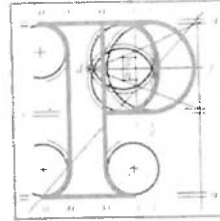


Our Case Number: ABP-322638-25



An
Coimisiún
Pleanála

Paul O'Rourke
15 Hayden Park Glade
Lucan
Co. Dublin
K78 TY01

Date: 09 December 2025

Re: Proposed mixed use residential development of 1,250 no dwelling units, creches, community hall, retail and assoc. site works including Grange House at the Kishoge Development area of Clonburris SDZ
In the townlands of Kishoge, Esker South, Grange and Balgaddy, Clonburris, County Dublin

Dear Sir / Madam,

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

If you have any queries in relation to the matter please contact the undersigned officer of the Commission at laps@pleanala.ie

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

Yours faithfully,

Lauren Griffin
Executive Officer
Direct Line: 01-8737244

JA06

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

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

Lauren Griffin

From: LAPS
Sent: Tuesday 9 December 2025 11:42
To: Lauren Griffin
Subject: FW: ABP-322638-25 Clonburris
Attachments: Further response 8th December 2025. P.O'Rourke.docx; Drawings supporting submission from P.O'Rourke.pdf

From: Paul O'Rourke <orourke.paul@gmail.com>
Sent: Monday 8 December 2025 18:24
To: LAPS <laps@pleanala.ie>
Subject: ABP-322638-25 Clonburris

You don't often get email from orourke.paul@gmail.com. [Learn why this is important](#)

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,

In response to your letter of 4th December, please find my response attached.

Yours sincerely,

Paul O'Rourke

An Coimisiun Pleanala

Reference: Case Number: ABP-322638-25

Date 8th December 2025

Dear Sir / Madam,

Thank you for your letter of 4th December inviting me to respond to the document "Response to Submission" Dated 4th September 2025. While the response document references a few of the comments I made, most of them were ignored. For the comments they did respond to, these comments were all disregarded. My points as follows, their response, and my follow up reply.

1. Creating new access(s) via Tully Hall estate

The developer responded with this:

only Tullyhall Rise and Rossberry Park can be delivered due to private ownership issues at the adjoining Cul-de-sacs.

The developer has ignored my comments that these proposed access points are not suitable. Tully Hall estate has very narrow roads with kids always playing on the streets. It is totally unsuitable for permanent access & construction access to the new estates. The developer says they cant find other access point because of "private land ownership issues". This sounds like the developer has issues with other landowners that the developer needs to overcome (appropriate compensation, CPO etc) to facilitate more appropriate access.

2. These developments will create additional congestion with no mitigation

The developer responded with this:

It has been demonstrated that the subject proposals will not result in a material deterioration of local road conditions above that which is already forecast. In conclusion, we believe that the opportunity is available, in terms of transport and traffic, for the planning authority to consider favourably the proposed development on the subject sites. Accordingly, it is concluded that the proposals represent a sustainable and practical approach to redevelopment on the subject lands and there are no traffic or transportation related reasons that should prevent the granting of planning permission for the proposed developments."

The developer clearly is not familiar with the very high levels of congestion in the area particularly between 8.00 – 10.00 and 16.00 – 1900 on weekdays. Since the R136 has been reduced to single lane from the new train station to the N4, the congestion has gotten significantly worse. The R136, Griffeen Ave and many other roads in the Lucan area not only are used to facilitate huge regular

flows of traffic, they also function as relief roads for the M50/N4/N7 when there are accidents on them which happens frequently. Grange Castle industrial estate continues to grow in size.

I would question the accuracy of the study the developer says they did. There is a massive problem with congestion in the area in the mornings and evenings. There needs to be efforts made to alleviate congestion as part of this development. This would be a great opportunity to widen the Griffeen Avenue & R136 junction, build bus bays so the buses don't stop in the middle Griffeen Ave as they currently do, add slip lanes etc. I would urge An Comisiun Pleanála to raise with SDCC the removal of the bus lanes and returning of the R136 to 2 lanes. Long term, major investment in roads in the area is needed.

I find it staggering that all of these new housing estates are being built with no investment in roads. The N4 and N7 are gridlocked every morning and evening. The R136 is gridlocked in both directions towards both the N7 and N4. To add to that SDCC is actively creating even more congestion (with the encouragement of the NTA) by locating bus bays in the middle of the road, further reducing the R136 to single lane, installing huge level crossings etc., inexplicably widening curbs, congesting traffic through Lucan village etc. This developer doesn't care because he is only looking at his bit but the cumulative effect is going to be shocking. If each part of Clonburris ignores the cumulative effect, the area is going to be impossible to get in and out of at peak times. Its so bad, currently, that a couple of times I have had to give up trying to get to work along Griffeen Avenue and return home.

Where is the ambition that built the underpass on the N4, the flyover on the N7, the Port Tunnel? Every city in the UK and in most countries in Europe, the USA, Canada, the middle East I have visited have at least one major motorway type road into the city centre. Not only does this speed journeys up, it reduces traffic and pollution on the streets of these cities. Along with the obvious need for rail development, there is huge need for ambitious vehicular access to the city centre such as a new tunnel from the N7 with multiple access points. The M50 on the eastern side needs to be completed. We need to be removing traffic lights, not putting in more. A sea change in mentality is needed. Without ambition the people of Lucan, stuck in the middle of the N4, N7 and M50 will just continue to suffer more and more.

3. Insufficient amenities in Zone 3

The developer has completely ignored my comment that there is inadequate leisure and retail in Zone 3, by referring me to the following:

We refer to Sections 11 to 14 inclusive of the Part X Planning Application Report as submitted to An Coimisiún Pleanála, which confirm how the mix of non-residential uses proposed are in accordance with the provisions of the Clonburris SDZ Planning Scheme.

I again object to the lack of retail space and restaurant/cafe space in Site 3. There is a massive problem with lack of amenities for the thousands of people living along Griffeen avenue and the housing estates just to the North. There is a huge need for restaurants, pubs, cafes, retail and a petrol station. Again, see the google maps in the attached document. The nearest supermarkets are 2.4km away. The nearest pub is 2.4km away. The nearest fuel station is 3.2km away. Zone 3 is Griffeen Avenue and should be bringing some benefit to the people of Griffeen Avenue - simple. There should be a café, pub, fuel station, supermarket and a couple of 5 aside astro pitches at the very least built in zone 3. Ideally a community centre. There is also no community centre in the area.

The developer attempts to argue that because they are not doing anything in zone 3, they will instead do it in zone 4. Zone 4 is unsuitable as its much further for the people of Griffeen Ave to walk. Furthermore, they even admit that the retail proposed in zone 4 of 150sqm is way short of the required 550smq. This is madness. Not only will the people of Griffeen ave continue to suffer, so will the residents of the new houses. Table from their document:

Non-Resi Floor Space	Planning Scheme Requirement	Proposed in Site 4
Community	600 sqm min.	c. 683.0 sqm
Retail	550 sqm max.	c. 150.0 sqm
Non-retail commercial development / Employment	200 sqm min.	c. 544.1 sqm

Conclusion

I'm not objecting to development of Clonburriss but what I am objecting to is the take, take, take from the people of Lucan in particular the thousands of people who live in the Griffeen area which was mainly built during the Celtic Tiger years with virtually no amenities. The Clonburriss construction works are a huge burden on the people who live here and will remain so for many years to come and there is nothing in return. That needs to change. The very least we can ask for is for retail & leisure amenities in Zone 3, a reduction of congestion (eg widening of the Griffee ave & R 136 junction & building of bus bays), removing proposed access via Rossberry Place and a long term plan for major road building in the area.

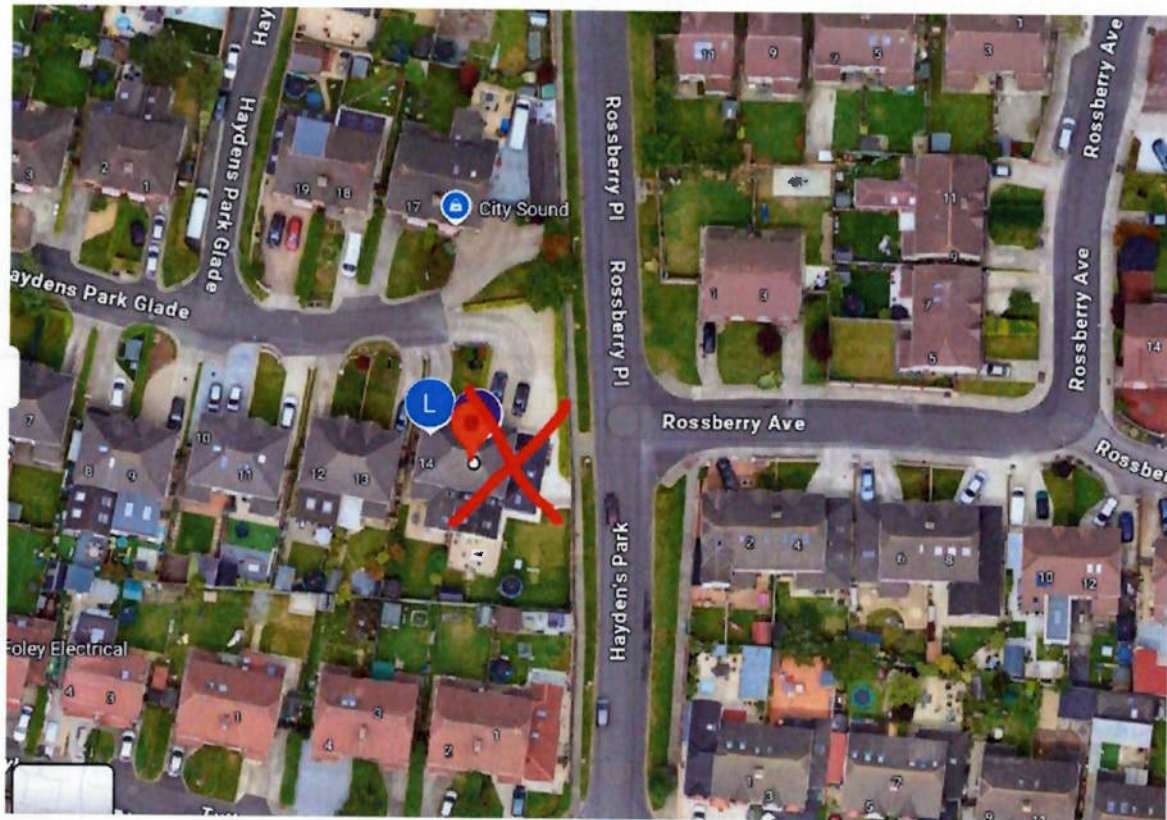
Yours Sincerely,

Paul O'Rourke

Haydens Park,

Lucan

Our home (15 Haydens Park Glade) immediately adjacent to Rossberry Place, one of the proposed access roads to the new housing estate in Site 3. Noise from an increase in traffic (construction, access and through traffic) will negatively impact us.



I understand the blue access route is planned. The red route through Oldbridge Park & Grove would make more sense as its half the distance through existing estates as the blue route. Alternatively, neither option are really needed. Access can be just from the new road adjacent to Lucan East Educate together and a new access to Adamstown Ave.



Proposed pedestrian access to Kishoge train station, in red, needed as a matter of priority (current route in blue or via Griffen avenue)



Bus bays should be built in red for safety of bus passengers and to prevent busses creating congestion. There is ample green space both sides of the roads that can be used. A left filter lane from Griffen Ave onto R136 is needed to help alleviate congestion.

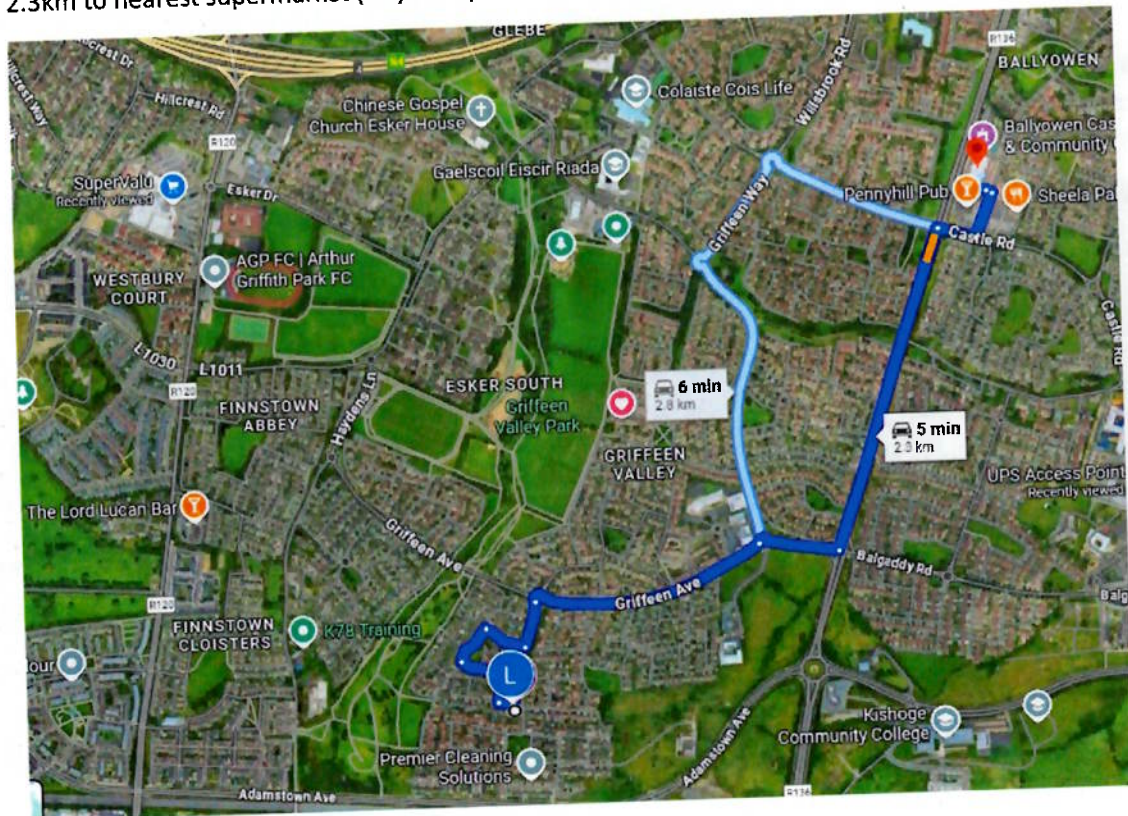


Objection to no retail or café/restaurant etc in Zone 3.

2.3km to nearest supermarket (Haydens park to Supervalu)



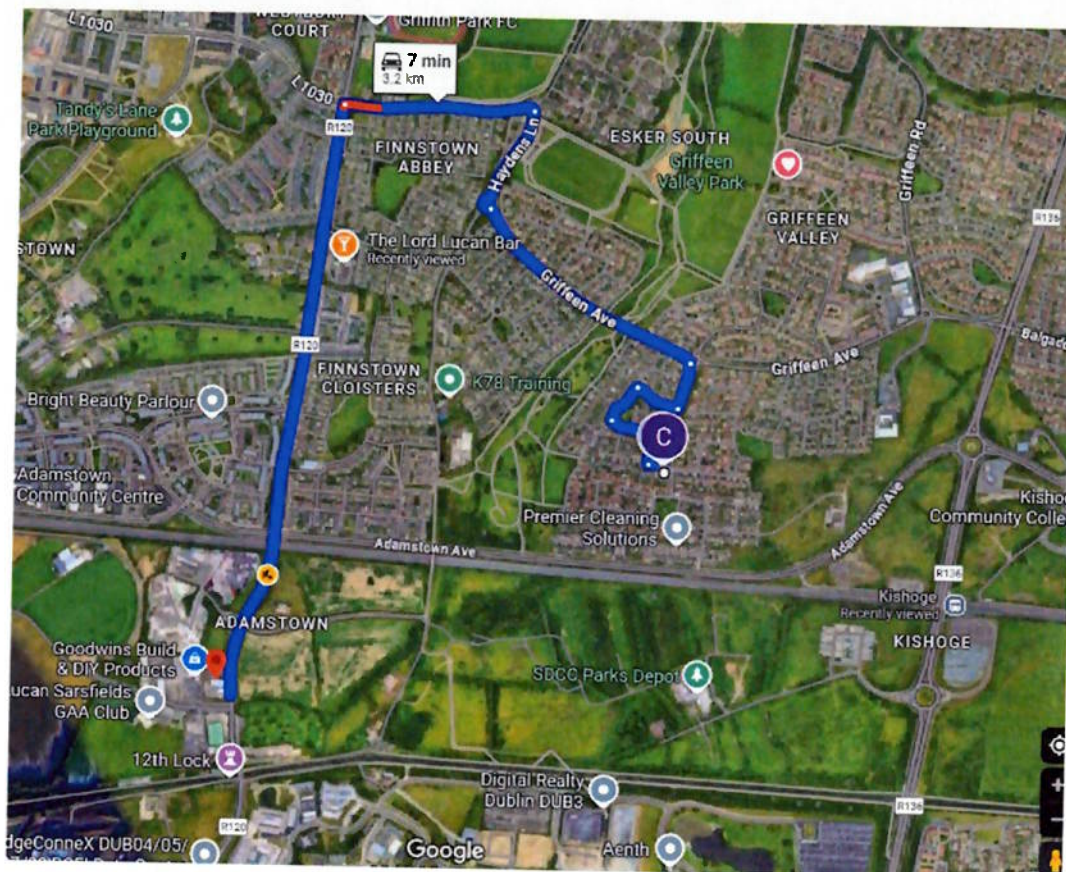
2.3km to nearest supermarket (Haydens park to Lidl Ballyowen)



2.4km to nearest pub (Haydens Park to Lord Lucan pub)



3.2km to nearest petrol station



Extremely severe speed ramps installed recently on R136 and Thomas Omer way. Need to be reduced in height and slope. Recently installed bus lane needs to be removed to allow traffic move.

