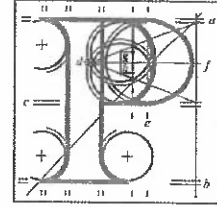


Our Case Number: ABP-316828-23



An  
Bord  
Pleanála

Revensburg Unlimited Company  
c/o James O'Dowd  
Greenhills Road  
Walkinstown  
Dublin 12  
D12KC53

Date: 25 July 2023

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

Dear Sir / Madam,

An Bord Pleanála has received your recent submission (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 mean time, 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,

Niamh Thornton  
Executive Officer  
Direct Line: 01-8737247

HA02

Teil	Tel	(01) 858 8100
Glaó Áitiúil	LoCall	1800 275 175
Facs	Fax	(01) 872 2684
Láithreán Gréasáin	Website	<a href="http://www.pleanala.ie">www.pleanala.ie</a>
Ríomhphost	Email	<a href="mailto:bord@pleanala.ie">bord@pleanala.ie</a>

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

# Ravensburg *unlimited company*

An Bord Pleanála (Strategic Infrastructure Division),  
64 Marlborough St,  
Dublin 1. DO1V902.

**Re: Tallaght/Clondalkin Scheme - SDCC - Bus Connect**

<b>AN BORD PLEANÁLA</b>	
LDG-	<u>06 42 44-23</u>
ABP-	
30 JUN 2023	
Fee: €	<u>50</u> Type: <u>CHA</u>
Time:	<u>09159</u> By: <u>Hand</u>

Dear Sir/Madam,

We wish to object to the above scheme as detailed on the [www.tallaghtclondalkinscheme.ie](http://www.tallaghtclondalkinscheme.ie) to the extent that affects us.

We own the property shaded on the enclosed map taken from the above website. This property is on the lower (Walkinstown end) of Greenhills Road.

The proposed scheme is essentially the one designed by SDCC in an earlier proposal from 2003/4/5/6/7. We are not quite sure when it was first proposed as no public notices were erected in the local area by SDCC and no contact was made with any of the companies in the area by SDCC regarding such a radical change in the roads network. We believe that there may have been a notice put up in the Greenhills Community Centre at that time which is 700m away in a straight line or 1.5 Km by road.

In 2006/7 through our company Concrete Pumping Ltd with some other local business's we had one meeting with SDCC about this scheme after which we were told verbally, by letter to Concrete Pumping Ltd and email to our local councillor that we would be consulted before "final design stage" and kept informed. However, we have not been consulted or given any opportunity to have an input into the current design nor have we been kept informed regarding progress of the scheme.

The reasons for objecting are as follows:


1. This proposed plan means that the commercial value of this site would be greatly diminished as it would no longer have a high profile on the busy Greenhills Road. The site has a road frontage of 65m approx.
2. We object to closing of this road and the creation of the turning point at Walkinstown side of our premises and see this hammerhead as a potential area for dumping or having unauthorised encampments thus further diminishing the value of our premises.
3. We believe that there would be traffic chaos on Calmount Road under the proposed scheme. Greenhills Road traffic which is notorious is not M50 bound and is a separately generated traffic flow being essentially Tallaght/N81 bound/generated. Adding this traffic to the M50 bound/generated traffic going through the proposed new traffic lights at the junction of Calmount Road and Ballymount Avenue in the proposed design is ridiculous. Calmount Road is already at a standstill at peak times. Accessing our premises will be more difficult due to tailbacks each way on Calmount Road.

4. Furthermore, as Calmount Road would become a direct link from the M50 to Walkinstown roundabout it would generate further traffic to and from south city suburbs like Templeogue, Rathfarnham, Terenure, Rathgar, Drimnagh, Kimmage & Harolds Cross.

We appeal to the board to reject this scheme and instruct the promoters of this scheme to consult with the affected parties instead of proceeding in such a covert underhand manner with such a radical change in road layout.

This proposal and the previous ones which go back many years have put a cloud over any plans for this premises. It is not acceptable for the promoters of this scheme (whoever they may be at any given time) to leave the level of ambiguity that applies to this area hanging for years and years with companies and residents uncertain as to the future layout and use of the area. We have a right to know the status of the plan at any given time instead of this unbelievable situation where it reappears after 16 years without any information or update being given to the affected parties in the interim period,

James O' Dowd



Managing Director

Ravensburg ULC, Greenhills Road, Walkinstown, Dublin D12KC53.

Document with this letter:

1. Extract map of area showing premises of Concrete Pumping Ltd.
2. Council letter dated 10<sup>th</sup> May 2006
3. Copy email Cathriona Lambert SDCC to Councillor Cait Keane 17<sup>th</sup> October 2007.
4. Page containing photographs of Calmount traffic at peak times.
5. CHEQUE FOR €50.00.

4. Furthermore, as Calmont Road would become a direct link from the M20 to Watlington roundabout it would generate further traffic and from south city suburbs like Templeogue, Rathfarnham, Tenmore, Rathgar, Dangan, Kimmage & Harold Cross.

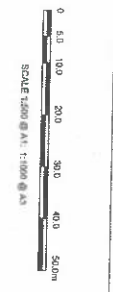
We appeal to the board to reject this scheme and insist the promoters of this scheme to consult with the affected parties instead of proceeding in such a covert underhand manner with such a radical change in road layout.  
The proposal and the previous ones which go back many years have not a cloud over the plan's viability - it is not good. But for the promoters of this scheme (whoever they may be) to give time to level the level of enquiry that applies to any other proposal for years and years, with complete and absolute transparency, is a good idea. The promoters should have a right to know what is going on and to be able to put forward their own proposals. The promoters should be given a right to know what is going on and to be able to put forward their own proposals.

*(Signature)*

2. Cause Fee €20.00  
3. Cause Fee €20.00  
4. Cause Fee €20.00  
5. Cause Fee €20.00  
6. Cause Fee €20.00

**NOTES:**

1. ADDITIONAL PROPOSED SCHEME INFORMATION IS AVAILABLE ON THE DRAWING SERIES PROVIDED WITHIN VOLUME 11 OF THE DRAWING SET.
2. WHERE PROPERTY LINE ADJUSTMENTS ARE REQUIRED, NEW BOUNDARY WALLS ARE PROPOSED TO ADJOIN EXISTING WALLS UNLESS OTHERWISE DETERMINED IN CONSULTATION WITH THE LANDOWNER.



**LEGEND:**

- BUS LANE
- BIKE LANE
- BIKE TRACK
- FOOTPATH
- CARRAGENAN
- GRASS AREA / VERGE
- PEDESTRIAN PRIORITY ZONE
- RAISED TABLE
- BUS STOP LOCATIONS
- BUS SHELTER
- TREE EXISTING AND PROPOSED
- HERITAGE FEATURES
- SITE BOUNDARY LINE
- TEMPORARY LAND ACQUISITION

1. This drawing is a technical drawing and is not to be used for construction purposes without the approval of the relevant authority. It is the responsibility of the user to ensure that the drawing is used in accordance with its intended purpose and that any necessary approvals are obtained.

2. This drawing is a technical drawing and is not to be used for construction purposes without the approval of the relevant authority. It is the responsibility of the user to ensure that the drawing is used in accordance with its intended purpose and that any necessary approvals are obtained.

3. This drawing is a technical drawing and is not to be used for construction purposes without the approval of the relevant authority. It is the responsibility of the user to ensure that the drawing is used in accordance with its intended purpose and that any necessary approvals are obtained.

4. This drawing is a technical drawing and is not to be used for construction purposes without the approval of the relevant authority. It is the responsibility of the user to ensure that the drawing is used in accordance with its intended purpose and that any necessary approvals are obtained.

5. This drawing is a technical drawing and is not to be used for construction purposes without the approval of the relevant authority. It is the responsibility of the user to ensure that the drawing is used in accordance with its intended purpose and that any necessary approvals are obtained.

6. This drawing is a technical drawing and is not to be used for construction purposes without the approval of the relevant authority. It is the responsibility of the user to ensure that the drawing is used in accordance with its intended purpose and that any necessary approvals are obtained.

7. This drawing is a technical drawing and is not to be used for construction purposes without the approval of the relevant authority. It is the responsibility of the user to ensure that the drawing is used in accordance with its intended purpose and that any necessary approvals are obtained.

8. This drawing is a technical drawing and is not to be used for construction purposes without the approval of the relevant authority. It is the responsibility of the user to ensure that the drawing is used in accordance with its intended purpose and that any necessary approvals are obtained.

9. This drawing is a technical drawing and is not to be used for construction purposes without the approval of the relevant authority. It is the responsibility of the user to ensure that the drawing is used in accordance with its intended purpose and that any necessary approvals are obtained.

10. This drawing is a technical drawing and is not to be used for construction purposes without the approval of the relevant authority. It is the responsibility of the user to ensure that the drawing is used in accordance with its intended purpose and that any necessary approvals are obtained.

11. This drawing is a technical drawing and is not to be used for construction purposes without the approval of the relevant authority. It is the responsibility of the user to ensure that the drawing is used in accordance with its intended purpose and that any necessary approvals are obtained.

12. This drawing is a technical drawing and is not to be used for construction purposes without the approval of the relevant authority. It is the responsibility of the user to ensure that the drawing is used in accordance with its intended purpose and that any necessary approvals are obtained.



Project Ireland 2040

Rev	Date	By	App'd	Description	
M01	21/02/23	EM	AD	CA	ISSUE FOR PHASE 4 PLANNING

Client: **NTA** National Transport Authority

Engineering Manager: **ACCOM**

Project Code: 21/02/23

Scale: 1:500 @ A1, 1:1000 @ A2

Drawing Title: **BUSCONNECTS DUBLIN CORE BUS CORRIDORS INFRASTRUCTURE WORKS**

Drawing No: TALLAGHT/C/D/DA/101 TO CITY CENTRE CORE BUS CORRIDOR SCHEME GENERAL ARRANGEMENT

Sheet Number: 17 of 56

Scale: 1:500 @ A1, 1:1000 @ A2



CONCRETE  
 AND BY  
 BY BRUNNEN  
 DRYER

NO.	DESCRIPTION	QTY.	UNIT	AMOUNT
1	...	...	...	...
2	...	...	...	...
3	...	...	...	...
4	...	...	...	...
5	...	...	...	...
6	...	...	...	...
7	...	...	...	...
8	...	...	...	...
9	...	...	...	...
10	...	...	...	...
11	...	...	...	...
12	...	...	...	...
13	...	...	...	...
14	...	...	...	...
15	...	...	...	...
16	...	...	...	...
17	...	...	...	...
18	...	...	...	...
19	...	...	...	...
20	...	...	...	...
21	...	...	...	...
22	...	...	...	...
23	...	...	...	...
24	...	...	...	...
25	...	...	...	...
26	...	...	...	...
27	...	...	...	...
28	...	...	...	...
29	...	...	...	...
30	...	...	...	...
31	...	...	...	...
32	...	...	...	...
33	...	...	...	...
34	...	...	...	...
35	...	...	...	...
36	...	...	...	...
37	...	...	...	...
38	...	...	...	...
39	...	...	...	...
40	...	...	...	...
41	...	...	...	...
42	...	...	...	...
43	...	...	...	...
44	...	...	...	...
45	...	...	...	...
46	...	...	...	...
47	...	...	...	...
48	...	...	...	...
49	...	...	...	...
50	...	...	...	...

BY ORDER



SOUTH DUBLIN COUNTY COUNCIL  
COMHAIRLE CONTAE ÁTHA CLIATH THEAS

Halla an Chontae  
Lar an Bhaile,  
Tambhlacht,  
Baile Atha Cliath 24  
Telefon: 01-4149000  
Facs: 01-4149201  
website: [www.southdublin.ie](http://www.southdublin.ie)



Roads Department  
Town Centre,  
Tallaght, Dublin 24  
Telephone: 01-4149000  
Fax: 01-4149201  
website: [www.southdub](http://www.southdub)

Mr. James O'Dowd,  
Director,  
Concrete Pumping Ltd.,  
Greenhills Road,  
Walkinstown,  
Dublin 12.

OUR REF. 44263

10<sup>th</sup> May, 2006.

**RE: Greenhills Road to Ballymount Reconfiguration.**

Dear Mr. O'Dowd,

I wish to acknowledge receipt of your correspondence dated 2<sup>nd</sup> May, 2006 regarding the above.


In compliance with the Planning and Development Regulations 2001, I wish to inform you that at the County Council meeting on Monday 13<sup>th</sup> February 2006, the Council agreed to proceed with this proposal subject to the following modifications:

1. The revision of the junction of Ballymount Avenue and Calmount Road to avoid Calmount Holding lands;
2. The revision of road marking so as to exclude bus lanes from the Scheme.

It is now proposed to proceed with the scheme as modified.

I wish to advise you that South Dublin County Council will contact you during the course of the detailed design stage (within the next 2/3 months) to discuss aspects of the design which are of concern to you.

Yours sincerely,

  
KATE WHELAN,  
STAFF OFFICER.

**From:** Cait Keane [mailto:[ckeane@sdublincoco.ie](mailto:ckeane@sdublincoco.ie)]

**Sent:** 17 October 2007 20:01

**To:** 'Jimmy O'Dowd'

**Subject:** FW: Greenhills Ballymount Realignment: Jimmy O'Dowd of Concrete Pumping Ltd./Cait Keane

---

**From:** Caitriona Lambert [mailto:[clambert@SDUBLINCOCO.ie](mailto:clambert@SDUBLINCOCO.ie)]

**Sent:** 17 October 2007 16:32

**To:** Cllr Cait Keane

**Subject:** Greenhills Ballymount Realignment: Jimmy O'Dowd of Concrete Pumping Ltd.

I have contacted Mr. O'Dowd and have arranged a site meeting with him for Tuesday 23<sup>rd</sup> October at 10.00 a.m.

Please note that as previously pointed out (verbally) to Mr. O'Dowd by SDCC Roads Dept., the detailed design for the scheme has not yet been finalized, as the CPO has not yet been confirmed. The terms of confirmation will have an impact on how this design will be finalized, particularly at the area in question. However, we will endeavour to keep Mr. O'Dowd and indeed all interested parties informed and to take their views on board as much as is possible within the terms of the approved Part 8 design. Please note that the Part 8 for this scheme was approved by South Dublin County Council on 13<sup>th</sup> February 2006.

Yours sincerely,

Caitriona Lambert

A/Senior Executive Engineer

Roads Design and Construction

South Dublin County Council

ph: 01 414 9000

fax: 01 414 9201email: [clambert@sdublincoco.ie](mailto:clambert@sdublincoco.ie)



## EXISTING CALMOUNT TRAFFIC

Below Peak-time traffic from Calmount estate via Calmount Rd to roundabout at junction Calmount Rd and Ballymount Avenue this traffic is heading SW to roundabout.



Below Peak-time traffic from Calmount estate with other traffic after exiting the Calmount Rd/Ballymount Avenue roundabout heading SW toward the M50 at Ballymount exit.

