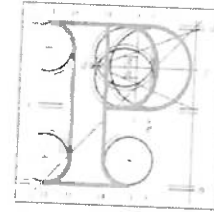


**Our Case Number:** ABP-316828-23



**An  
Bord  
Pleanála**

Bernard Sweeny and Susan Byrne  
62 Saul Road  
Crumlin  
Dublin 12

**Date:** 03 April 2024

**Re:** Tallaght/Clondalkin to City Centre BusConnect Core Bus Corridor Scheme.  
Tallaght/Clondalkin to Dublin City.

Dear Sir / Madam,

An Bord Pleanála has received your recent letter in relation to the above mentioned proposed road development. The contents of your letter have been noted.

If you have any queries in relation to this matter please contact the undersigned officer of the Board at [laps@pleanala.ie](mailto:laps@pleanala.ie)

Please quote the above-mentioned An Bord Pleanála reference number in any correspondence or telephone contact with the Board.

Yours faithfully,

Lauren Griffin  
Executive Officer  
Direct Line: 01-8737244

HA06

Teil  
Glao Áitiúil  
Facs  
Láithreán Gréasáin  
Ríomhphost

Tel (01) 858 8100  
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Website [www.pleanala.ie](http://www.pleanala.ie)  
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64 Sráid Maoilbhríde  
Baile Átha Cliath 1  
D01 V902

64 Marlborough Street  
Dublin 1  
D01 V902

## Lauren Griffin

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**From:** Lauren Griffin  
**Sent:** Tuesday 2 April 2024 13:27  
**To:** bensweeney54@gmail.com  
**Subject:** RE: Case 316828 Tallaght/Clondalkin to Dublin City Further Observation

A Chara,

The Board acknowledges receipt of this email, official acknowledgment will issue in due course.

Kind regards,

Lauren

**From:** Bernard Sweeney <[bensweeney54@gmail.com](mailto:bensweeney54@gmail.com)>  
**Sent:** Monday, April 1, 2024 9:49 AM  
**To:** LAPS <[laps@pleanala.ie](mailto:laps@pleanala.ie)>  
**Subject:** Case 316828 Tallaght/Clondalkin to Dublin City Further Observation

**Caution:** This is an **External Email** and may have malicious content. Please take care when clicking links or opening attachments. When in doubt, contact the ICT Helpdesk.

Dear Sir/Madam,

Please find attached further observations invited by An Bord Pleanála through correspondances "Response to Observations, Tallaght/Clondalkin to Dublin City. Case number 316828.

Yours  
Bernard Sweeney & Susan Byrne

## **Tallaght/Clondalkin to City Centre BusConnect Core Bus Corridor Scheme.**

**Case/Reference number: 316828**

**Observers Name and Address; Bernard Sweeney & Susan Byrne**

**62 Saul Rd, Crumlin, Dublin D12 K7Y4**

### **Sec 1. Saul Rd junction used as an entry point for traffic travelling through Kildare rd.**

Highlighted below (picture No1) is the proposed plan for Saul Rd/Kildare Rd junction, my concern is traffic using Kildare Rd will use this junction as a "short cut" to Crumlin Rd/Sundrive Rd junction at Sundrive Rd Garda Station through Saul Rd on to Downpatrick Rd causing increase traffic flow on to Saul Rd during peak hours (AM & PM). This will have a considerable effect on the residents of Saul Rd and surrounding roads such as

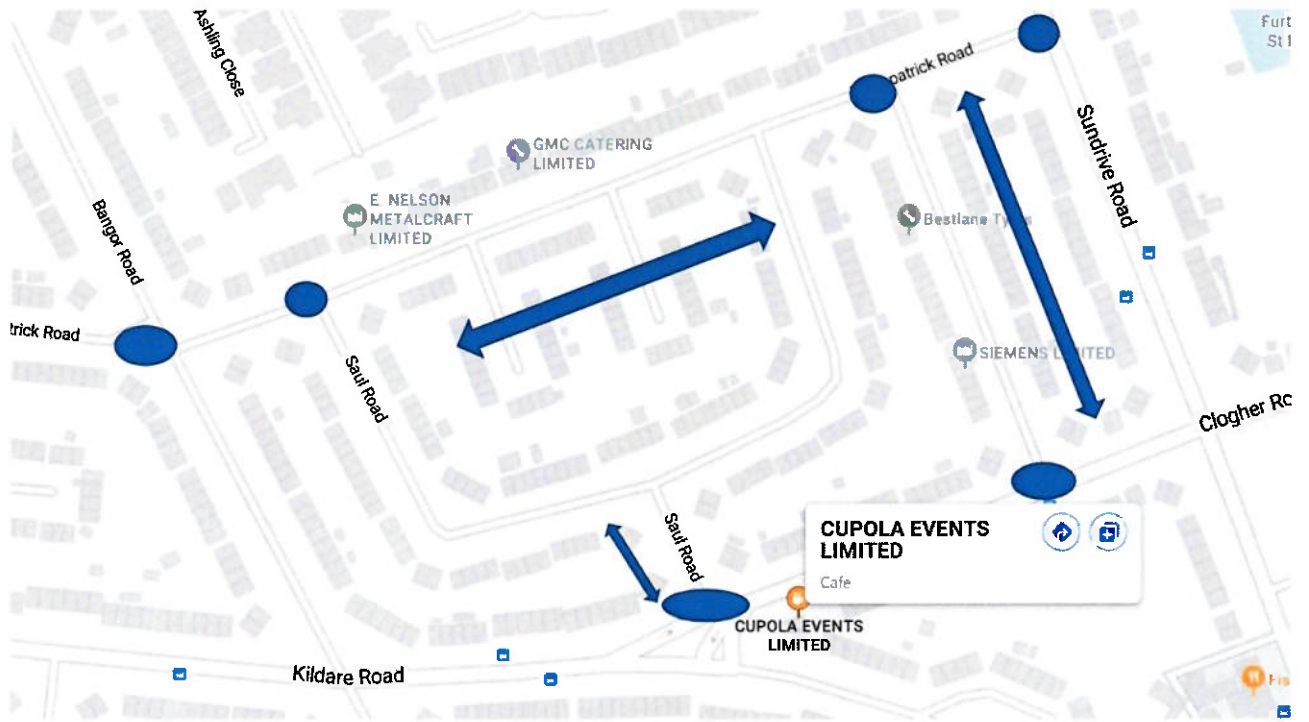
1. causing delays for residents of Saul Rd who are either leaving for work or dropping children to school
2. increase fumes from idling cars
3. cause a delay/obstruction for emergency services to gain access to Saul Rd and surrounding roads if needed
4. increase the use of Saul Rd as a cut through for taxis, delivery drivers, food delivery etc. and general use by the public because of restricted access at the end of Clogher Rd and Sundrive Rd during peak and off-peak hours A
5. As Saul Rd and Downpatrick Rd are designated residential areas, they are not designed for the increased volume of traffic which is already seen because of the cycle lane on the junction Clogher Rd/Sundrive Rd at St Bernadettes Church. Traffic is using SlaneRd/Saul Rd as a cut through and because of the lack of speed ramps on either road there is a danger to all residents especially children who play outside.

**Sec 1 a.** It is also uncertain if the Saul Rd/Clogher Rd junction is to be "one way" and if Downpatrick Rd is also to be a one-way road. If so the only entrance to my home would be at the Bangor Rd/Downpatrick Rd junction. As of the present time there are three points i can either enter or exit my residence. This will give me and the residents of Saul Rd and surrounding roads the feeling of been enclosed and cut off from not just the greater Crumlin area but to the city center and other important amenities such as shopping and health care. The impact of such proposals will have a direct impact on the community which An Bord Pleanala may not realize. (picture No2)

Picture 1



**Picture 2**



**Blue shape indicates areas where uncertainty is about one way traffic system**

## **Sec 2. Policing of access to Saul Rd from Kildare Rd.**

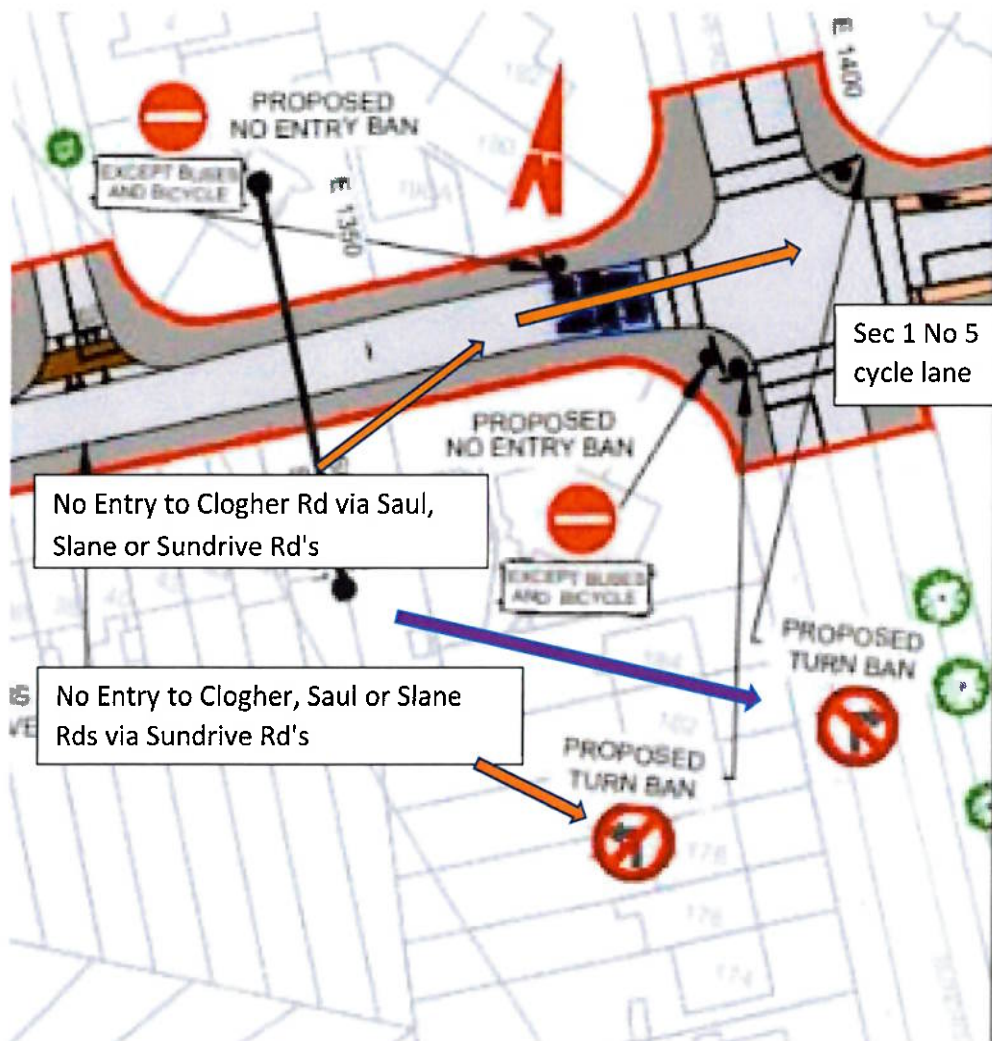
As suggested by An Bord Pleanála, the policing of the junction will be carried out by the An Garda Síochána and parking wardens. The location of Sundrive Rd Garda station is one that is welcomed but to suggest that a garda will be on point duty at the junction is one that is unrealistic. There is also the issue of Garda accessing the location in a timely matter as their route will be restricted due to the volume of traffic on Saul Rd and the surrounding areas because of increased volume of traffic and the closure of Clogher Rd at the Clogher Rd/Sundrive Rd junction at St Bernadette's Church. There is also the issue of policing the Junction at off peak hours where the junction will be seen as a "Cut through" as mentioned previously.

The use of traffic wardens is a puzzling one to me as they may have the power to ticket or remove any vehicle that is parked in an illegal manner, they do not have the lawful right to either direct traffic or stop traffic from entering a street or road. To suggest so is foolhardy.

## **Sec 3. Access to the city center via Clogher Rd from the junction of Clogher Rd and Sundrive Rd.**

As proposed, the Clogher Rd closure & 'No right turn' at the Clogher Rd/Sundrive Rd Junction at St Bernadette's Church (picture 3) denies me, the residents of Saul Rd and the greater Crumlin area vehicular access to the city center through Clogher Rd via the Junction at Clogher Rd/ Sundrive Rd, Sallys Bridge and the South Circular Rd. Furthermore, because of the proposed closure of Clogher Rd.

Picture 3



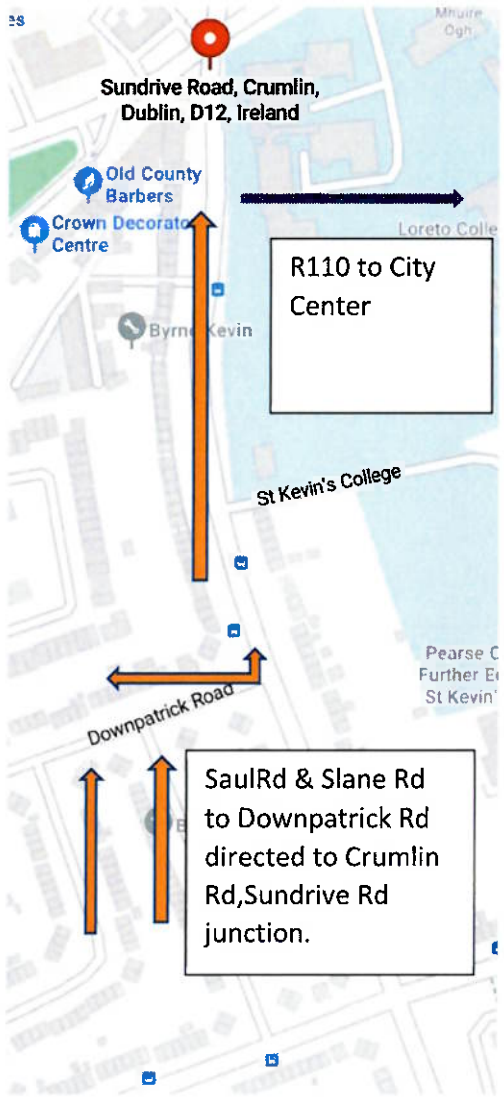
It forces me and the above mentioned to either be diverted through the Sundrive Rd/Crumlin Rd junction (which will have a high volume of traffic due to proposed corridor through Crumlin Rd picture 4) or the junction of Sundrive Rd/Larkfield Park which again will have a high volume of traffic due to proposed corridor (picture 5). This is totally

unacceptable, as a resident of not only Saul Rd, Crumlin and Dublin city this proposal denies me the right to direct access to the city center for the purpose of business, visiting family members and social occasions. This also restricts me the access to the Coombe Hospital, St James Street hospital.

Proposed change at Clogher Rd/Sundrive Rd junction forcing route through Crumlin Rd/Sundrive Rd junction to city center via R110

**Picture 4**



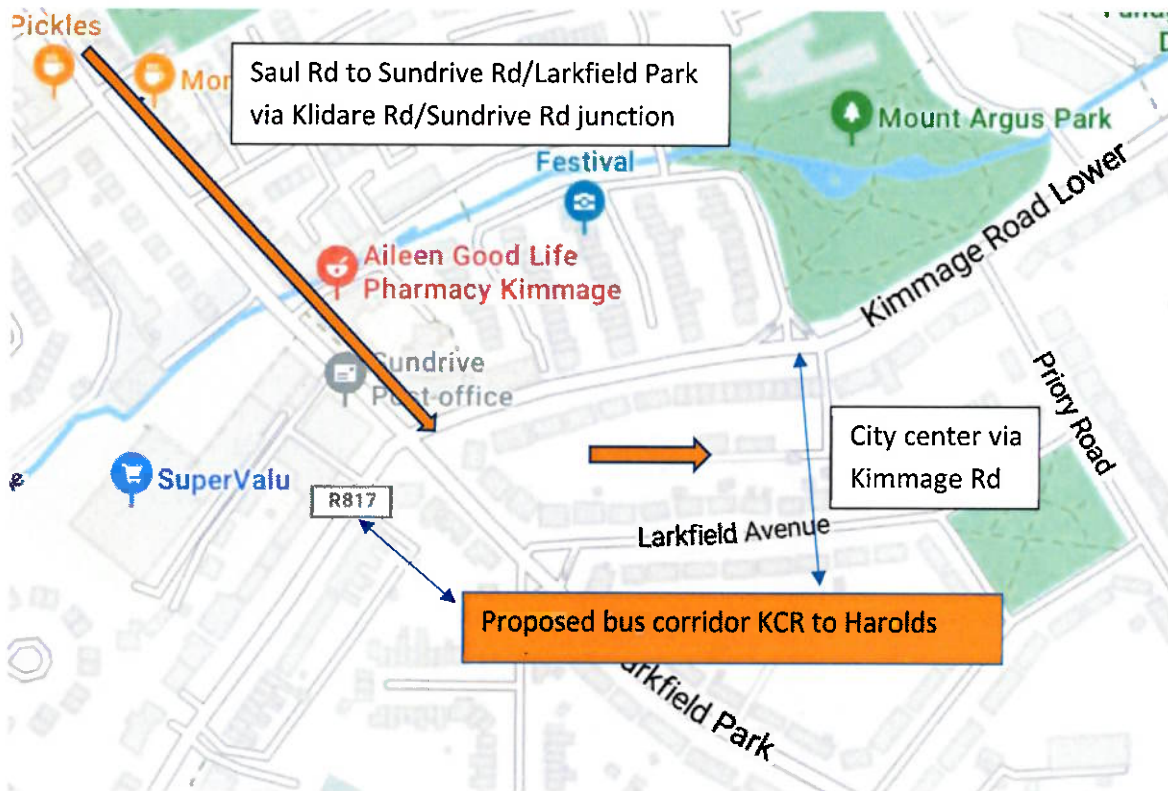


R110 to City Center

SaulRd & Slane Rd to Downpatrick Rd directed to Crumlin Rd, Sundrive Rd junction.

Proposed change at Clogher Rd/Sundrive Rd junction forcing route through Sundrive Rd/Larkfield Park junction to city center via Kimmage Rd lower

**Picture 5**



#### **Sec 4. Public consultation.**

An Bord Pleanála have indicated in their correspondence with me that the public consultation was the correct platform via which to engage with the planning process for

the proposed changes. However, this mindset relies heavily on the residents directly affected being aware of the public consultation process.

I first became aware of the proposal when a Neighbour noticed a small A4 sized notice on a lamp post on Clogher Road. When brought to the attention of local representatives, they too, were unaware of the proposal. At no time were the residents of the road directly affected by the proposed changes contacted to request their input in a public consultation process (for example, by letter, leaflet etc.).

We subsequently discovered that, at the time of the notice being posted on Clogher Road, the proposal had already been through a number of iterations and the plans had changed significantly from those originally published. Through enquiries made by a local representative, the revised plans were eventually circulated locally.

Based on An Bord Pleanála's response to these concerns in their correspondence with me, it was inferred that local resident's opinions could only be voiced during the consultation process, the existence of which was not widely known to residents directly affected by the proposal and their local representatives. This was confirmed by a number of local government representatives who confirmed that they were unaware of the proposal (details available on request). Furthermore, it may also be inferred from An Bord Pleanála's seemingly arrogant attitude towards this concern that the well-established process of observation submission is now redundant since the approach 'you should have made your concerns known during the public consultation process' has been adopted.

I had the opportunity to discuss the matter with Senator Mary Seery Kearney who held a public video conference on all proposed Bus/Corridor projects where aspects of budget, routes, effect on residents and environmental factor to name a few were discussed among a large audience. This was the first time I had the opportunity to discuss the impact of the proposed works not just to Crumlin, but to any community which it passes through.

Whereas there is no doubt that it is in the interest of citizens to stay informed about changes happening in their community, when changes of this magnitude affecting the living conditions of thousands of Dublin City residents are proposed by an applicant, it is reasonable to suggest that the applicant should engage in a more rigorous and direct

consultation process with residents. I strenuously object to the manner in which the applicant has conducted their notification process and has apparently avoided engaging directly with residents affected.

It is my opinion that if a more robust and transparent public consultation is conducted with all groups involved, a more satisfactory outcome for all could be achieved resulting in an improved public transport system while minimizing the negative impact on the communities through which the proposed corridor will run. The response from An Bord Pleanála does little to negate the concerns of the first observation but only heightens them. Please consider that the public consultation process conducted may not have had sufficient input from residents due to lack of awareness of the process and therefore further consultation is required, with residents of affected areas being directly contacted and invited to contribute to the process.

I remain available for further discussion.