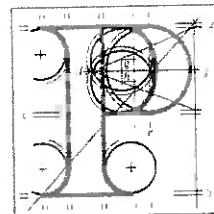


Our Case Number: ABP-317660-23



An  
Bord  
Pleanála

Mark Caslin  
Larkview FC  
14 Greenlea Park  
Dublin  
D6W PP89

**Date:** 21 November 2023

**Re:** Busconnects Kimmage to city centre core bus corridor scheme  
Kimmage, Dublin

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.

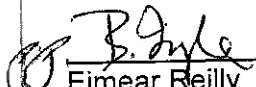
Please note that the proposed road development shall not be carried out unless the Board has approved it or approved it with modifications.

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](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,

  
Eimear Reilly  
Executive Officer  
Direct Line: 01-8737184

HA02A

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Facs  
Láithreán Gréasáin  
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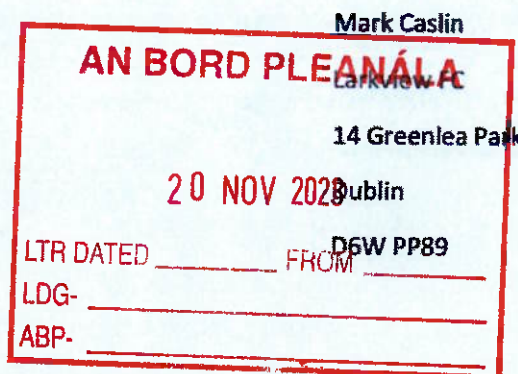
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Dublin 1  
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5 Nov 2023



Re: Kimmage to City Centre Core Bus Corridor Scheme - Implications for Proper Planning and Sustainable Development in the Kimmage and surrounding areas.

Dear Sir/Madam,

I am the Juvenile Chairman and represent Larkview FC, we play in Whelan Park, off Kimmage Road Lower, our grounds are between the proposed bus gate at Ravensdale Park on Route 11 and Sundrive Road.

We serve the local communities of Kimmage, Terenure, Templeogue and the wider environs.

There are approx. 600 juvenile players, an almost equal mix of Girls and Boys, catering for ages 3 to 18 with the majority in the younger age bracket.

There are many benefits of an accessible quality Sports Training Facility to the local community, our concern is that the club may not be sustainable if the proposed bus only corridor goes ahead.

The majority of our members would be coming from the southern side and would be frustrated in their ability to access the facility in a timely manner, as they currently do with ease.

Our understanding is that there is to be a bus gate at the junction of Kimmage Road Lower and Ravensdale Road with no left turn onto Ravensdale between the hour of 6pm and 8pm, which is exactly the hours when our juvenile teams train. In addition, it would seem private transport trying to get to the other end of Kimmage Road Lower will be deemed to be "inappropriate" and will be frustrated with numerous other traffic restrictions while similarly one will not be able to access the club from the Harolds Cross side either via private transport.

We can understand the idea that more people could bus, cycle and walk and we will be on board with promoting same. Many parents already share private transport and older children who lives locally tend to cycle. While the banning of private transport seems achievable in theory, there are a number of reasons why this won't work for everyone, which we outline below.

1. There are 70 coaches involved with the Juvenile Section of the club, they all will need to bring equipment to the training sessions, for example, a bag of footballs, set of bibs, multiple cones and first aid equipment. It is not possible for one person to carry all this equipment on a bus or bicycle, especially for our female coaches, whose participation we are trying to support in every way possible. Private transport is the only reasonable solution for this journey.
2. Many of us adults in the club are regular cyclists in the city, we know how dangerous it is, and simply could not recommend that young children from 3 years of age, cycle on dark nights on our city roads, and certainly not on a bus motorway. Buses and young cyclists form a dangerous mix. E-scooters are not an option for children because they are extremely dangerous, especially as we are talking about dark evenings in the winter.
3. For most of our members this is currently a five-minute journey from the KCR side, however, is it still too far for walking. It must be remembered that many families have multiple children going to different sports at different venues. If they cannot make these journeys efficiently, as at present, they will have to pick which of their children they can bring to which sports. This is not something we would like to see.
4. Buses go along bus routes, not everybody lives on a bus route, for local access the journeys are in multiple directions, not covered by bus routes designed to transport people into and out of the city centre from the suburbs.

#### **Vitality & Sustainability**

The DCC development plan seeks to promote vitality and sustainability.

Clubs are made up of teams, teams need critical mass and critical components.

For example, a goalkeeper, these specialist players may not always be local to a 15 minute environ or there may be a glut of specialist players whose needs would be better served by clubs outside the area.

Teams need certain numbers, too many players at an age group means players sitting on the bench instead of playing, too few players and a team cannot field and is not sustainable.

For player development to be maximised players need to play in a team at the right level of challenge, that team may not be local. There will be a need to pull a small number of players from further afield and some players will need to go further afield.

In summary we are very concerned that without some mitigation our football club may not be sustainable.

#### **Land Use**

The DCC development plans seeks to foster sustainable community facilities and to increase leisure use.

It is not feasible to relocate the club in the local environs on account of the scarcity of land. We contend that it would be against the DCC development plan to frustrate a currently vibrant

recreational facility, integral to the local community making very efficient use of this piece of land. Larkview FC has been at this location for over 50 years and is part of the culture of the area.

Since Whelan Park was upgraded in 2015 to an all-weather facility it has created a focal point and sense of community in the area. This area was lacking a local all year-round sporting facility and has little potential for other facilities to be built.

We would like to see the facility remain accessible, in a timely manner to the community.

"Healthy activities and experiences are integral to people's everyday lives", - DCC development plan.

### **Girls in sport**

The participation of Girls in Sport is increasing rapidly and Larkview FC has been one of the most progressive clubs in this regard. So, we have a concern that girls, in particular will be unnecessarily disadvantaged. Parents would be less likely to allow young girls walk, cycle or travel alone at night via public transport.

### **Importance of Sporting activities for children**

Longitudinal studies have shown that children and youth participating in sport, when compared to peers who do not play sport, exhibit:

- improved fitness;
- lifelong connections to sport;
- higher self-esteem;
- fewer behavioural problems;
- better psychosocial skills;
- higher grades, expectations, and attainment;
- greater personal confidence and self-esteem;
- greater connections with school;
- stronger peer relationships;
- more academically oriented friends;
- greater family attachment and more frequent interactions with parents;
- more restraint in avoiding risky behaviour;
- greater involvement in volunteer work;
- better adaptive skills;
- acquire skills that are beneficial in other domains (e.g., school, family, work).

We at Larkview FC would like to continue to gift these benefits to the local community through the medium of soccer and request the support of those in leadership roles and ask that the community club not be rendered unviable on account of many being frustrated in their attempts to reach the club, with their journey deemed in the "inappropriate" (Paragraph 4, page 17 of 11-kimmage-to-cc-

preferred-route-101120-fa-web.pdf) category. Especially for our coaches carrying essential equipment.

In particular we ask,

1. Can the bus gate be placed north of the club?
2. Can we use technology to limit cars from entering at the KCR and exiting at the Sundrive Road end soon after and visa versa? (We already read number plates on the M50) This would allow access to our local facility.
3. Could the bus gate be open to cars travelling inward in the evening as this would not impact the flow of traffic in the evening which is from north to south.
4. Is the cost to the local community too high to facilitate commuters?
5. Have the needs of families using local sporting facilities been considered?
6. Allow electric vehicles access

We seek a solution that meets the needs of the community now and into the future, the needs of all residents, not just commuters. We feel without mitigation this Bus Connect proposal will diminish the quality of life for many local citizens, which would be contra to the DCC development plan objectives. We feel it may move us all towards a negative impact of transportation policy. We currently have ease of use in and around the city as we are contra to the main flow of traffic in the evenings.

Ironically players will migrate to clubs further away, which they can drive to. The unintended consequence being replacing short journeys with longer ones elsewhere.

#### **Dated Traffic Survey**

Since the applicable traffic survey was done there has been a shift in society from working in central locations to working from home, facilitated by technological advances and the culture shift post Covid. In addition, there has been a shift in retail trends to shopping from home rather than centrally in city centres.

Should the situation not be reassessed to get an accurate up to date reading in light of these monumental changes in society?

Yours Sincerely,

**Mark Caslin**

Mark Caslin

Juvenile Chairman

Larkview FC.