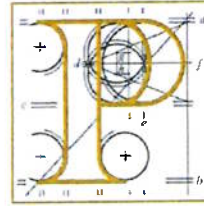


Our Case Number: ABP-317679-23



**An
Bord
Pleanála**

Sheena Bourke
17 Strand Street
Irishtown
Dublin 4
D04TH74

Date: 05 October 2023

Re: Ringsend to City Centre Core Bus Corridor Scheme.
Ringsend to City Centre, Co. 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,

Niamh Thornton
Executive Officer
Direct Line: 01-8737247

HA02A

Teil	Tel	(01) 858 8100
Glaó Áitiúil	LoCall	1800 275 175
Facs	Fax	(01) 872 2684
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64 Sráid Maoilbhríde	64 Marlborough Street
Baile Átha Cliath 1	Dublin 1
D01 V902	D01 V902

An Bord Pleanála (Strategic Infrastructure Division),
64 Marlborough Street,
Dublin 1 D01 V902.

AN BORD PLEANÁLA
LDG- 066866-23
ABP- _____ 2nd October 2023
02 OCT 2023
Fee: € 50 Type: Card
Time: _____ By: _____

Re: Ringsend to City Centre Core Bus Corridor Scheme. SID Case Ref. 317679.

A Chara,

I wish to make the following submission on the above and ask that you take all my points into consideration, before reaching your decision on the proposed bus corridor/cycle route scheme.

The Plan proposes that the cycle route will run parallel to the old granite sea wall along Bayview/Pembroke Street and into Strand Street, but on Strand Street it cuts westwards across the Green, loops around the bottom of the Green, from where it becomes a joint pedestrian/cycleway as it directs back up towards the 'Drain', across the top of the car park at Strasburg Terrace and into Ringsend Park. This effectively cuts off the Green from the residents and its current use as a residents' garden will be lost to us.

There are better options which will either a) avoid Strand Street altogether or b) not impinge so dramatically on Strand Street and in particular the Green and roadway.

STRAND STREET GREEN

The Strand Street Green is much more than a green space - it is a garden for the many homes, on Strand Street, Chapel Avenue, Pembroke Street and environs, none of which have gardens front or back, and more importantly, it is -

- a quiet biodiverse place where nature is nurtured and protected by the residents;
- integral to the health, well-being and enjoyment of our lives, our homes and our environment;
- a place where we grow pollinator plants and herbs for the use of our community;
- a habitat for birds, and foxes (which keep our rodent population at bay);
- a vital contributor to our air quality with its fourteen maple and fir trees;
- a flood water retention area, which is vital to our terrace of six houses, particularly given rainfall predictions, with July 2023 being the wettest July on record according to Met Éireann and also given the alarming clear and comprehensive picture of flood risk in areas of potentially significant tidal and pluvial flood risk contained in the OPW CFRAM reports;
- a place where we provide food and water for birdlife and bug hotels for the protection and encouragement of solitary bees and insects;
- a place where we naturally return nutrients to the soil by composting;
- a place where we rendezvous; have picnics, where our children play; where we enjoy a coffee or a glass of wine with neighbours on long evenings;
- a Community Garden;

All of this contributes to the preservation of our local ecosystem and the protection of biodiversity in an urban setting, in compliance with the conditions of *EMRA RSES, Chapter 7.7 Green Infrastructure (p.164)*. For these reasons I submit that Strand Street be cut out of the proposed cycle route and that consideration be given to running the cycle route along any of the four other options listed below, removing any need to encroach upon our open green space on Strand Street.

In essence, Strand Street Green is our Community Garden. This was never more evident than during the COVID pandemic when we were able to meet, socially distanced, on the Green and this was especially important for those who live alone.

If anything, the pandemic highlighted precisely how passionately we feel about our Green and trees and how fundamental they are to our lives (as can be seen in the attached photographs). The prospect of the Green being severed and distanced from us and the loss of trees would be very difficult to bear and would have a detrimental impact on the health and well-being of residents, not to mention the natural habitat of wildlife on the Green which we actively encourage.

The introduction of a hard surface cycle route in place of the open green space on Strand Street is a direct contradiction of regional policy as stated in the *EMRA RSES (p.77)*, hence does not make for proper planning and sustainable development in our area of Irishtown. As well as trying to protect the green space for reasons of biodiversity, health and well-being, there is also concern about possible future flooding on Strand Street. Our green open space provides natural absorption/water retention during heavy rainfall.

"We are trying to educate people as to the value of urban trees and even our drainage engineers now appreciate the importance of trees, particularly the tree pit and the capacity of soil to attenuate localised pluvial flooding."

Leslie Moore, Head of Parks & Landscape Services,
Dublin City Council - 19th July 2018

"In the timeframe 2025-2035 it is likely that the city will require the construction of tidal barrages and possibly off-shore islands, to dissipate wave energy."

Environmental Report, Draft Dublin Docklands Area Master Plan 2008

There is concern regarding the level of vibrations which would be caused to our homes should the Proposal proceed as planned. In the more than 8,100 pages listed on the www.ringsendscheme.ie website, I could not find any reference to the possible effects of construction vibration on Strand Street houses. There is mention of the houses on Chapel Avenue but not those on Strand Street, which equally, are over a century old. Should the Proposal proceed as planned, I will be seeking to have Pre and Post Construction Surveys carried out on our homes.

STRAND STREET PARKING

The Proposal removes current on-street parking outside homes Nos. 17 to 27 (where there are six vehicles), and provides three parking spaces, one to be a disabled bay, presumably based on the following -

Figure 3-29. 1, 1000 001000 20 and 20 at 25 Strand Street

Figure 3-29. 1, 1000 001000 20 and 20 at 25 Strand Street





Figure 3-29. Disabled parking space at Pembroke Street, Dublin 8

Fig 3-29 Preliminary Design Report, March 2023 shows a disabled parking bay at 25 Strand Street but the Report wrongly states this is 'Pembroke Street'. This disabled bay does not exist. The lady for whom it was installed passed away more than five years ago.



My pic shows the roadway as it actually is.

The Proposal would see four of the six residents with nowhere to park and no consideration whatsoever is given to them. Two of the six are work vehicles, essential to the livelihood of two families on Strand Street.

The Proposal also seeks to reduce the number of parking spaces in the small Strasburg Terrace car park and as I stated in my submission to the NTA in 2019, "*the retention of the car park will be essential for residents' use, particularly given any proposal to reduce the number of on-street parking spaces locally.*" Available space in this car park is rare given its use by other residents and the many who attend sports activities in Irishtown Stadium and Ringsend Park.

SUGGESTED ALTERNATIVE CYCLE ROUTE OPTIONS:

Option 1

To continue the existing stand-alone cycle path on Sean Moore Road onto Pigeon House Road and Cambridge Road as a 'quiet way' to Thorncastle Street. This would provide an opportunity for good connectivity to the Dodder Greenway from Clonskeagh at a later date.

Option 2

To install the cycle path on the existing greenway on Pigeon House Road between the road and the East Link Wall. This stretch would be unsuitable for vehicular traffic but would be suitable for a cycle path and would run parallel to the proposed LUAS link to Glass Bottle.

Option 3

To install the cycle path behind the old sea wall at the Sean Moore junction and continue it, adjacent to Kerlogue Road, in a straight line into Ringsend Park, thereby avoiding any encroachment on our Green and street.

Option 4

Marginally increase the width of the existing footpath which runs parallel to the sea wall and allow it to become a combined pedestrian/cycleway. If the combined route (*as proposed on p.14 Appendix A, General Arrangement Drawings, from Marker F50700*) can accommodate all anticipated users, there is no reason for a separate cycleway. This would avoid encircling our Green. Further, I suggest this combined pedestrian/cycleway could be extended to the Sean Moore Road junction with substantial cost savings overall.

I fully embrace measures that mitigate against the causes and effects of climate change including improved cycle facilities and public transport. I also believe in communication; in engagement with residents to effect change; in respect for our fellow citizens and I don't believe we have been afforded these civilities, or indeed any consideration in this Proposal. The lack of thought and careful planning in relation to Strand Street is deeply concerning. This was also evident at the Public Consultation with the NTA in 2019. An Bord Pleanála has the opportunity now to put this right.

The residents of Strand Street and environs enjoy a close-knit community, committed to our area, loyal to its heritage, protective and nurturing of our beautiful natural environment and we beg to have our voices listened to and our genuine concerns and thoughtful recommendations appropriately addressed.

Is mise le meas,



SHEENA BOURKE

