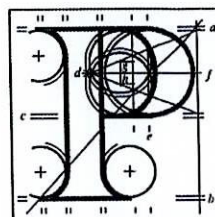


Our Case Number: ABP-316272-23

Planning Authority Reference Number:



**An
Bord
Pleanála**

Colm Brophy TD
Dublin Couth West
Dáil Éireann
Leinster House
Kildare Street

D02 A272

Date: 16 August 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 at laps@pleanala.ie

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

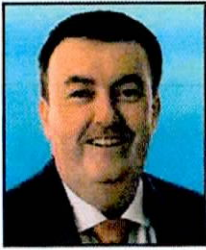
Yours faithfully,


Eimear Reilly

Executive Officer
Direct Line: 01-8737184

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COLM BROPHY TD

Dublin South West Constituency

Dáil Éireann, Leinster House,
Kildare St, D02 A272.

Tel: 01-6183196

Email: colm.brophy@oireachtas.ie

Templeogue/ Rathfarnham to City Centre Bus Corridor

August 2023

Dear Sir/Madam,

I am writing to An Bord Pleanála to make a number of observations in relation to the Templeogue/ Rathfarnham to City Centre Bus Corridor.

I am a strong supporter of the Government's investment and development of our public infrastructure. It is something I have advocated throughout my time as a public representative. Improving Dublin's public transportation is a key priority when it comes to the future of our city and is central to addressing the climate crisis that is impacting our world.

A large number of residents from various parts of Templeogue and Rathfarnham have contacted me with concerns pertaining to the specific Bus Corridor plans but are keen to stress that they are fully in support of increased public transport and the transition from car to other means of transport.

The observations below are a summation of the main issues which have been raised with me over the last number of months and do not represent outright objection to development of public transport. They are a genuine attempt to ensure that our response to the climate crisis is one that works for everyone and that our plans best improve the lives of citizens in Dublin.

The points below are general comments about the project which have been repeatedly made to me in discussions with voters in Dublin South West.

- Principally among the concerns raised is the viability of this project when compared to the potential benefits that could have been derived from the provision of a Metro from Dublin South West to the City Centre. Based on the proposals as currently presented, the volume of buses required to move through Terenure and into the City Centre poses a real feasibility question, while the alternative proposal of the provision of a Metro has not been thoroughly examined by the NTA. This should be reconsidered.
- The significant disruption to car and other road users and the prevalence of right turn bans at numerous points along the proposed route is a cause of frustration for many people, with many feeling that this will make life more difficult for many and cause delays and further congestion.

- Local residents have also questioned the potential benefits of proposed modest time savings gained by having the corridors when compared to the levels of disruption and costs associated with this project, people often cite the significant compulsory purchase orders required to gain small tracks of land and the subsequent work required to widen the roads to facilitate the corridors, the time saved travelling will not offset this cost and disruption.
- While the volumes of information which have been supplied by the NTA in relation to the corridor have been large, key questions remain, such as the overall costs associated with this corridor, the amount of additional buses actually required and where the buses should travel once they arrive to the city centre and how traffic will be managed in the city centre itself.

Additionally, I have been asked to raise several specific points in my observations to An Bord Pleanála, which I have outlined below.

- Residents have expressed concern about the continued provision of the depot which is located on the Dodder View Road, Rathfarnham. The existing depot was always meant to be temporary and installed to allow for works in the area which are now nearing completion. Its continued existence and its proposed substantial expansion to enable the Bus Connects project has caused alarm amongst residents who have already had to deal with this disturbance for some time.
- In relation to Rathfarnham Castle Park, where it borders Grange Road the current proposals suggest removing a long swathe of woodland (up to 10 metres deep for 400 metres) Although the woodland area only takes up a small area of the overall park, it is essential in terms of its biodiversity. The removal of these mature trees and shrubbery would have a substantial and disproportionate impact on wildlife. A bus priority light at the end of the dual carriageway by Rathfarnham Village would give sufficient priority to outbound buses in this area. This would remove the necessity to sacrifice so much natural woodland in the park.

Many residents' groups have shared their submissions with me and I wish to thank them for that. These incredibly hard-working community groups have spent enormous time and energy collecting and analysing their proposals. Their submissions bring real detail and thought-out observations to the plans. It is not fair to disparagingly dismiss their proposals or believe that 'these people' can somehow be viewed as not supporting public transport or climate action because of their genuinely felt worries about specific actions and proposals in the Bus Connects project.

Regards,



Colm Brophy T.D.