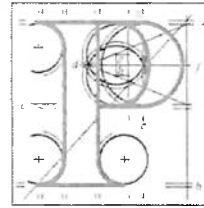


**Our Case Number:** ABP-317660-23  
**Planning Authority Reference Number:**



**An  
Bord  
Pleanála**

Michael McMahon & Nathalie Peret  
47 Rathgar Avenue  
Rathfarnham

**Date:** 20 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.

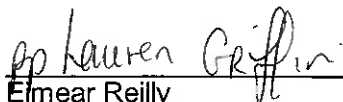
Please note that the proposed road development shall not be carried out unless the Board has approved it or approved it with modifications.

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](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

Teil	Tel	(01) 858 8100
Glao Áitiúil	LoCall	1890 275 175
Facs	Fax	(01) 872 2684
Láithreán Gréasáin	Website	<a href="http://www.pleanala.ie">www.pleanala.ie</a>
Ríomhphost	Email	<a href="mailto:bord@pleanala.ie">bord@pleanala.ie</a>

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

Michael McMahon & Nathalie Peret  
47 Rathgar Avenue  
Rathfarnham  
Dublin 6  
D06 C8 Y7

08/12/2023

Bord Pleanála Case reference: HA29N.317660  
Description of SID: Kimmage to City Centre Core Bus Corridor

Dear Planning Officer,

I am writing in relation to the planning application for the proposed Kimmage to City Centre to City Centre Core Bus Corridor Scheme.

We reside at 47 Rathgar Avenue which is a two-story red brick period property at the end of a row of four identical properties situated at the junction of Rathgar Avenue and Harolds Cross Road with a two-meter front garden and 1.5-meter footpath placing the row of house approximately 3.5 meters back from Rathgar Avenue. Our garage is situated to the rear of our property with vehicular access onto Rathgar Avenue via the driveway at the side of our property (Image 1 & Image 2)

While we obviously recognise the benefits of better public transport and in principle support the Bus Corridor Scheme, we have very genuine concerns regarding the proposal to create a Bus Gate at the junction of Kenilworth Square North and Harold Cross Road (Image 3 & Image 4) with all westbound general traffic to be diverted via Rathgar Avenue as part of the proposed scheme (Image 5) which we would wish to have taken under consideration and addressed.

1. In the Planning Documentation, Environmental Impact Assessment Report, Chapter 06 - Traffic & Transport it is stated that the threshold impact assessment identified for the Proposed Scheme results in a negative impact for redistributed traffic at both AM and PM Peak Hours on Rathgar Avenue among other roads and this requires further traffic analysis with regard to Volume to Capacity ratios  $V / C$  ratios however no such analysis appears to have been done for Rathgar Avenue which is already a Rat Run and operating at saturation levels for during the peak hours of the day. The Increase of Flow Difference 196 (AM Peak Hour) and 198 (PM Peak Hour) would appear to be Voodoo Statistics (Excuse the phrase but I can think of no better). A proper analysis needs to be  $V / C$  ratios carried out before the Bus Gate should even be considered.
2. Our Primary concern however relates to Gullys and Drainage, as previously mentioned Rathgar Avenue at the junction to Harolds Cross Road comprises of a row a two-story red brick period property which are traditionally constructed with Sub-Floor Air Vents which are an essential part of the building construction (Image 6) and required to prevent damp maintain the fabric of the building. Unfortunately, the junction of Rathgar Avenue and Harolds Cross road is subject to Fluvial Flooding on a regular basis (Image 7 & Image 8) as rainwater flows down Rathgar Avenue from Terenure Road East and also flows around the corner from Harolds Cross Road (due to seriously bad road and footpath design) and this is only increasing with Climate Change. With the proposed massive increase redistributed traffic due to the proposed Bus Gate, it is inevitable that our property at that of our neighbours will be flooded by the bow wave of the additional traffic. That fact that this obvious fact, which any resident of Rathgar Avenue could have pointed out, has not even

been considered in the Environmental Impact Assessment Report is extremely concerning. A proper analysis of Drainage on Rathgar Avenue needs to be carried out before the proposed Bus Gate should even be considered.

3. I would also point out that the Potential Noise and Vibration Impacts Along Surrounding Road Network associated with traffic redistribution were made at a reference distance of 5m from the road edge and as pointed out previously our row of house sits approximately 3.5 meters from the Road Edge, so the measurements are meaningless. A proper analysis Noise & Vibration Impacts on our houses carried out before the Bus Gate should even be considered. Additionally, there does not appear to have been any monitoring or analysis of the potential air quality impacts and health risks associated with traffic redistribution onto Rathgar Avenue. This simple unacceptable given the impact the proposed Bus Gate will have on the quality of our lives.
4. Furthermore, As mentioned our garage is situated to the rear of our property with vehicular access onto Rathgar Avenue via the driveway at the side of our property the traffic redistribution associated with proposed Bus Gate will make access and exiting our property significantly more difficult and indeed dangerous.

I sincerely request that you take the issues we have raised into consideration in your decision and at least address and remediate our concerns.

Kind Regards

Michael McMahon & Nathalie Peret



Image 1: Rathgar Avenue at Harolds Cross Junction 1



Image 2: Rathgar Avenue at Harolds Cross Junction 2

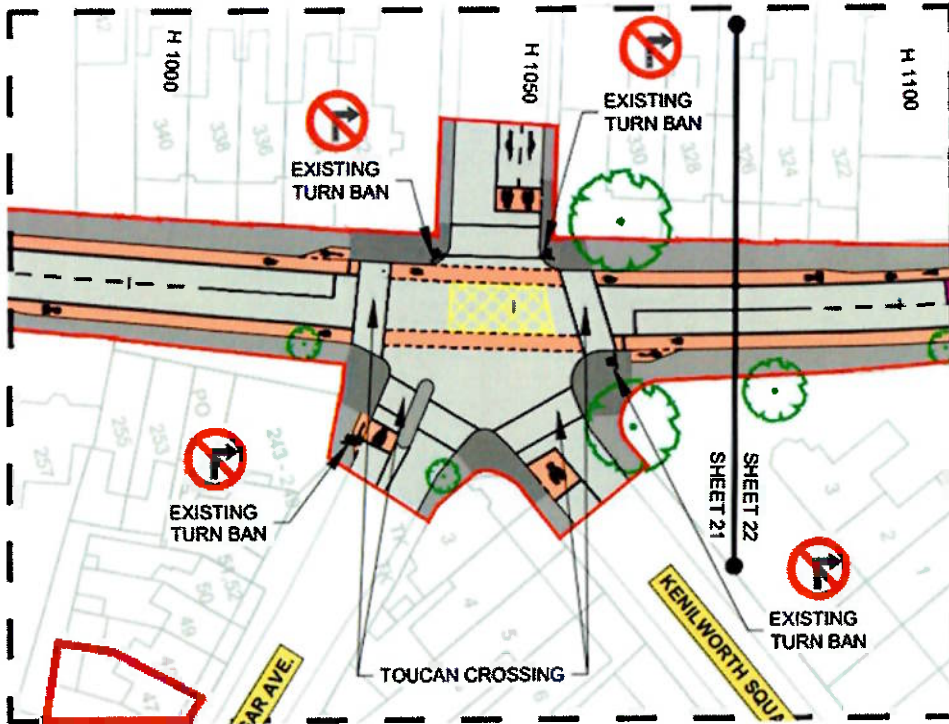


Image 3: Current Junction Rathgar Avenue & Harolds Cross Road

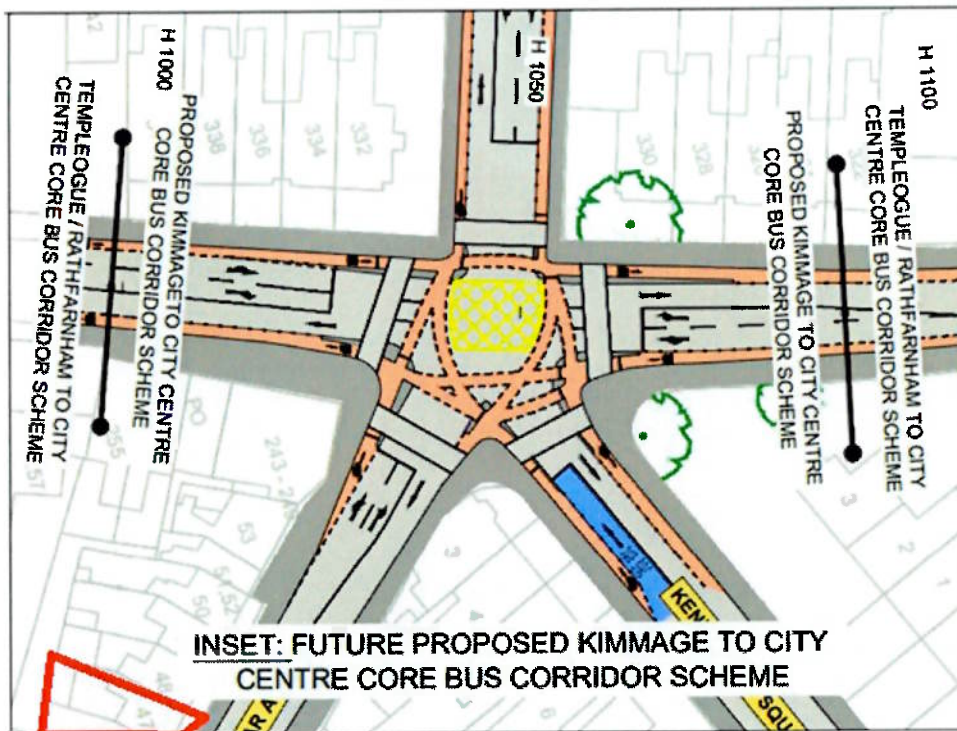


Image 4: Proposed Bus Gate at Junction Rathgar Avenue & Harolds Cross Road

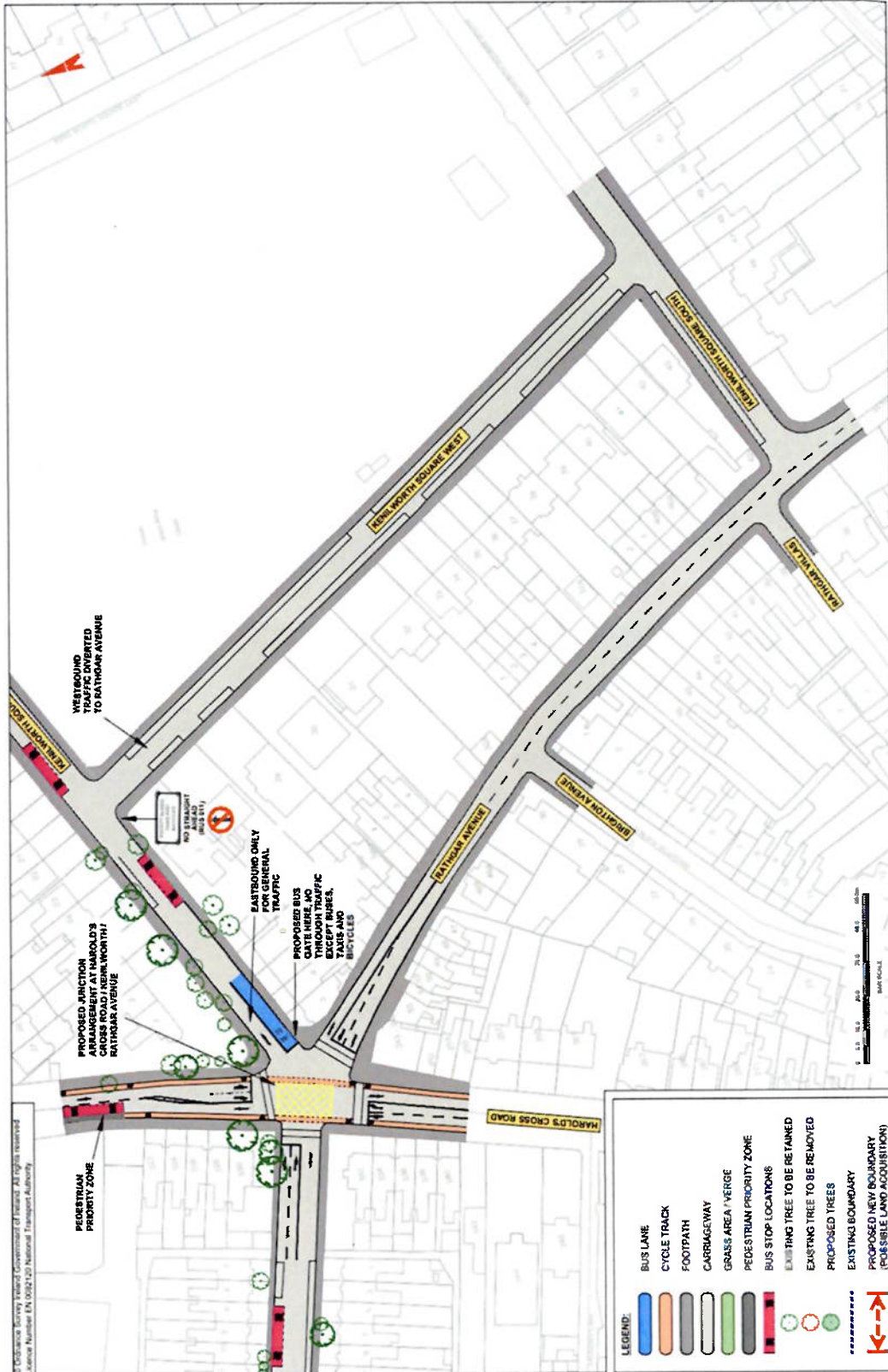


Image 5: All westbound general traffic to be diverted via Rathgar Avenue

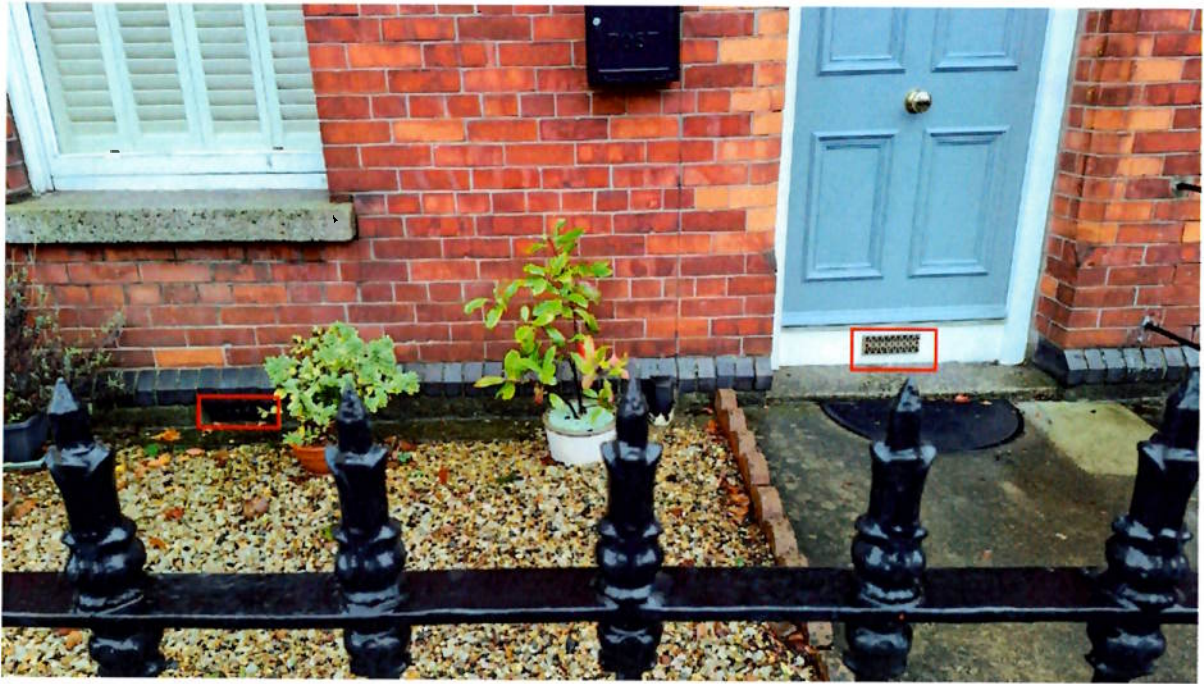


Image 6: Air Vents which are an essential element of the building

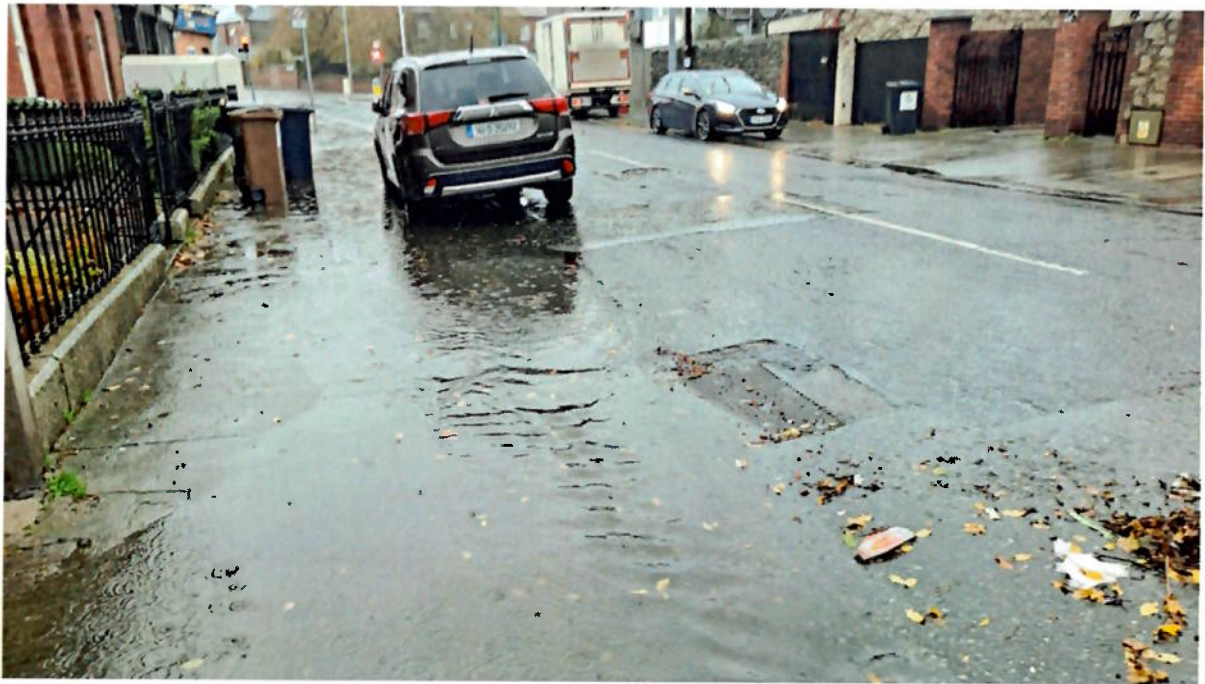


Image 7: Fluvial Flooding on the junction of Rathgar Avenue and Harolds Cross road



Image 8: Fluvial Flooding on the junction of Rathgar Avenue and Harolds Cross road