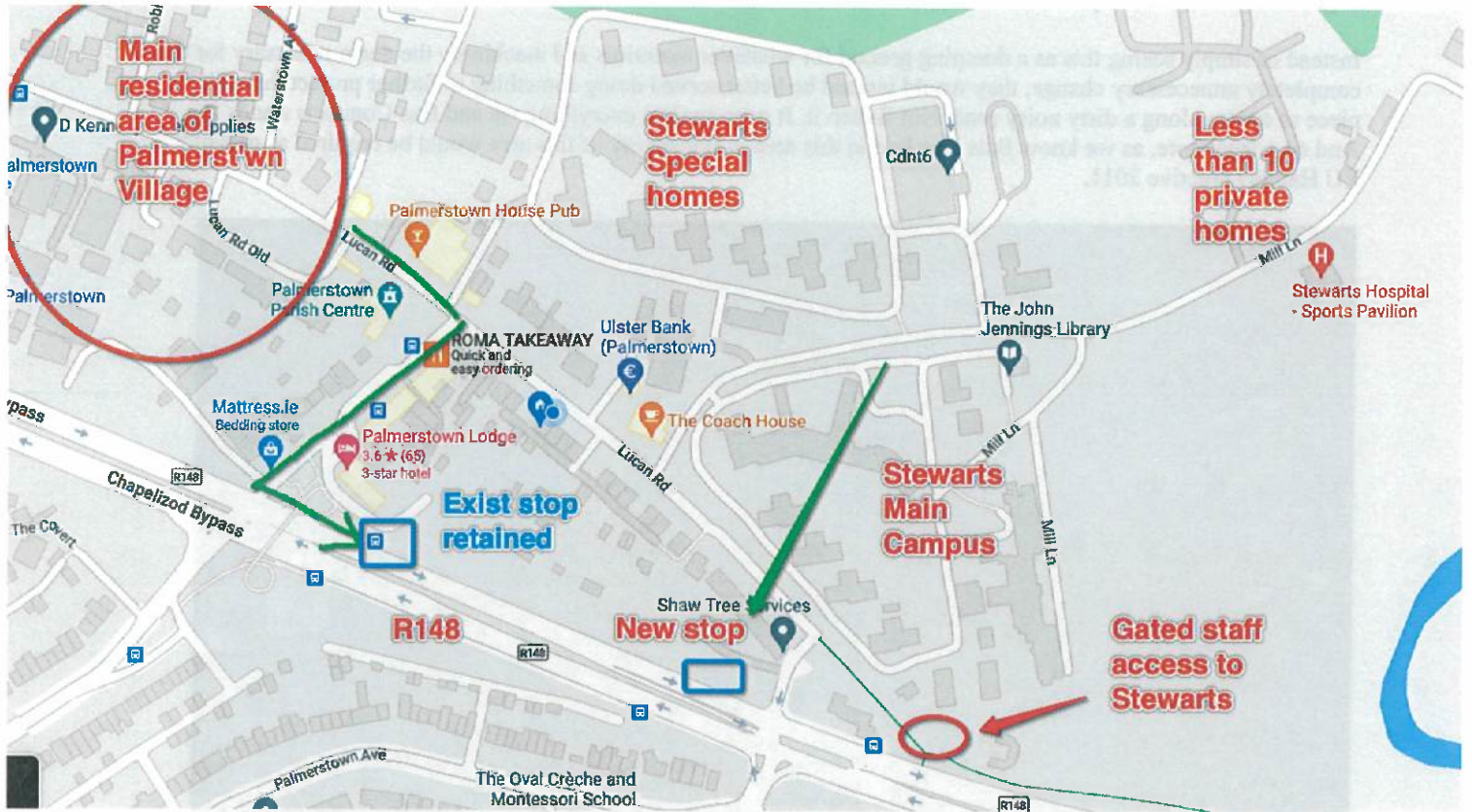
There will be NO future development in the area due to various architectural and environmental protective arrangements.

The 'Green' line is the short walk to the R148 for residents coming from M50 end of the Village.

**Map Showing zero benefit to the low number of passengers who might avail of a slower bus through the village. The village residents don't want a bus. It's very simple.**



### Map Showing Ease of Access for Mill Lane and Stewarts to R148, to both stops.



The flaws in this design are beyond comprehension, and as a community we are shocked that it has come to this, and saddened that this is the level of critical thinking behind such important future looking transport concepts.

We implore you to reconsider this development at large, consider the impact, consider our community, the environment, the residents. This is not for the betterment of Dublin or Palmerstown. Simply remove this bus service from the design, please. Protect the dying villages of Ireland. The bus just needs to stay on the R148, there is no need to enter the village. No requirement.

#### 4: Reduction in Level of Service to The Oval and Beyond

At the same time, the much larger residential area of Palmerstown Drive, and all residents at the Glenaulin Park end of Palmerstown must travel an extra 300m to get off the bus coming from town? There is no clear logic or even common sense in this.

The removal of the left turn into this area, from the R148, is another very poorly thought out proposal, of course as a knock on effect of the unnecessary bus coming into the village.

Where in addition to the many commuters coming home from town, who actually use the bus, the school children going towards Lucan must travel further? Reducing the level of service where it is actually needed, and increasing service where there is no demand? Beggars belief.

#### 5: Environment - Greenway along N4

Shockingly, the Bus Connects scheme plans seem to think that simply loading a Construction Compound Site on to an existing mature green space, one which has already been decimated by the bulldozing through of the dual carriageway first, then the recent construction of 5 blocks of apartments at Palmers Gate site (Old Vincent Byrne site) pushing wildlife to this area is acceptable? Where is the environmental impact consideration here?

This is a vital last resort habitat for badgers, foxes and many other creatures seeking refuge from the ongoing adjacent developments and now this. Surely this abandonment of environmental responsibility alone will dictate the outcome of the compound location.

This was taken only recently at the back of Woodfarm Cottages, the foxes and badgers live amongst the trees and edges along this greenway.

Instead of simply seeing this as a dumping ground for whatever materials and machinery the deem necessary for this completely unnecessary change, they would instead be better served doing something to further protect this rare piece of nature along a dirty noisy road. Not flatten it. It goes against everything we and Bus Connects stands for. And on a legal note, as we know Bats also live in this area, a Bat survey of this area would be required as part of the EU Habits Directive 2011.



One of many Badgers regularly seen roaming the area in Red above. Caught on camera at the back of Woodfarm Cottages.



At least one Family of Foxes living in the hedgerow at present - back of Woodfarm cottages



Map Showing Impact of Planned Removal of a much needed and used Bus Stop from the Actual Dense Residential Area Of Palmerstown. Again demonstrates the lack of understanding of the area, or basic transport planning.



**6: Reduction of Service to Kennelsfort Road and all Those Residing along that vein**

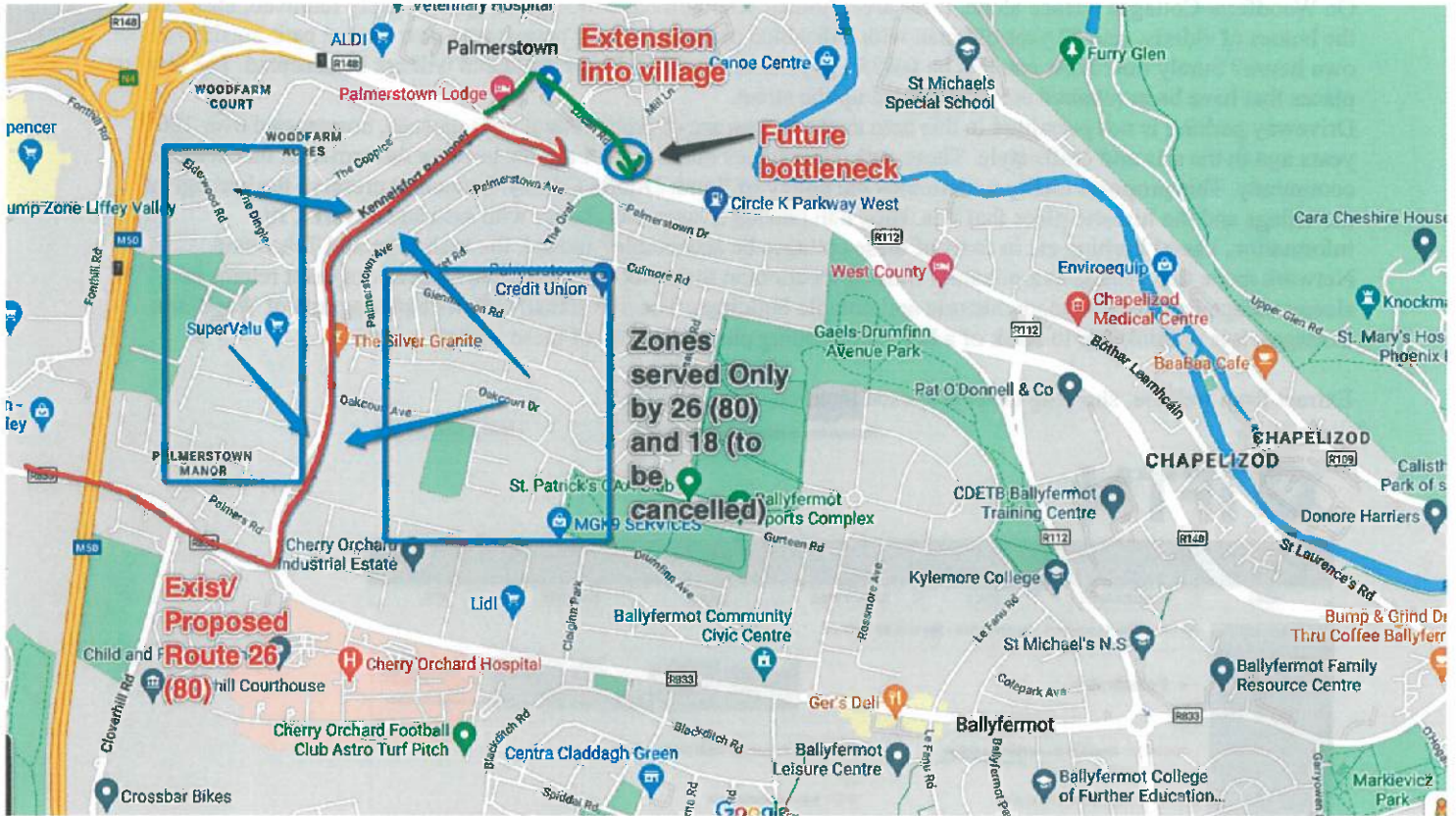
If the fundamentally flawed proposal to redirect the 26 (80) from Liffey Valley towards the City into our Heritage Village, proceeds, where traffic congestion will inevitably increase at the Applegreen Junction (i.e. no left turn towards City from Old Kennelsfort Road, 250 new apartments, existing traffic congestion, Aldi/Stewarts/Park/Commercial traffic - a simple survey at almost any time will demonstrate this), then the travel duration of the 26 (80) will increase by at least 15/20 mins at commuting times. Kennelsfort Road is only served by this bus. This bus serves the denser area of Palmerstown? Basically the service, catering for the larger population is being extended into an area where there is no demand.

If the 26 (80) does not enter the village it can simply turn right on to the R148 towards the city, and share a stop with all other C spine routes. This is the connectivity we understand Bus Connects is trying to achieve. Sending it into village splits the connections, causes confusion amongst passengers, and because it travels through Chapelizod, (known already as the 'slow bus' will probably not be used much anyway. Which would add further frustration to the community)



## 7: Route 18 - A Popular Essential Service Being Taken Away??

This is an essential service bringing people from Palmerstown and Ballyfermot to Crumlin Hospital and beyond. It is used by elderly and some employees of Stewarts. This is one of the only services used by village residents as it links many areas with no changes.



## 8: Environmental Impact - Greater Palmerstown

The proposed changes will further increase traffic congestion in the village, much of this is commercial vehicles and will not change due to bus service.

The permissible levels of N02 in the air already exceed permissible levels and this for the local residents is unacceptable. (the existing levels are excessive due to the adjacent R148 (N4) and M50, Overall this will Reduce the quality of air and amenity for residents, and wildlife in the protected Liffey Valley basin area. I refer to "clean air together" results issued by the EPA whereby Nitrogen Dioxide was measured outside my home.

The compound planned for greenway along R148 appears to be covering an engineered water soakaway created to manage rainwater run-off caused by the construction of the R148 dual carriageway. Already the water table has increased by the adjacent Palmers Gate (old Vincent Byrne) site works, these are deep basement construction works causing flooding in the gardens of properties at Red Cow cottages. This is both environmentally and socially irresponsible and I would go as far as saying tantamount to morally corrupt behaviour. How on earth can such a proposed development be unaware of such critical infrastructural features of a community they wish to enhance. The mind boggles.

Such proposals do nothing but demonstrate contempt for the community and environment at large rather than what we are led to believe are the intentions of the scheme.

## 9: Social Impact


The number of parking spaces has been decreased substantially, some homes will be left with no place to park at all? This surely could not be the intention of the scheme? To remove the ability to use a car for elderly? This is a flawed proposal and must be reconsidered immediately.

On Woodfarm Cottages terrace alone, there are 5 houses who will have their parking completely removed, these are the homes of elderly, one 82 year old man with a disabled persons parking permit who now cannot park outside his own house? Surely not? How can this be fair? In any circumstances? This cannot and will not be accepted. The few places that have been retained are now moved up the street.

Driveway parking is not permitted in this area as the homes are of architectural consequence, constructed over 100 years ago in the arts and crafts style. These striking cottages built in 1914 are the jewel in the crown of this heritage community. This proposal totally undermines the policy of South Dublin County Council to preserve the heritage of the village and the historic place that it is. How can placing a large bus shelter with associated works, rtpi information, kassel kerbing etc in front of these cottages be acceptable? Indeed, the Irish Film and Television Network name this village as a potential filming location on their website ([www.iftn.ie/locations](http://www.iftn.ie/locations)) as it retains its sleepy village feel and has many historic and notable buildings. The site actually shows a photograph of Woodfarm Cottages, it is unthinkable to think of a bus shelter being placed in front of these homes.


Extract from website, showing exact proposed location of bus shelter.

10 January 2023 The Irish Film & Television Network  Everywhere




Actors	Crew	Distribution	Equipment	Finance	Locations Ireland	Production
TV	Digital	Education / Training	Festivals / Markets	Legal	Post Production	Rep Bodies
JOBBS	FILMOGRAPHY	NEWS	WHO'S WHO	DIARY	GALLERY	IFTA

Irish Film and Television Network > Locations Ireland > Search by Type > Villages

**Palmerston** 

**CONTACT:** Rosaleen Dwyer Heritage Officer **ADDRESS:** Palmerston South Dublin County  
**PHONE:** +35314149000 **FAX:**  
**EMAIL:** [rdwyer@southdublincoco.ie](mailto:rdwyer@southdublincoco.ie) **WEB:** [www.southdublin.ie](http://www.southdublin.ie)



Palmerston  
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Palmerston

The village of Palmerston, located near the River Liffey, about 8km west of Dublin City Centre, is relatively modern, but some old features still survive.

The parking that remains proposes to be placed perpendicular to the footpath, on a busy thoroughfare? This design proposes that cars reverse out on to public roads? This situation goes against any public road byelaws and sensible driving.

Again we, as residents of Woodfarm Cottages, and members of the Greater Palmerstown Community, implore you to consider this application with sympathy for the many residents who live here.

There is nothing good in this for us, there is very little benefit to the Bus Connects scheme. We understand that changes are often necessary, and unfortunately may have an interim impact on a community. And we believe you, as deciding authorities weigh up these benefits against unintended consequences, but it is immediately apparent that there is no benefit here. We ask that the scheme sees Palmerstown as an area that actually works well, a great bus service, a great cycleway, just about manageable traffic levels. This is an easy opportunity in fact for Bus Connects to stick to the plan, keep bus routes on R148 only, improve travel times,, a slightly enhanced cycle way if absolutely necessary, and allow a community to continue to thrive as we do. Change is inevitable but must be justified at every juncture. And here there is no justification for the negative impact. And I have no comment on the cost of this. There is also a clear case of cost saving here to the tax payer, and to the Bus Connects scheme, which I imagine is spiralling like Government projects inevitably do.

### An Aerial View of Palmerstown For Scale and Understanding of the area



You will very clearly see the Bus Connects changes are not improving service for Palmerstown, only increasing travel times for the route serving the dense areas, and offering very little overall improvement for the scheme, yet resulting in detrimental impact to the Palmerstown Community overall and Palmerstown Village. You can see the R148 offers an excellent service for those near the Old Lucan Road. If anything, improving the service through Kennelsfort road should be the priority, this is where the people actually live. Instead the scheme plans to reduce this?? Why? Nothing about this makes sense.

Yours Sincerely,  
Fred Meagher & Susan Kerrigan Meagher  
4 Woodfarm Cottages  
Palmerstown Village  
Dublin 20

