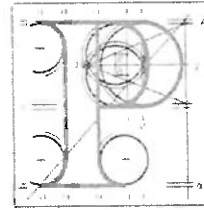


Our Case Number: ABP-317660-23
Planning Authority Reference Number:



An
Bord
Pleanála

Margaret McEntegart
128a Kimmage Road Lower

Date: 18 December 2023

Re: Bus Connects 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

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

Tel	Tel	(01) 858 8100
Glaio Áitiúil	LoCall	1890 275 175
Facs	Fax	(01) 872 2684
Láithreán Gréasáin	Website	www.pleanala.ie
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64 Sráid Maoilbhríde	64 Marlborough Street
Baile Átha Cliath 1	Dublin 1
D01 V902	D01 V902

Margaret Mc Entegart
128A Kimmage Road Lower
Dublin 6W
D6W RH68

December 8th 2023

Bus Connects Dublin - Kimmage to City Centre Core Bus Corridor Scheme

LA Road Development - Application

Bord Pleanála Case reference: HA29N.317660

Dear Sir/Madam,

I am writing to you with respect to the above case reference and wish to make objections to elements of the proposed scheme which will directly result in decreased safety and loss of amenity and access by residents of Kimmage Road Lower to their properties.

The basis of this decreased safety and loss is covered by a number of characteristics of the proposed scheme.

Bus Gates

- The imposition of the bus gates on Kimmage Road Lower without the accompanying provisions that would mitigate the loss of direct access by homeowners to their properties is an unnecessary, excessive development. It effectively bars the residents of Kimmage Road Lower from direct access to and egress from their properties for much of the day. Technology is available whereby residents could be allowed access through the bus gate without hindrance. Such "whitelisting" schemes are in use in other jurisdictions, with the technology in use in Ireland.

I request that the developers are instructed to modify their plans to implement such a scheme and maintain the unencumbered access of residents to their properties. Residents could opt in to its use if they wish to avail of the "permitted access" status it enables.

Pavement Treatment Plans

- The development plans propose additional raised paving on the section of Kimmage Road Lower from Numbers 126 to 136. Outside of major road junctions this is the **ONLY section of the entire Kimmage Road Lower where such additional raised paving is proposed. It is a wholly unnecessary and overbearing piece of development.** The gap between these proposed two (raised) pavements is too narrow to allow for unencumbered access and egress to and from a lane (located between numbers 128C and 130 Kimmage Road Lower) which is used for the ONLY vehicular access to the garage and my property, 128A Kimmage Road Lower, and for up to c.27* other properties, with that lane being also the only front and primary vehicular and home occupants access for my neighbours in the properties 128D and 128E Kimmage Road Lower. This obstruction means that vehicles will not have enough room to turn into and out of the lane and it will lead to those vehicles having to drive into oncoming traffic to effect that turning. (see Appendix 1)

**Numbers 128-152 Kimmage Road Lower and numbers 14-23 Larkfield Avenue.*

- The imposition of the standalone raised pavements, from numbers 126 to 136 Kimmage Road Lower, segregating the cycle lane from the road, will obstruct and hinder ambulance services

accessing me quickly in the event of life-threatening or medical emergency, obstruct and hinder fire and other emergency services, and similar access to residents of affected properties.

- As a wheelchair user, provided by the Eastern Health Board, and holder of a Disabled Parking Permit provided by the Irish Wheelchair Association, I am not permitted by Dublin City Council to have a disabled parking space outside of my property, 128A Kimmage Road Lower, as my property has vehicular rear access. The imposition of unnecessary standalone raised pavements, from numbers 126 to 136 Kimmage Road Lower, will prevent my use of the front of my property for transitory vehicular transportation pickups and drop offs, and negatively impact my mental and physical health.
- The imposition of the standalone raised pavements, from numbers 126 to 136 Kimmage Road Lower, segregating the cycle lane from the road, effectively prevents service vehicles, such as refuse collection, from directly accessing the related properties. It will create difficulties for Waste removal companies servicing properties numbered from 126 to 136 Kimmage Road Lower and will result in emptied bins being further strewn along the road. This practice (of not placing bins immediately outside of owning property) WILL be exacerbated, leading to pedestrian and possibly cyclists' movement obstruction.
- **The removal of unencumbered access and egress to the lane between 128C and 130 Lower Kimmage Road, thus impeding the use of my vehicular garage and vehicular access to my property, 128A Kimmage Road Lower, will unnecessarily negatively impact the value of my property. There is no societal benefit from impeding access to this lane and would negatively impact the individual value of the 28 properties using this lane for vehicular access to their properties.**

I request that the developers are instructed to modify their plans and remove the proposed section of unnecessary paving from the proposed development. The proposed section of paving is approximately 50m long and as stated above appears to be the ONLY such section outside of major junctions. It is a wholly unnecessary and overbearing piece of development.

Traffic Signs and Road Markings

- This scheme drawing appears to suggest that allowance has been made for vehicular access and egress of the lane between 128C and 130 Kimmage Road Lower. Should the scheme be approved, this MUST be retained. If the road markings do not currently cater for unencumbered access and egress then it MUST do so. (**Note:** This lane is used for vehicular rear access for up to c.28 properties*, with that lane being the ONLY vehicular access for my garage to my property at 128A Kimmage Road Lower and the only front and primary vehicular and home occupants' access for properties 128D and 128E Kimmage Road Lower. (see **Appendix 2**).

**Numbers 128-152 Kimmage Road Lower and numbers 14-23 Larkfield Avenue.*

I request that any road markings and traffic signage provide for the unencumbered access and egress to the lane between 128C and 130 Kimmage Road Lower.

General Arrangement - Bus Stops & Shelters

- The proposed construction of a bus stop shelter at bus stop 2391, Priory Road, is impractical due to the narrow width of the pavement at this location. Its introduction will lead to the

obstruction and limitation of my movement as I use a wheelchair, other pedestrians using mobility vehicles and children in prams and buggies, (see Appendix 3).

I request that the developers are instructed not to proceed with plans to build a bus shelter at this location

Sectional 30kph Speed Limit

- The proposed speed limit of 30kph is not a realistic speed limit for a road of the calibre and scale of Kimmage Road Lower. Due to the gearing in most cars, travelling at 30kph is less fuel efficient and doesn't reduce emissions when compared to 50kph. It is also noted that the reduced speed has only been applied on the section of road from Ravensdale Park to Harold's Cross Road. Presumably there is a reason for this inconsistency, but the proposal doesn't provide any explanation.

I request that the developers are instructed to maintain the existing 50kph limit for the entirety of Kimmage Road Lower and not implement unnecessary sectional speed limits.

The included appendices show the relevant sections of the proposed route to which I have referred above. I ask An Bord Pleanála to give my observations due consideration.

Yours sincerely,

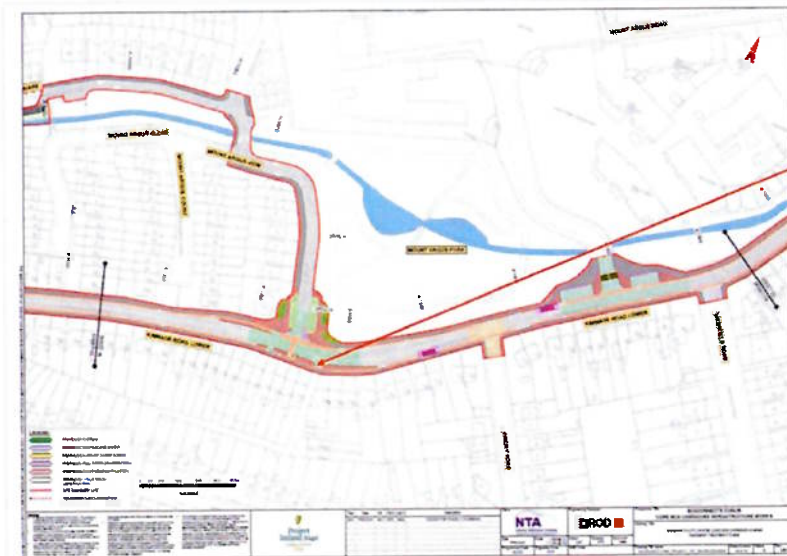
Margaret Mc Entegart

Appendix 1 - Pavement Treatment Plans

Bus Connects – Kimmage to City Centre Scheme - Pavement Treatment Plans
 Bord Pleanála Case reference: HA29N.317660

OBJECTION

Programme Title BUSCONNECTS DUBLIN CORE BUS CORRIDORS INFRASTRUCTURE WORKS			
Drawing Title KIMMAGE TO CITY CENTRE CORE BUS CORRIDOR SCHEME PAVEMENT TREATMENT PLANS			
Drawing File Name BCIDD-ROT-PAV_PV-0011_XX_00-DR-CR-0004	Sheet Number 04 of 14	Status A	Rev M01



OBJECTION:

The introduction of raised pavements along this section of Lower Kimmage Road appears to be random and sporadic and there is no discernible reason as to why they are placed at these specific positions. Their presence does however lead to problems and any notional benefits are outweighed by those problems.

SEE NEXT PAGE FOR ZOOMED-IN IMAGE LOCATION AND PROBLEM DESCRIPTION.

BUSCONNECTS DUBLIN CORE BUS CORRIDORS INFRASTRUCTURE WORKS			
KIMMAGE TO CITY CENTRE CORE BUS CORRIDOR SCHEME PAVEMENT TREATMENT PLANS			
Drawing File Name BCIDD-ROT-PAV_PV-0011_XX_00-DR-CR-0004	Sheet Number 04 of 14	Status A	Rev M01

Bord Pleanála Case reference: HA29N.317660



OBJECTIONS:

The introduction of raised pavements along this section of Lower Kimmage Road appears to be random and sporadic and there is no discernible reason as to why they are placed at these positions. **Their presence does however lead to problems and any notional benefits are outweighed by those problems:**

- The gap between these proposed two (raised) pavements is too narrow to allow for unencumbered access and egress to and from a lane (located between numbers 128C and 130 Kimmage Road Lower) which is used for the ONLY vehicular access to the garage and my property, 128A Kimmage Road Lower, and for up to c.27* other properties, with that lane being also the only front and primary vehicular and home occupants access for properties 128D and 128E Kimmage Road Lower. This obstruction means that vehicles will not have enough room to turn into and out of the lane and it will lead to those vehicles having to drive into oncoming traffic to effect that turning. *Numbers 128-152 Kimmage Road Lower and numbers 14-23 Larkfield Avenue.
- The imposition of the standalone raised pavements, from numbers 126 to 136 Kimmage Road Lower, segregating the cycle lane from the road, will hinder ambulance services accessing me quickly in the event of emergency, and similar access to residents of related properties.
- As a wheelchair user, provided by the Eastern Health Board, and holder of a Disabled Parking Permit provided by the Irish Wheelchair Association, I am not permitted by Dublin City Council to have a disabled parking space outside of my property, 128A Kimmage Road Lower, as my property has vehicular rear access. The imposition of unnecessary standalone raised pavements, from numbers 126 to 136 Kimmage Road Lower, will prevent my use of the front of my property for transitory vehicular transportation pick ups and drop offs, negatively impacting my mental and physical health.

Design amendment required: the proposed raised pavements in front of numbers 126 to 136 Kimmage Road Lower should be removed. Should any alternative structures be proposed, then they too MUST NOT give rise to the above identified problems.

Cars for properties 128, 128D and 128E are legitimately parked here
Cars for 128A, 128B and 128C use the garages here for legitimate parking.



Appendix 2 - Traffic Signs and Road Markings

Bus Connects – Kimmage to City Centre Scheme – Traffic Signs & Road Markings Bord Pleanála Case reference: HA29N.317660

OBJECTION

Programme Title BUSCONNECTS DUBLIN CORE BUS CORRIDORS INFRASTRUCTURE WORKS			
Drawing Title KIMMAGE TO CITY CENTRE CORE BUS CORRIDOR SCHEME TRAFFIC SIGNS & ROAD MARKINGS			
Drawing File Name BCIDD-ROT-TSM_GA-0011_XX_00-DR-CR-0004	Sheet Number 04 of 14	Status A	Rev M01



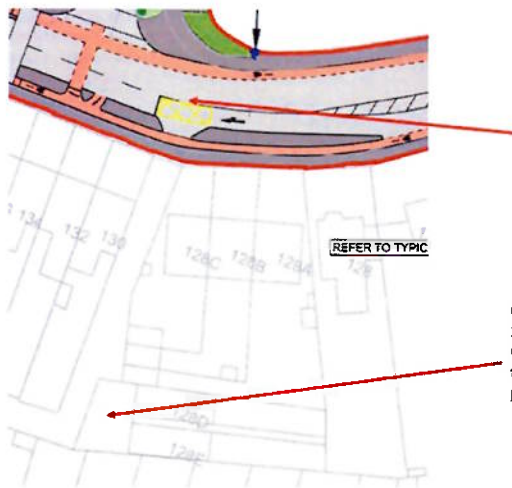
OBJECTION:

Road markings – provision for and maintenance of lane vehicular access: This scheme drawing appears to suggest that allowance has been made for vehicular access and egress of the indicated lane – should the scheme be approved, this **MUST** be retained; if the Road markings do not currently cater for that unencumbered access and egress then it **SHOULD** do so.

SEE NEXT PAGE FOR ZOOMED-IN IMAGE LOCATION AND OBJECTION DETAILS.

Programme Title BUSCONNECTS DUBLIN CORE BUS CORRIDORS INFRASTRUCTURE WORKS			
Drawing Title KIMMAGE TO CITY CENTRE CORE BUS CORRIDOR SCHEME TRAFFIC SIGNS & ROAD MARKINGS			
Drawing File Name BCIDD-ROT-TSM_GA-0011_XX_00-DR-CR-0004	Sheet Number 04 of 14	Status A	Rev M01

Bord Pleanála Case reference: HA29N.317660



Road markings – provision for and maintenance of lane vehicular access: This scheme drawing appears to suggest that allowance has been made for vehicular access and egress of the indicated lane – should the scheme be approved, this **MUST** be retained; if the Road markings do not currently cater for that unencumbered access and egress then it **SHOULD** do so.

Note: This lane is used for vehicular rear access for up to c.28 properties*, with that lane being the **ONLY FRONT and PRIMARY** vehicular (and home occupants) access for properties 128D and 128E Kimmage Road Lower.

*Numbers 128-152 Kimmage Road Lower and numbers 14-23 Larkfield Avenue.

Cars for properties 128, 128D and 128E are legitimately parked here. Cars for 128A, 128B and 128C use the garages here for legitimate parking.



Programme Title	BUSCONNECTS DUBLIN		
	CORE BUS CORRIDORS INFRASTRUCTURE WORKS		
Drawing Title	KIMMAGE TO CITY CENTRE CORE BUS CORRIDOR SCHEME		
	TRAFFIC SIGNS & ROAD MARKINGS		
Drawing File Name	Sheet Number	Status	Rev.
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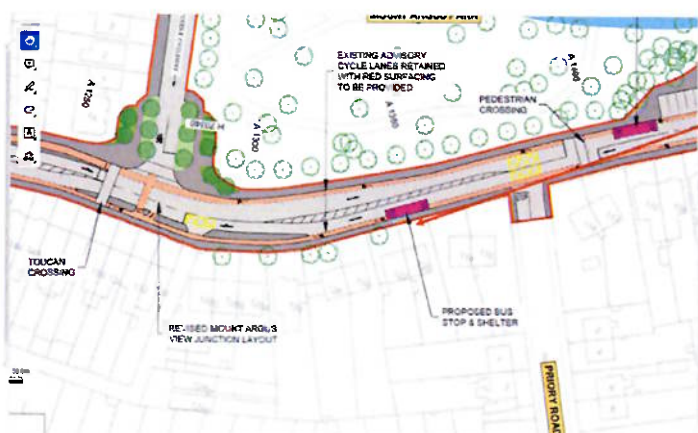
Appendix 3 - General Arrangement - Bus Stops & Shelters

Bus Connects – Kimmage to City Centre Scheme – General Arrangement – Bus Stops & Shelters

Bord Pleanála Case reference: HA29N.317660

OBJECTION

Programme Title BUSCONNECTS DUBLIN CORE BUS CORRIDORS INFRASTRUCTURE WORKS			
Drawing Title KIMMAGE TO CITY CENTRE CORE BUS CORRIDOR SCHEME GENERAL ARRANGEMENT			
Drawing File Name BCIDD-ROT-GEO_GA-0011_XX_00-DR-CR-0004	Sheet Number 04 of 14	Status A	Rev M01



Bus Stop number 2391 - Shelter located at Priority Road – **OBJECTION:**

- The proposed introduction of this Bus shelter is impractical due to the narrow width of the pavement at this location. Its introduction will lead to obstruction of my movement as I use a wheelchair, other pedestrians using mobility vehicles and children in prams and buggies.

Programme Title BUSCONNECTS DUBLIN CORE BUS CORRIDORS INFRASTRUCTURE WORKS			
Drawing Title KIMMAGE TO CITY CENTRE CORE BUS CORRIDOR SCHEME GENERAL ARRANGEMENT			
Drawing File Name BCIDD-ROT-GEO_GA-0011_XX_00-DR-CR-0004	Sheet Number 04 of 14	Status A	Rev M01

Bord Pleanála Case reference: HA29N.317660