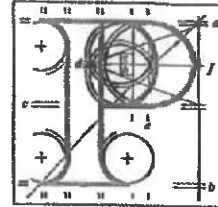


Our Case Number: ABP-316272-23

Planning Authority Reference Number:



**An
Bord
Pleanála**

Ben Costello
7 Rathdown Drive
Terenure
Dublin 6W
D6W DK84

Date: 07 July 2023

**Re: Bus Connects Templeogue/Rathfarnham to City Centre Core Bus Corridor Scheme
Templeogue/Rathfarnham to City Centre**

Dear Sir / Madam,

An Bord Pleanála has received your recent submission in relation to the above-mentioned proposed road development and will take it into consideration in its determination of the matter. Please accept this letter as a receipt for the fee of €50 that you have paid.

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

The Board has also received an application for confirmation of a compulsory purchase order which relates to this proposed road development. The Board has absolute discretion to hold an oral hearing in respect of any application before it, in accordance with section 218 of the Planning and Development Act 2000, as amended. Accordingly, the Board will inform you in due course on this matter. The Board shall also make a decision on both applications at the same time.

If you have any queries in relation to this matter please contact the undersigned officer of the Board.

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

Yours faithfully,

Eimear Reilly
Executive Officer
Direct Line: 01-8737184

HA02A

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

An Bord Planala
Strategic Infrastructure Division
64 Marlborough Street, Dublin 1, D01 V902

Re: NTA BusConnects Templeogue/Rathfarnham Scheme Case Number 316272

Submission on Planning Application for this proposed scheme

Ben Costelloe, CEng., 7 Rathdown Drive, Terenure, D6W DK84

As the residents for 35 years of 7 Rathdown Drive, Terenure, D6W, I and my family wish to make the following observations:

1. We welcome unreservedly the long awaited reinstatement of the right turn at the exit from Templeogue Village into Springfield Avenue.
2. The introduction of a 24/7 right turn ban from Templeogue Road into Rathdown Avenue and similar into Rathdown Park is greatly welcomed also.
3. The proposed meandering footpath to be laid in the green area at Rathdown Drive and to follow the route of the existing track, is welcomed. It is understood that with this arrangement the existing mature trees will be retained as indicated on sheet 36 of 42. It is understood also that the full existing railing and low stone wall at Rathdown Drive will be retained. During construction of this footpath, the opportunity should be taken to clean the railing and stone wall of weeds and uncontrolled growth, to restore deteriorating masonry and to reinstate the missing segment of railing at the existing pedestrian crossing. Furthermore, the historic and previously restored Stone Depot, which dates from the 1800s and is located opposite 41-43 Rathdown Drive, should be noted on the drawings as a heritage feature in addition to lamp standards and kerb setts already referred to. This Depot has been allowed to seriously deteriorate in recent years and now clearly needs significant work including clearing all unintended plant growth, which is visibly destabilising walls and paving.
4. The proposed new cycle way entrance and pedestrian entrance at the roundabout at the end of Rathdown Drive is welcomed as the existing arrangement is unsatisfactory and dangerous. It is understood that any consequential works to the low wall, railing and green area will be finished to a high standard and match existing.
5. We welcome the proposal to streamline and relocate the existing bus stops.

Traffic congestion, illegal parking and Quiet Street Treatment in Rathdown

Traffic congestion in Rathdown Estate generally

At present and for many years past the Rathdown Estate is used as a rat-run by commuters and commercial vehicles. There have been many official traffic surveys to confirm this and its appalling extent. A 2017 DCC survey indicated that typically 1,500 daily rat-running vehicles used this route through Rathdown Drive and Avenue and 500 similar used the Rathdown Park route. This results in regular congestion with dangerous speeding and has become an intolerable situation in a suburban housing estate with narrow residential roads. Rathdown Drive, for example, is just 6m wide. With parked vehicles on one side (of residents, park and ride commuters and visitors to Bushy Park) this leaves just a 4m road width to cater for two-way commuter traffic, two-way cyclists, dog walkers and joggers, all regularly use this same road space. **Therefore, the proposed provision of a Quiet Street Treatment on Rathdown Drive and Crescent by the NTA in this scheme is a good idea and is very welcome.** The current arrangement whereby cyclists compete for space and access with many cars, commercial vehicles (both ways) and runners on a 4m wide carriageway space is intolerable, particularly on winter evenings.

Increasing demand for car parking spaces in Rathdown

In the last 20 years Bushy Park has seen a major expansion in the facilities offered. There are now many football leagues, clubs of many varieties, a "farmers" market, a skateboard park, tennis courts, many informal exercise and personal training groups, playgrounds and bowling green and in addition it is now proposed to build a major café and visitors' centre. The question arises as to where the many hundreds of participants and patrons who come to use and watch these events are to park? The official answer to this question has been on the P&D spaces and the free spaces on the roads of the Rathdown Housing Estate. It is very clear from the experience of the residents that this is not a remotely adequate solution and that formal provision of car parking is and has been needed to cater for the patrons of these many facilities. This solution has been adopted many years past in other similarly used parks - Marley Park, St Enda's Park, Phoenix Park, Tymon Park and many others.

Illegal parking problem on Green Area at Rathdown Drive

Bushy Park is not a local park – used by neighbourhood residents – like Harold's Cross Park – but has become a park to which most patrons commute long distances – mainly using private cars – and bring heavy sports gear which it is not realistic to carry on foot, or by bicycle. Illegal parking will not be prevented by DSPS clamping as we know from past experience – unless they are present throughout the weekend and throughout Summer evenings. Illegal parking on the green area at Rathdown Drive is a very regular occurrence. Planters are not the answer as the drive is 297m long. A better solution, as proposed previously and as seen elsewhere in the DCC green areas, is a raised kerb or a single rail fitted 200mm above the concrete kerb, or other discreet but effective means of preventing illegal parking.

New entrance to Bushy Park

Recently a new entrance to Bushy Park was formed by means of a new wide bridge across the Dodder at Springfield Avenue. A small amount of car parking has also been provided here. Those coming to Bushy Park by car, now need to be directed to this new entrance. Additional parking could be provided at this new entrance as required as there is much public land available, adjacent to the car park. Such an arrangement, I believe, would greatly help to alleviate the car parking problem in Rathdown.

[Ben Costelloe, C. Eng. 7 Rathdown Drive, Terenure, Dublin, D6WDK84, June 2023]