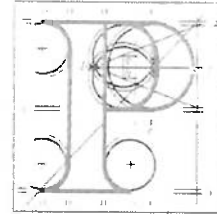


Our Case Number: ABP-317660-23



**An
Bord
Pleanála**

Larkfield Residents Association
c/o Rosaleen Martin
21 Larkfield Park
Dublin 6W

Date: 02 January 2024

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.

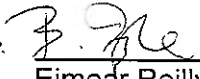
Please note that the proposed road development shall not be carried out unless the Board has approved it or approved it with modifications.

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

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Glaio Áitiúil	LoCall	1800 275 175
Facs	Fax	(01) 872 2684
Láithreán Gréasáin	Website	www.pleanala.ie
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64 Sráid Maoilbhríde	64 Marlborough Street
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64 Marlborough Street
Dublin 1
D01 V902

An Bord Pleanála,
64 Marlborough Street
Dublin 1



08 December 2023

Re: An Bord Pleanála Case reference: HA29N.317660

Dear Sir/Madam,

I am writing to you on behalf of the Larkfield Residents Association in relation to the proposed road development of the Kimmage to City Centre Core Bus Corridor. I enclose the fee of €50.

The Larkfield Residents' Association represents Larkfield Park and numbers 1-23 Larkfield Grove, a housing development built in 1928 to 1932 by the Irish Sailors and Soldiers Land Trust. It is a settled residential area with a vibrant community.

Although Larkfield Park is not on the direct route of the scheme, it will be directly affected by the changes to the road system involved in the scheme. We support the development of the bus network to improve services to the city centre and radial routes, and improved cycling and pedestrian facilities, but it is important that the overall environment is improved, rather than adversely affected, by the development. In particular we are concerned that the proposal involves diverting through traffic via Larkfield Park, which will adversely affect the residents by increasing car traffic through this residential area.

The proposal refers to diverting local traffic along "Larkfield Avenue", but in reality this is a reference to the Larkfield Avenue/Larkfield Park/Clareville Road roadway. The proposal refers to local traffic, but it risks including all through-traffic. Larkfield Park is a settled residential area, and the scheme should respect, and make it a quieter calmer street, rather than trying to turn it into an arterial route in and out of the city. We are opposed to the diverting of traffic through our residential area, and respectfully submit that the scheme should be amended to reflect this concern.

Larkfield Park currently has two additional unique issues which should be addressed as part of the scheme, as otherwise the scheme will have a serious detrimental effect on the area. Larkfield Park itself has a wide curving roadway, on the route between Sundrive Road and the Kenilworth Park/Harolds' Cross Park junction. It leads directly to Clareville Road on which there are two national (primary) schools. It is also noteworthy that the area has a significant population of young families, and of elderly residents.

The presence of the schools means that from 8am to 9am and again in the afternoon, traffic is at close to a stand-still on this entire stretch. It is noted that the proposed route involves diverting through-traffic off the main route of the scheme, but that traffic will have to go somewhere. Given the changes also proposed to the Kenilworth Park/Harolds' Cross Road junction, it is an implied aim of the scheme to divert cars and other traffic via Larkfield Park. If as a result of the changes to Kimmage Road Lower, it is proposed that additional cars will divert via Larkfield Park to the junction of Kenilworth Park and Clareville Road, and then the junction of Harold's Cross Road and Kenilworth Park, then this will simply not work. Such

increased traffic in the mornings or afternoons would jeopardise the safety of the school children, and would not be feasible anyway as the road is already hugely congested at these times. Given the residential nature of Larkfield Park, and the presence of the schools, the scheme should aim to minimise both local and through traffic on the road, by not diverting them in the first place and by adding further localised modifications to prevent rat-running.

The width of Larkfield Road means that outside the above school times the traffic in both directions along the road tends to speed up dangerously, only to have to slow again abruptly at the Sundrive crossroads or at Kenilworth Park. Wide roads encourage speeding. This, however, also presents an opportunity. In order to mitigate against the potential adverse effects of the proposed scheme, Larkfield Park should be given improved traffic calming, and the roadway for cars and buses should be narrowed. This could be achieved by widening the footpath, by increased planting between the footpath and the road, by the addition of a grass verge, and even by the inclusion of segregated cycle paths along both sides of the roadway. We therefore submit that such works to improve the roadway in this residential area are required as part of, or as a condition of, the scheme.

We note in particular that it is proposed that southbound traffic diverted by the proposed southern Bus Gate will be diverted to the junction of R137 Harold's Cross Road and Kenilworth Park, and then sent by way of a southbound right-turn to facilitate local access to R817 Kimmage Road Lower from the north. This is unacceptable as it will significantly increase not just local but through traffic, thereby adversely affecting the environment of Larkfield Park. It is important that local access be maintained, in particular access from Larkfield Park to Sundrive Road, to the M50, and to the City Centre, but instead the scheme is prioritising through-traffic along a settled residential road with young children and elderly residents. This element of the scheme should be amended or removed.

We would ask that these above concerns be taken on board and addressed by the proposed Scheme. We enclose the statutory fee.

Yours faithfully,

[electronic copy, unsigned]

Rosaleen Martin
Secretary, Larkfield Residents' Association
21 Larkfield Park,
Dublin 6W