

COMHAIRLE CONTAE ÁTHA CLIATH THEAS
SOUTH DUBLIN COUNTY COUNCIL



MEETING OF SOUTH DUBLIN COUNTY COUNCIL

Monday 13th April 2026

HEADED ITEM NO. 14

**PROPOSED EXTINGUISHMENT OF PUBLIC RIGHT OF WAY BETWEEN
BELGARD SQUARE SOUTH AND N81, TALLAGHT PROPOSED**

Following an online briefing with the Elected Members from the Tallaght Area Committee on Wednesday 14th January 2026 and a public consultation that ran for just over six weeks from Thursday 22nd January 2026 until Monday 9th March 2026 (inclusive), the appended [report and accompanying map](#) was CONSIDERED at the Tallaght Area Committee Meeting on Monday 23rd March 2026.

Following consideration of the report, it was proposed by Councillor Louise Dunne and AGREED:

“That this Committee recommends to the Council that an Order be made under Section 73 of the Roads Act 1993 (as amended) to extinguish the Public Right of Way over the slip road between Belgard Square South and the N81 (highlighted on Drawing No. 301) in the townland of Tallaght, Dublin 24, subject to the condition that the extinguishment shall come into effect on the date that the development permitted by South Dublin County Council under Register Reference SD23A/O231 commences development.”

In the context that the making of an Order to extinguish a Public Right of Way (PRoW) is a Reserved Function and that such an Order will automatically remove the responsibility for maintaining the PRoW from South Dublin County Council but can specify the date that it comes into effect, if the Council agrees to the recommendation, the following resolution is required and recommended.

In pursuance of its powers under Section 73 of the Roads Act 1993 (as amended), South Dublin County Council hereby orders that the Public Right of Way over the slip road between Belgard Square South and the N81 (highlighted on the attached Drawing No. 301) in the townland of Tallaght, Dublin 24, be EXTINGUISHED, subject to the condition that the extinguishment shall come into effect on Tuesday 2nd June 2026.

This matter is now before the Council.

CHIEF EXECUTIVE REPORT ON PROPOSED EXTINGUISHMENT OF PUBLIC RIGHT OF WAY BETWEEN BELGARD SQUARE SOUTH AND N81, TALLAGHT

INTRODUCTION

A proposal to extinguish a Public Right of Way (PRoW) over the slip road between Belgard Square South and the N81 under Section 73(1) of the Roads Act 1993 (as amended) was initially presented to Elected Members from the Tallaght Area Committee on Wednesday 14th January 2026 by way of an online briefing.

The briefing, by the Senior Engineer from the Council's Traffic Section, highlighted the need to extinguish the PRoW on foot of a permission under the Planning and Development Act 2000 (as amended), to remove the slip road and construct a Bus Layover Facility to accommodate an increase in volume of buses in the area (22 buses per hour to 49 buses per hour) and welfare facilities for Bus Drivers. **The Bus Layover Facility was permitted to the National Transport Authority (NTA) on 7th October 2024 under Reg. Ref. SD23A/O231 and the period for making submissions and observations on that permitted development closed in advance of that decision.**

As an outcome of the briefing with the Elected Members from the Tallaght Area Committee, the procedure to extinguish the Public Right of Way (PRoW) was initiated.

NOTICE & INVITE FOR OBJECTIONS/REPRESENTATIONS

Notice of the proposed extinguishment of the subject PRoW together with an invite for Objections or Representations was advertised in the [Tallaght Echo](#) and published on the Council's [Consultation Portal](#) on Thursday 22nd January 2026. Public notices were also affixed in a prominent position at each end of the PRoW on the same day. The Newspaper Notices and Site Notices both included QR codes that camera phone users could use to directly access the Consultation portal page containing the details of the proposed extinguishment.

The period for making Objections or Representations and to make a request for an oral hearing ran for just over six weeks from Thursday 22nd January 2026 until Monday 9th March 2026 (inclusive). During this time, a [map showing the PRoW](#), as well as an existing alternative route available to vehicles, was made available for inspection on the Council's online Consultation Portal.

The facility to make an Objection or Representation was provided by way of one of the following two options:

- Online via the Consultation Portal, or
- In hard copy/writing to the Senior Executive Officer, Planning and Transport.

OBJECTIONS AND REPRESENTATIONS

A total of **5 no. Objections/Representations were received** regarding the Proposed Extinguishment of the PRoW of which **3 no. were supportive and 2 no. were not supportive**. Further to the provisions of Section 73 (1)(a) of the Roads Act 1993, no person that made an Observation of Representation requested to state their case at an oral hearing.

In the context that the consideration of Objections or Representations and the consideration of any local authority report and recommendation regarding such is a **Reserved Function**, each of the Objections/Representations are summarised below under assigned reference numbers in the order that they were received together with a response/recommendation on behalf of the Chief Executive. Full Objections/Representations can be accessed via the links provided.

[Objection/Representation SD-C400-1](#)

Summary

Objection/Representation made on behalf of a company that supplies material for road markings is supportive of the Proposed Extinguishment of the PRoW and acknowledges that it will facilitate the construction of the Bus Layover Facility and associated driver welfare infrastructure, which has already been granted planning permission.

Details regarding the product that the company supplies, i.e. photoluminescent paint for road markings, are set out and it is requested that SDCC consider piloting and using their product. Attachments containing further details of their product are included with the Objection/Representation.

CE Response/Recommendation

Support for the Proposed Extinguishment of the PRoW is noted and supported. Details regarding construction products are beyond the scope of the Proposed Extinguishment of the PRoW in the context that the detailed design and construction of the Bus Layover Facility is a separate process and matter for the NTA to consider.

[Objections/Representation SD-C400-2](#)

Summary

Objection/Representation from the NTA is supportive of the Proposed Extinguishment of the PRoW. An attached letter supports the Extinguishment of the PRoW and the closure of the slip lane from Belgard Square South to the N81 by reason of the following:

- Ongoing safety concerns with the current arrangement, which allows the simultaneous merging of traffic from the slip onto the N81 and movement of traffic attempting to access the nearby left-turn lane along the N81;
- An existing alternative safe access route for traffic to access the N81 from Belgard Square South via Belgard Road;
- It would facilitate the construction of a Bus Layover Facility at this location, as permitted under Reg. Ref. SD23A/O231, which is a critical piece of infrastructure for increased bus volumes anticipated under the BusConnects programme; and
- It would improve the implementation of the NTA funded N81 Tallaght Central Active Travel Scheme.

CE Response/Recommendation

Support for the Proposed Extinguishment of the PRoW from the NTA is noted and supported.

Objection/Representation SD-C400-3

Summary

Objection/Representation is supportive of the Proposed Extinguishment of the PRow by reason that it will help with traffic flows on the N81 and improve the pedestrian-hostile environment on Belgard Square South.

CE Response/Recommendation

Support for the Proposed Extinguishment of the PRow is noted and supported.

Objection/Representation SD-C400-4

Summary

Objection/Representation objects to the Proposed Extinguishment of the PRow by reason that the slip lane is considered to form an important part of the local transport network and serves pedestrians, cyclists, and commuters etc. Queries and concerns are raised regarding:

- Current usage and traffic volumes along the subject slip lane/PRow and the nature of any recorded data on traffic, pedestrian and cycle movements;
- Traffic impact assessment on the capacity of the alternative route for diversion of vehicles;
- Increased journey times, congestion and reduction in road safety along the Alternative Route;
- Impact on local community from the perspective of increased travel times, congestion, increased emissions, reduced accessibility for emergency services and reduced permeability for pedestrians and cyclists and
- Basis for decision regarding traffic data, modelling, policy criteria and traffic impact assessment.

It is further submitted, with the aid of map, that there is an alternative more viable site option for the permitted Bus layover Facility.

CE Response/Recommendation

Further to the reasons for the subject objective, it is advised that **there is currently no provision for pedestrians and cyclists on the slip lane that is associated with the PRow proposed for extinguishment** and no footpath along the northern side of the N81 as per the Figures 1 and 2 below.

As referenced in the [letter of support from the NTA](#), there are **ongoing safety concerns with the current arrangement between the slip lane and the N81, which allows the simultaneous merging of traffic from the slip onto the N81 and movement of competing traffic along the N81** particularly traffic attempting to access the nearby left-turn lane onto Belgard Road. The closure of the slip lane, facilitated by the Extinguishment of the PRow, would **provide additional scope to accommodate a future NTA funded N81 Tallaght Central Active Travel Scheme** in the form of a footpath and cycle track on the northern side of the N81, where a footpath is currently absent.

Fig 1: Absence of Active Travel Facilities within PRow/along Slip Road



Source: Google Maps

Fig. 2: Absence of Footpath along Northern Side of N81



Source: Traffic Impact Assessment submitted with Application for Permitted Bus Layover Facility (SD23A/0231)

While advising that the assessment of the Bus Layover and Driver Welfare Facilities (permitted in October 2024 under SD23A/0231) and the basis for the decision to grant permission for such, is beyond the scope of consideration for the Proposed Extinguishment of the PRow, it should be noted that the planning permission was informed by a Traffic Impact Assessment (TIA).

The TIA demonstrated, with the aid of comprehensive traffic surveys and local traffic modelling, that traffic movements along the slip lane at peak hours are not significant (44 per hour at am peak hour and 160 per hour at pm peak hour) and demonstrated that surrounding roads, including the junctions serving the approx. 125 metre long alternative route along Belgard put forward [Proposed Extinguishment Map](#), would not experience a significant increase in traffic flows during AM and PM peak time periods (0.5% - 7.8%). Within this context it was concluded that the junctions would continue to operate within capacity.

Notwithstanding that the selection of the site in advance of the planning application for the permitted Bus Layover and Driver Welfare Facilities is also beyond the scope of consideration for the Proposed Extinguishment of the PRow, a comprehensive site selection process was carried out by the NTA. The Preliminary Design Report submitted with the planning application for the facility detailed the assessment of 10 no sites around Tallaght against a range of criteria relating to transport policy, engineering, environment and economic efficiency/effectiveness etc.

By way of conclusion, in addition to facilitating the permitted Bus Layover and Driver Welfare Facilities, the Extinguishment of the PRow would help address an existing traffic safety concern and provide scope for a footpath on the northern side of the N81 while doing so in a manner that would not have a significant impact on vehicular traffic flows.

Objection/Representation SD-C400-5

Summary

Objection/Representation objects to the Proposed Extinguishment of the PRow by reason that it provides an alternative route for traffic at peak times. It is suggested that the PRow and Bus Layover Facility could co-exist.

CE Response/Recommendation

While further advising that traffic impact assessment of the permitted Bus Layover and Driver Welfare Facilities permitted in October 2024 is beyond the scope of consideration for the Proposed Extinguishment of the PRow, it should be noted that the TIA submitted with the planning application for the facilities demonstrated that traffic movements along the slip lane at peak hours are not significant and surrounding roads, including the existing alternative route along Belgard Walk, would not experience a significant increase in traffic and would continue to operate within capacity. See response to Objection/Representation SD-C400-4 above for further detail.

It is further advised that changes to the operation and layout of the permitted Bus Layover facility, as suggested in the Objection/Representation, are beyond the scope of consideration for the Proposed Extinguishment of the PRow.

CE Recommendation

Further to the Objections/Representations received regarding the Proposed Extinguishment of the PRow and the responses/recommendation of the Chief

Executive, it is recommended that the Proposed Extinguishment of the PRow should proceed.

In the context that the making of an Order to extinguish a PRow is a reserved function and that such an Order will automatically remove the responsibility for maintaining the subject slip lane from South Dublin County Council, it is recommended that the Council agree to proceed with the Proposed Extinguishment.

CE Recommended Resolution of Council - Extinguishment of Public Right of Way:

In pursuance of its powers under Section 73 of the Roads Act 1993 (as amended), South Dublin County Council hereby orders that the Public Right of Way over the slip road between Belgard Square South and the N81 (highlighted on the attached Drawing No. 301) in the townland of Tallaght, Dublin 24, be EXTINGUISHED, subject to the condition that the extinguishment shall come into effect on Tuesday 2nd June 2026.