



Elise O Callaghan
14 Pembroke Road
Ballsbridge
Dublin 4

Date: 13 July 2022

Re: BusConnects Belfield/Blackrock to City Centre Core Bus Corridor Scheme
Co. Dublin

Dear 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. A receipt for the fee lodged is enclosed.

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.

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

Yours faithfully,

Sarah Caulfield
Executive Officer
Direct Line: 01-8737287

HA02A

Tel	Tel	(01) 858 8100
Glaó Áitiúil	LoCall	1890 275 175
Facs	Fax	(01) 872 2684
Láithreán Gréasáin	Website	www.pleanala.ie
Ríomhphost	Email	bord@pleanala.ie

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

14 Pembroke Road,
Ballsbridge,
Dublin 4.
28/06/2022

Case Reference: HA29N.313509 Co.Dublin.

AN BORD PLEANÁLA	
11 JUL 2022	
LTR DATED	FROM
LDG-	055135-22
ABP-	313509-22
€50.00 BY HAND	

Dear Sir/Madam,

I, Elise O'Callaghan, wish to enter my submission / objection to the proposed Route 14/15 Belfield/Blackrock to City Centre BusConnects Core Bus Corridor. My partner Anthony Coughlan and I live at 14 Pembroke Road, Ballsbridge, Dublin 4. On a personal note, we have a four-year-old daughter, and I suffer from the debilitating neurological disease Multiple Sclerosis (this information was shared with representatives at the private BusConnects meeting).

Firstly I cannot understand why Pembroke Road was chosen as a main core bus corridor into the city centre, when there are already two more significant bus/cycle routes on either side i.e. Morehampton Road/Leeson Street to the west and Northumberland Road to the east. Both of these roads are already bus corridors, and have the benefit of continuing on to wider and flatter bridges across the Grand Canal, than McCartney Bridge. There will be a very high volume of buses along this beautiful and popular tourist route, and the proposed bus gate at 1 Pembroke Road will encourage "rat runs" along the lanes neighbouring Pembroke Road.

The world has changed since the NTA initially correlated their information, making their road traffic analysis figures null and void. All the figures are based on pre-Covid commuting, instead of the new hybrid work environment that the majority of office workers now find themselves working in, and one that will continue on into the future. As per 6.2.5.22 Commissioned Traffic Survey Data - a full set of consistent updated traffic counts were undertaken in Nov 2019 and Feb 2020 (pre-Covid). Traffic patterns have changed dramatically and it is imperative that up-to-date traffic analysis be carried out before final plans are made concrete.

Along the route, I object to the proposed interference with the wrought iron gate, granite plinths, railings (CBV1415BTH183) at the corner of Roly's Bistro, 7 Ballsbridge Terrace and Herbert Park Road, which were built as part of Herbert Park. I also object to the proposed loss of trees in this area which will alter the vista down Herbert Park Road, as pointed out by the NTA. They even admit these changes will be "Direct, Negative, Moderate and Permanent".

I also object to the proposed interference to The Pembroke Town Hall curtilage, including moving the vehicular gate. This does not project onto the Merrion Road at this point, and should not be interfered with.

I very strongly object to the proposal to move the Kiosk at the junction of Pembroke Road, Northumberland Road and Lansdowne Road. This local landmark is over 100 years old and should NOT

be touched - the NTA should be forced to work around this iconic structure and island. As one looks down Pembroke Road from the slight bend at Arranmore 13-17, Pembroke Road, the Kiosk is in the centre of the vista down the tree lined road. It looks beautiful, and frankly is a shame that it is not currently in use. I do not agree with the NTA's opinion that it is of "Low Sensitivity", it should be labelled Medium Sensitivity. The NTA have admitted in their report that "There is potential for damage of the sensitive fabric during its removal, transport, storage and reassembly." Overall the predicted residual Construction Phase impact according to the NTA is deemed "Direct, Negative, Slight and Long-term". I disagree with carrying out works that will have such a negative impact on the character of the locality, and think it is a gross underestimation to predict that their overall effects will be "Slight". This Kiosk should be listed, and a feature of the area, instead of an inconvenience pushed to one side, as the NTA views it.

The residents of 1-11 Pembroke Road have been issued with a Temporary Compulsory Purchase Order of their communal front garden, which is a beautiful historic tree-filled oasis surrounded by wonderfully crafted railings. 1-11 Pembroke Road is a terrace of 6 houses which are over 200 years old, all of which are Protected Structures (DCC RPS 6552, 6554, 6556, 6558, 6560, 6562 odd numbers only) of Regional Importance and medium Sensitivity. The curtilages of protected structures are also protected, and it is ILLEGAL to alter such. The NTA seem to believe they are above the law with their intentions to close one existing egress and install a new gateway on the western boundary onto Waterloo Road. This curtilage including beautiful granite, plinths, railings and oasis should NOT be interfered with, period. Thus I object to the NTA's proposals.

On a related note, a concerning observation I made involves the number of trees in this oasis as recorded by the NTA. Their Landscape General Arrangement Maps suggest there are only 2 trees in this communal garden. There are in fact more than 12 trees, 9 of which are mature and 3 younger oak trees. With a Temporary CPO on the land, this miscalculation makes me suspicious of possible plans to fell most of the trees on this site. More importantly, if this miscalculation is representative of the NTA, how can we trust the rest of the information provided in their landscape reports? How will existing trees be verified and who will be policing trees marked for felling?

Along the northwestern stretch of Pembroke Road, i.e. houses 1-120, I am concerned about the proposed road layout involving cycle lanes being placed between footpaths and vehicle lanes. Unlike Fitzwilliam Street which is mainly office terrain, Pembroke Road is largely residential, with numerous families living on the road. I worry about placing children into and out of cars, and having to cross a cycle lane to do so. I object to this layout as I think this is potentially hazardous to both cyclists and residents/parked car occupants, and think this proposed road layout should be reversed, and left as currently exists.

I am also very concerned about the obvious lack of consideration for pedestrians along the length of Pembroke Road, especially from 1-120 Pembroke Road as I cannot see any pedestrian islands or crossings drawn into the proposed plans. This road is used by many people every day as a route to Herbert Park, and in the opposite direction, by young children walking to St. Christopher's School on Haddington Road. There are also two Montessori's within a stones throw of the Wellington Road junction, one located exactly at this junction. It is crucial that there be some sort of pedestrian/zebra crossing at the junction of both Wellington Road and Raglan Roads, so that the public, and very importantly parents and their young children can cross Pembroke Road safely. Being such a long road, I

think it is extremely negligent and remiss of the NTA, and potentially dangerous to only provide two safe pedestrian crossings on the road over half a kilometre apart from each other. It would appear the NTA is prioritising bus journey times and cyclists over pedestrians and hence I object.

I also wish to object to the level of tree felling of mature trees along the Merrion Road. In an age when climate change is one of the hottest topics, and Ireland's performance so poor, we need to embrace all the trees we have, and endeavour to plant more. The loss of so many mature deciduous trees along the Merrion Road, will irreversibly destroy the leafy character of this part of the city forever.

Merrion Square, one of the city's most majestic squares, is destined to be turned into a large bus terminus.....this is very sad and I object to this.

BusConnects admits in its brochure to being a short to medium term solution. In the 21st century, we should be looking to the future and investing in our public transport system with more Luas lines (akin to what existed in Dublin from the 1870s to 1940/50s) or perhaps an underground system, instead of spending a significant amount of money on an intermediary quick fix.

With kindest regards,

Elise O'Callaghan