



Garrett O'Neil
33 Pembroke Road
33 Pembroke Lane
Dublin 4

Date: 18 July 2022

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

Dear Sir,

An Bord Pleanála has received your submission in relation to the case mentioned above 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 be advised that copies of all submissions / observations received in relation to the application will be made available for public inspection at the offices of An Bord Pleanála when they have been processed by the Board.

For further information on this case please access our website at www.pleanala.ie and input the 6-digit case number into the search box. This number is shown on the top of this letter (for example: 303000).

Yours faithfully,


Sarah Caulfield
Executive Officer
Direct Line: 01-8737287

BL50A

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Bord Pleanala
Marlborough Street
Dublin 1

12th July 2022

Re Bus Connects Scheme

Your reference HA29N.313509.

Dear Sir or Madam

I wish to object to the proposed Bus Connects scheme for the following reasons;

The proposal to make Pembroke Road one-way for cars will divert 50% of traffic onto nearby residential laneways where there are narrow footpaths, (or none) narrow carriageways and necessary on street parking. This will dramatically negatively impact the residential amenity of these lanes by increasing noise and airborne pollution, as well as being a physical danger to pedestrians and cyclists

The route is entirely unnecessary and it would be much simpler to use the historic routes out of the city along Northumberland Road / Merrion road, and Leeson Street/ Morehampton Road, if necessary in a one way circular system for buses.

The proposal to park cars away from footpaths to form a separated cycle lane, while good in theory is, in practice, an unsatisfactory design as can be seen in upper and lower Fitzwilliam Street. The position of the bicycles between cars and footpaths has to be changed so frequently at intersections and other obstructions, that it leads to cyclists having to weave, creating danger for themselves and pedestrians.

From the point of view of Architectural conservation, the relocation of parked cars to the middle of the street greatly increases the impression of visual clutter, to the detriment of the historic streetscape.

4 The gate at our property 33 Pembroke Road, must be maintained. As a useable entrance, this is an historic gate at which we paid to have a ramp installed. There should be no parking or other obstruction in front of it.

Yours sincerely



Garrett O'Neill

Architect and Conservation Architect