



An
Bord
Pleanála

Memorandum ABP-317679-23

To: Board
From: Liam Bowe, Senior Planning Inspector
Re: Oral Hearing Recommendation for application under Section 51(2) of the Roads Act 1993 Application no. ABP-317679-23
Date: 15th January 2024

Introduction

National Transport Authority have made an application under Section 51 (2) of the Roads Act 1993 as amended, for approval in relation to a proposed road development scheme. The proposed scheme is 1 of 12 no. bus corridor schemes under the Bus Connects programme and is accompanied by a Compulsory Purchase Order reference ABP 317735-23 for which there is a separate Oral Hearing recommendation.

Description of Development

The proposed scheme submitted under this application will comprise the construction of the Ringsend to City Centre Bus Corridor which has an overall length of approximately 4.3km (2 x 1.6km along the River Liffey Quays and 1.1km of cycle route through Ringsend and Irishtown to Sean Moore Road) and is routed along the north and south quays of the River Liffey, linking the city centre with the Docklands and an onward cycling connection to Ringsend and Irishtown.

Key improvements include:

- The number of pedestrian signal crossings will increase by approximately 100% as a result of the Proposed Scheme,
- The proportion of segregated cycle facilities will increase from 74% on the existing corridor to 100% on the Proposed Scheme, and
- The proportion of the route having bus priority measures will increase from 38% on the existing corridor to 89% on the Proposed Scheme.

Specific works proposed within the development include the following:

- 89% of route with bus priority measures and traffic management.
- 8.6km (total both directions) of cycling infrastructure and facilities.
- Provision of new / refurbished pedestrian facilities, and footpaths along the scheme and associated ancillary works.
- Provision of a new public transportation opening bridge (DPTOB) over the River Dodder (200m long crossing) at its confluence with the River Liffey.
- Provision of a new two-storey building structure to the west of the DPTOB, adjacent to the River Liffey, to accommodate the relocation of the St. Patrick's Rowing Club and the control room for the DPTOB.
- Provision of new club house and facilities for St. Patrick's Rowing Club.
- Provision of an enhanced 6m wide pedestrian boardwalk at Custom House Quay
- Provision of another boardwalk to the rear of two restaurant buildings on the Campshire at the junction of Excise Walk and R801 North Wall Quay.
- Relocation and renovation of the twin historic George's Dock Scherzer Bridges to each side of the CBC with a wider replacement concrete road bridge for 2 bus lanes and 2 traffic lanes.
- Provision of junction upgrades and associated ancillary works.
- Reconfiguration of existing bus stops resulting in the provision of 20 bus stops within Section 1 of the Proposed Scheme (6 no. new and 1 no. relocated).
- Public Realm works including landscaping, planting, street furniture, street lighting, retaining walls, boundary walls, and sustainable urban drainage measures,

- Roads associated earthworks including excavation of unacceptable material, importation of material, temporary storage of materials.
- Provision of road pavement, signing, lining and ancillary works.
- Construction of accommodation works including boundary treatment and ancillary grading and landscaping works together with all ancillary and consequential works associated there with.

The Construction Phase for the Proposed Scheme is anticipated to take approximately 30 months to complete. It will be constructed based on individual sectional completions that will individually have shorter durations typically ranging between 9 to 30 months. Various amounts of third-party lands will be required to be compulsorily acquired along the entirety of the route to facilitate the proposed development.

Environmental Impact Assessment

The NTA has submitted to the Board the Environmental Impact Assessment Report (EIAR) prepared in accordance with section 50 of the Roads Act 1993 (as amended) and Directive 2011/92/EU of the European Parliament and Council, 2011 on the assessment of the effects of certain public and private projects on the environment as amended by Directive 2014/52/EU of the European Parliament and of the Council of 16 April 2014 in respect of the proposed road development.

Appropriate Assessment

A Natura Impact Statement (NIS) has also been prepared and has been submitted to the Board in respect of the proposed road development under Part XAB of the Planning and Development Act 2000 (as amended).

Third Party Observations

20 no. third party submissions have been received and are summarised within Appendix 1 of this memo, none of which have requested an Oral Hearing. In relation to the content of the submissions it is of note that many issues raised are common to

all of the submissions. For example, 9 no. are concerned about aspects of pedestrian / cyclist safety, 5 no. are concerned with traffic management during the construction and operation phases, 4 no. raise concerns in relation to the loss of green space and car parking spaces at Strand Street, 2 no. raise concerns about anti-social behaviour in Ringsend Park, and others relate to individual properties or other elements of the scheme.

Prescribed Bodies

Submissions have been received from 3 no. prescribed bodies which are summarised hereunder. Submissions are generally in support of the proposed development, but a number of issues are raised in relation to the EIAR and NIS submitted. General comments are made in relation to works relating to the safe and efficient operation of the Luas, the protection of Recorded Structures and Monuments, and the protection of the River Liffey.

1. Transport Infrastructure Ireland (TII)

- TII acknowledges and supports the BusConnects Project's key part of the Government's policy to improve public transport and address climate change in Dublin and other cities across Ireland.
- TII's submission seeks to address the safety, capacity and strategic function of the national road network and existing Luas.

Summary of potential interaction with the Proposed Scheme

- TII observes that the Proposed Scheme will interact with the light rail network at a single location immediately north of the National Convention Centre on Mayor Street Upper.
- TII consider that it appears that increased traffic movements across the Luas alignment will occur at this part of the Scheme as a result of the new vehicular eastbound lane proposed to be installed on the northern side of Mayor Street Upper and that this will interfere with the efficiency of the Luas service due to degraded signal priority and with the safety of the service due to an increase in conflicting movements.

- TII contend that the rationale for the need for the proposed works/ alterations on Mayor Street Upper is not set out in the EIAR.
- TII are unable to ascertain the impact of the proposed works on Mayor Street Upper on Luas from the information submitted.
- TII requests that the proposed works on Mayor Street Upper be excluded from the Proposed Scheme.

2. Dublin City Council

- DCC state that the Proposed Scheme is supported by the RSES, Dublin City Development Plan 2022-2028, the North Lotts & Grand Canal SDZ, and the Poolbeg West SDZ.
- DCC consider the proposals to be compatible and consistent with the zoning objectives for the area.
- State that the provision of the Dodder Public Transport Bridge is crucial infrastructure to connect the Poolbeg Peninsula to the city centre and to support development in the area under the Poolbeg West SDZ.
- Includes some specific suggestions for cycle lanes, pedestrian crossings and a road upgrade.
- Requests that a detailed drainage design be agreed with DCC prior to commencement.
- States that pluvial flood risk should be assessed at all locations along the route and that the NTA demonstrate that the proposed development passes the three stages of the SFRA Justification Test.
- States that the project needs to support and be consistent with the 3rd Cycle River Basin Management Plan.
- Request the NTA to liaise with DCC regarding a number of planned flood defence projects along the route.
- A suite of recommended planning conditions is included in Appendix 1 of the submission.

Archaeology Section

- Contend that the Proposed Scheme will have a significant negative impact on the two pairs of Scherzer Rolling Lift Bridges (RPS No.'s 896 and 912) on the

North Quays through the loss of original fabric, form, and setting of the structures.

- Notes the EIAR assessment of the impact of the Proposed Scheme on the Scherzer Bridges as 'Negative, Significant and Permanent impact' but does not support the stated post-mitigation impact as being reduced to 'No significant impact'. Highlights that the heritage advice may have been sought/ given after the decision to provide four lanes along the quays.
- Requests the NTA to carry detailed research into revised design options to allow the bridges to remain in situ.
- Comments about the impact of the scheme on the artwork *Free Flow*, although does state that cultural assets are outside the remit of the Archaeology Section.

Conservation Section

- Finds that a thorough study of the receiving environment has been carried out in the EIAR.
- Highly concerned about the negative impact that the development will have on the heart of Dublin's docklands.
- States that the moving of an industrial heritage structure from its original context obliterates the legibility of its intended function and reduces it in significance to no more than visually pleasing furniture i.e., the dismantling and relocation of the two pairs of historic Scherzer Bridges and consequent changes to the quay walls.
- Concerned about the interventions to the quay wall to accommodate a new bridge over the River Dodder (removal of 19m of quay wall) and the removal of a section of the sea wall at St. Patrick's Rowing Club to accommodate the tying in of the existing and proposed cycle and foot paths.
- Highlights that the proposed route will pass through three designated Conservation Areas, namely Liffey Quays, Royal Canal and Grand Canal & Dodder.
- Request that the DPTOB (new bridge) design be enduring and of exceptional quality to ensure that it enhances the Grand Canal & Dodder Conservation Area setting rather than detracting from it.

- Request that where cycle lanes are located in close proximity to protected structures and within Conservation Areas an alternative high quality cycle lane surface is provided in-lieu of red tarmacadam.
- Recommends that a conservation professional be engaged to provide suitable mitigation measures for protected structures/ architectural heritage when the construction compounds are being established.

City Architects Division

- Welcomes in principle the objectives of the Proposed Scheme to support integrated sustainable transport use through infrastructure improvements for active travel and the provision of enhanced bus priority measures.
- Contends that the design needs to be supported by pedestrian counts to ensure that footpaths are of sufficient width to safely accommodate anticipated pedestrian volumes.
- States that all historic fabric and features should be retained and protected.
- States that the inclusion of an overlay of existing survey drawings onto the General Arrangement Drawings would have facilitated a better assessment of the impacts of the proposals.
- Notes the limited information on public realm improvements at a number of locations along the quays and seeks detailed drawings and specifications.
- Seeks clarification as to whether acquired land will be transferred to the local authority.
- Seeks full details of the design of each bus shelter and the siting of utility cabinets/ above-ground utility infrastructure.
- Requests the NTA to engage with electrical charging operators to co-ordinate the roll-out of on-street charging points.
- Wants the extent of hard landscaping to be retained to be agreed in writing with the planning authority.
- Requests that all street furniture and boundary finishes be agreed in writing with the planning authority.
- Seeks confirmation that the original lifting systems for the Scherzer bridges will be maintained intact and that the historic edges of the lifting bridge are maintained or represented by a change in paving material.

- Request a reasoning as to why the Scherzer Bridges at the North Wall Quay/ Royal Canal are to be re-orientated in addition to being relocated.
- Request Conservation Impact statements and Conservation Method statements for the proposed works to the Liffey Quay walls associated with the new pedestrian boardwalks at North Wall Quay and Custom House Quay.
- Seeks details regarding selection and location of artworks along the route under the Percent for Art Strategy.
- Seeks details about traffic signal poles, signage poles and water drinking fountains along the route.
- Seeks clarity about the provision of gantry signage as it is stated in Chapter 4 of the EIAR that no signage will be included in the Proposed Scheme but indicated to be proposed in Volume 3 of the EIAR.
- Requests information on how the Proposed Scheme will interact with other planned infrastructure projects in the vicinity.
- Requests that the design of St. Patricks Rowing Club House building be reviewed to reflect its landmark location and that details of finishes be agreed in writing with the planning authority.

City Parks, Biodiversity & Landscape Division

- Parks are not supportive of the proposal to provide a route through Ringsend Park for commuting cyclists.
- State that the current width of the path (2.3m) would be insufficient for a shared scheme and that the construction of an extra wide combined footpath/ cycle path would likely cause damage to the roots of trees that line the existing path.
- Similarly, the proposed two lane cycle track along Strand Street, Bayview and Beach Road will result in damage to the root zone of existing trees. Suggest that cyclists use the adjacent quiet streets.
- Highlight lack of detail for the proposals on the plans submitted.
- Request that an Arborist and Landscape Architect be retained on-site for the duration of the works.
- Recommend that a Tree Bond be in place for each retained tree.

3. Department of Housing, Local Government and Heritage - DAU

- The Department has reviewed the EIAR and is broadly in agreement with the findings in relation to Archaeology and Cultural Heritage and recommend a condition be attached to any permission issued.
- The Department's main concern from a nature conservation perspective is the potential adverse effects the proposed development may have on otter during its construction and operational phases, and particularly on otter movements between the Liffey Estuary and Royal and Grand Canals.
- Suggests mitigation measures to be incorporated into an Otter Conservation Plan and a biodiversity enhancement measure by the provision of black guillemot nest boxes (10 no.) as conditions to be attached to any grant of planning permission.

Recommendation

I have examined all of the submissions received, the NTA's response to the submissions and all of the documentation submitted with the application and I have considered all of the foregoing in relation to the Oral Hearing checklist which is appended to this memo within Appendix 2. The information provided within both the application documentation and the response to the submissions provides detailed information pertaining to the proposed works and how such works will affect individual properties, the wider environment and the functionality of the road space in terms of traffic volumes, speed, carrying capacity and all other issues relating to a multimodal road scheme.

I am satisfied that the information submitted is of sufficient detail to allow for a full and proper assessment of the case. I therefore consider that the proposed development can be adequately assessed without recourse to an oral hearing.

In the absence of an Oral Hearing being held, I consider it prudent to permit a final round of circulation in relation to the applicants' responses to the submissions received. This document addresses each submission individually in detail and given the level of information provided within it, I consider it important to provide third parties

with an opportunity to consider the NTA's responses and submit further written comments if deemed necessary.

Liam Bowe

Liam Bowe
Inspectorate

Agreed and Endorsed
Paul Cyprian (Assistant Director of Planning).

Appendix 1

1. Amphitheatre Ireland Ltd. (3Arena)

- States that it is important that the construction of the Bus Connects scheme does not impact the functionality or usability of Point Square via North Wall Avenue.
- Concerned that the venue does not appear to have been given adequate specific assessment and consideration in preparing the construction management plans (details set out in the Waterman Moylan Consulting Engineers report accompanying this submission).
- Highlights the emphasis contained in planning policy within the Dublin City Development Plan 2022-2028 and North Lotts & Grand Canal SDZ on maintaining the operational benefits that the 3Arena provides for the Docklands and the City.
- Recommend a number of considerations:
 - Two-way traffic be maintained on North Wall Avenue.
 - Classify Sherriff Street Upper and North Wall Avenue as HGV Designated Routes to facilitate production deliveries between the 3Arena and Dublin Port.
 - Consultation with 3Arena for scheduling of construction works.
 - Cessation of construction works at 9pm.
 - Access to the 3Arena at all times during construction works for delivery trucks, waste collection freighters and contractors.
 - Access when required by the Event Diary for articulated trucks to the northwest corner of the 3Arena during construction works for 48 hours before and 24 hours after an event.
 - Any alternative routes providing access to the 3Arena during construction works should be safe, suitable, and adequate to cater for traffic and pedestrians.
 - Access when required by the Event Diary for a 3m wide pedestrian route for the full length of North Wall Quay and Custom House Quay during construction works for 12 hours before and 6 hours after an event.

- Extend exceptions to 'no right turn' onto North Wall Avenue to include access for production deliveries to the 3Arena.
- Relocation of the existing bus stop (7623) and proposed bus stop at the existing car park on the south side of North Wall Quay so as not to interfere with the service yard at the front of the 3Arena.

2. Angela Nicholson & Others

- Contend that the removal of 8 no. parking spaces and replacement with 2 no. spaces on Strand Street is unfair and unbalanced.
- Offering spaces at Strasbourg Terrace is considered too remote for the residents.
- Removal of a grassed area to provide the 2 no. proposed spaces is not indicated on the drawings.
- Contend that the provision of a 2.5/3m wide cycle route within an existing carriageway 5m in width will cause congestion.
- Contend that the proposed layout of the cycle route is cumbersome.

3. Bernadette O'Connor

- Concerned about the two-way cycle track going through Pembroke Cottages, other streets in the area and Ringsend Park as she contends that existing cyclists' behaviour is poor.

4. Carol Reynolds

- Proposes an alternative cycle lane that would travel down Thorncastle Street (parallel to Pembroke Cottages), then onto to Cambridge Road and enter Ringsend Park via the existing gate on Cambridge Road.

5. CHQ Dublin Limited

- Objects to the lands being temporarily acquired (Plot 1003(4).2c) and permanently acquired (Plot 1003(1).1c) for use as construction compound.
- Does not object in principle to the BusConnect proposals linking Ringsend to Dublin city centre but objects to the temporary acquisition of Plot 1003(4).2c for 2 years as this will significantly impact on pedestrian and cyclist access to

the CHQ Building and the through route between Custom House Quay and public transport facilities to the north of the building.

- Contend that the use of the public plaza will be severely curtailed.
- Unclear whether the CPO of the lands will result in the NTA assuming responsibility for an existing surface water culvert that runs through the plots.

6. Cllr. Claire Byrne

- States that there does not seem to be good co-ordination with other key projects in the area such as the Dodder Greenway, the Coastal Mobility Route, Draft City Centre Traffic Management Plan, the National Demand Management Strategy, and the proposed Liberty Square redevelopment.
- Concerned about the proposals to move the two Scherzer bridges to provide additional lanes to accommodate private vehicles.
- Contends that walking and cycling capacity on the North Quays will be compromised by increasing the main thoroughfare from three to four lanes, contrary to DMURS.
- Requests interim improvements at the junction with Samuel Beckett Bridge until completion of planned pedestrian/ cycling bridge at Forbes Street/ Blood Stoney Road.
- Welcomes the proposal for the Dodder Public Transport Opening Bridge.
- States that questions remain about the preferred cycling route through Ringsend Park with loss of green space and conflict with pedestrians, particularly elderly people.
- Suggests alternative cycling routes on the grass verge on the northside of the wall that runs alongside the R131 Pigeon House Road; and through Thorncastle Street to connect with the Dodder Greenway and community facilities.

7. Custom House Docks Management Ltd. and Custom House Docks Basement Management Ltd.

- Highlights their support for the Ringsend to City Centre Core Bus Connects project.

- Concerned that the successful operation of accesses/ egresses to and from the parking areas in Custom House Dock area of the IFSC is safeguarded during the Board's assessment of the application, as well as during the construction and operation stages of the project.
- Seek confirmation from the NTA whether the temporary acquisition of land will be for 24 months or longer and also seeks details of finishes to be installed on lands to be returned.
- Concerned about the impact of 'no right turn' onto Commons Street from North Wall Quay would have on the 370 no. space IFSC car park.
- Require certainty that infrastructure and utilities would not be affected during the construction phase.
- Request a binding condition for the applicant to proceed with the development in a timely fashion.

8. Dublin Cycling Campaign

- Supportive of the Proposed Scheme on transport, environmental and health grounds.
- Consider that there are too few cross-sections provided and several areas where designs should be improved for cyclists.
- State that the Proposed Scheme needs to ensure that the needs of the 'interested but concerned' cohort (50-60%) of cyclists are met.
- Urges the NTA to ensure that Universal Design principles are embedded in the scheme.
- Support a number of modified elements of the Proposed Scheme as a result of the consultation process to date, including the new bridge across the Dodder, the relocation of the redundant Scherzer bridges, and the cycle route through Ringsend Park.
- Wishes to have the following considered at detailed design stage:
 - Minimum width of 3 metres for two-way cycle tracks.
 - Clarity on implementation of the 30kph zones.
 - Highlights active travel constraints on the south side of Beckett Bridge, conflict between cyclists and motorists on Tom Clarke Bridge, and the

awkward arrangement for cyclists at the Kerlogue Road/ Strand Street entrance to Ringsend Park.

- Note some recently built cycling infrastructure that is not reflected on the submitted drawings and seek tie-in with these, namely Seán Moore Road junction, the proposed 'quiet road' on the Pigeon House Road, and the widening of cycle tracks on Custom House Quay at the Docklands Centre building.
- Requests alterations in the form of:
 - Removal of the shared space on the south side of Beckett Bridge, and
 - Clarity on two-way cycle and shared 'greenway' track widths.

9. Hibernia Real Estate Group Limited

- Stated owners of 50 City Quay, 1-11 Sir John Rogerson's Quay, Portview House, and Portview Apartments. Also, stated owners of properties on Windmill Lane, Britain Quay and Hanover Quay.
- Welcomes the BusConnects project in terms of sustainable public transport and public realm improvements.
- Concerned that the height of the proposed St. Patrick's Rowing Club clubhouse is excessive and will be injurious to their uninterrupted views over the River Liffey from Portview House on Thorncastle Street. Request the Board to reduce the height of the roof pitch by a suitable planning condition on any grant of permission.

10. Ivana Bacik T.D.

- Expresses her support for the Proposed Scheme but also wishes to raise some concerns and observations that have been expressed by local residents about particular parts of the scheme.
- Particularly welcomes the proposal for a bridge across the River Dodder that will allow pedestrians and cyclists continue to travel continuously on a segregated route.
- Requests that the NTA consider an alternative solution to the shared pedestrian/ cyclist space at the southeast corner of Samuel Beckett Bridge.

- Raises the issues of impact on access and parking in the Cambridge Park/ Pembroke Cottages and Ringsend Park area.
- Requests that construction works take place during daytime hours in order to minimise disruption to the local communities, and that timely and regular communications about the works are issued to residents.
- Requests that impact on biodiversity be minimised and that existing tree cover along the route be preserved.
- Highlights that some residents may have to pay multiple fees to the Board in order to participate in the public consultation process on this and other BusConnects schemes - includes a press release dated 26th May 2023 outlining her concern about the fee of €50 that is required for her constituents to make a submission/ participate in the public consultation associated with the BusConnects project.

11. Joseph Taylor

- Objects to the proposed cycle lane in Ringsend Park.
- Contends that the implications of opening the park to 24 hour access could give rise to anti-social behaviour and a fall in the quality of life for local residents.

12. Mary O'Hanlon

- Objects to the removal of car parking spaces and the green area on Strand Street.
- States that the disabled car space at this location is no longer needed.
- Concerned that the use of Ringsend Park on a 24 hour basis will result in anti-social behaviour.
- Suggests alternative routes for the proposed cycle lanes.

13. Mary O'Neill, Ringsend & Irishtown Tidy Towns & Environment Committee

- Believes that there are alternative cycling routes that would bypass Strand Street and cause less disruption to Strand Street and the green area on it.
- Contend that noise levels on Strand Street will increase as a result of the Proposed Scheme.

- Contend that removing/ reducing the green open space on Strand Street will have a negative health outcome for people living on the street and will reduce their opportunities for social interaction.
- State that the fourteen trees located in the green open space on Strand Street need to remain in place in the interests of biodiversity and the health and well-being of residents.
- Contend that the introduction of a hard surface cycle route in place of an open green space contradicts RSES policy on sustainable drainage techniques.
- Highlight policy in the RSES for placemaking and green infrastructure.
- Suggests a number of alternatives for cycle paths in the area.

14. NWQ Devco Limited

- Stated owner of 1 North Wall Quay (8-storey office building).
- State that the submitted drawings do not accurately represent the existing junction arrangement at Commons Street with North Wall Quay and do not take account of the existing building's basement extents.
- Question the practicality of the NTA acquiring a parcel of land over their basement area.
- Query the necessity of providing a coach parking bay at their building.
- Concerned about the structural integrity of their basement wall with coaches parking directly above on-street.
- Request the Board to impose a condition on any grant of planning permission omitting the proposed coach stop at this location.

15. OPCO Customs House DAC

- Confirm that they are not objecting to the CPO but state that they must continue to have access to and the use of the area in front of the hotel as a set-down lay-by for the purposes of business continuity.
- Request that the Board impose a condition that facilitates them with full access to and use over this area.

16. Park Rite and IFSC Car Park

- States that the proposal incorporating a ban on the right turn from North Wall Quay to Commons Street will affect up to 40% of the incoming customers to their car park.
- Concerned about the possible impact on the financial viability of the car park as a result of this right turn ban.
- Highlights that the car park is ideally located on the edge of the study area for the Draft Dublin City Centre Transport Plan 2023 to provide car parking for incoming drivers.
- Requests that the existing right turn onto Commons Street is retained.

17. Rose Phipps & others

- Acknowledge the importance of improved cycling infrastructure but believe that there are alternatives that bypass Bayview/ Pembroke Street/ Strand Street entirely.
- Suggest a number of alternatives for cycle paths in the area.
- Contend that removing/ reducing the green open space on Strand Street would adversely impact the health and well-being of residents and disrupt the natural habitat of wildlife.
- State that two of the six car parking spaces to be removed from Strand Street are essential to the livelihoods of two families.
- Contend that the short Irishtown aspect of the proposal requires more careful consideration.

18. Sheena Burke

- Contends that removing/ reducing the green open space on Strand Street would adversely impact the health and well-being of residents and disrupt the natural habitat of wildlife.
- Contends that the introduction of a hard surface cycle route in place of an open green space contradicts RSES policy on sustainable drainage techniques.
- Highlights policy in the RSES for placemaking and green infrastructure.

- Concerned about the level of construction vibration that would be caused to her home.
- States that two of the six car parking spaces to be removed from Strand Street are essential to the livelihoods of two families.
- Suggests a number of alternatives for cycle paths in the area.

19. Spencer Dock Management Limited

- Confirm their support for the Ringsend to City Centre Core Bus Connects Project.
- Concerned that the CPO does not clarify or describe the full nature of the works that results in the requirement to acquire the lands.
- Seek confirmation from the NTA about the duration of the temporary acquisition of land.
- Seeks details of finishes to be installed on areas at the end of the temporary or permanent acquisition.
- Require certainty that infrastructure and utilities would not be affected during the construction phase.
- Highlight the location of the Emergency Access Routes associated with the Convention Centre Dublin (CCD) and the need for access at all times.
- Seek confirmation that Coach / Taxi Lay-by shown on the NTA Drawings is for the controlled set-down of visitors to the CCD.
- Request the NTA to address an existing design deficiency in the vicinity CCD ramp signals.
- Request that services associated with the proposed District Heating System be installed during the construction of the Bus Connects project.
- Request that the 3 no. loading bays on Park Lane be extended during the construction works to assist Tesco Ireland.
- Seek confirmation that pedestrian/ vehicular access and egress to both the south of the CCD and the ramped car park is maintained during the works.
- Seek confirmation regarding the timeline for the finalisation of the CPO and the payment of any compensation.

- Request that consideration be given to the widening of the Park Lane approach to the North Wall Quay to facilitate left and right turning vehicles queuing side-by-side.
- Seek reconfirmation and definition for the nature and reasons for labelling of 'Temporary' and 'Permanent' on the various CPO Notifications.
- Concerned about the impact of 'no right turn' onto Commons Street from North Wall Quay would have on the area.
- Concerned about traffic disruption, noise, dust, and emissions during the construction phase.
- Require certainty that infrastructure and utilities would not be affected during the construction phase.
- Request a binding condition for the applicant to proceed with the development in a timely fashion.

20. Waterside Block 9 Developments Ltd.

- Welcomes the implementation of improved public transport infrastructure on North Wall Quay but concerned that the removal of two existing disabled-accessible car parking spaces at this location would have a detrimental effect on the accessibility of the City Block 9 site unless equivalent alternative facilities are provided.
- States that the Disability Access Certificate granted for the building under construction on the site makes specific reference to these existing disabled-accessible car parking spaces.
- Requests that any final permission granted for the Proposed Scheme includes a condition that at least 2 no. replacement disabled-accessible car parking spaces are provided as well as a general passenger set-down/ collection area adjacent to City Block 9.

Appendix 2

Oral Hearing Recommendation – Bus Connects Project

File Refs: ABP -317679-23

Project Title Swords to City Centre Bus Corridor

In light of the application documentation, third party observations and response submissions received from the applicant:

- | | |
|---|----|
| 1. Is there a lack of clarity or detail in the information available that would require a hearing ? | No |
| 2. Are there outstanding issues relating to the design approach or alternatives such as would merit a hearing ? | No |
| 3. Are the number of submissions / complexity of issues raised in submissions such as to require a hearing ? | No |
| 4. Are there outstanding issues relating to the justification / need for the project that would require a hearing ? | No |
| 5. Are the nature and extent of impacts on third party properties uncertain or otherwise such as to justify a hearing ? | No |

Recommendation

Having regard to the above and as per the attached memo:

- I recommend no oral hearing be held.

I recommend that the response submission received from the first party be circulated to all other parties for comment.

Senior Planning Inspector Liam Bowe

Assistant Director of Planning Paul Caprani

I agree with this recommendation
For Cj APP.