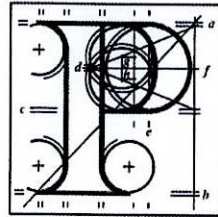


Our Case Number: ABP-314056-22



**An
Bord
Pleanála**

Land Development Agency
2nd Floor Ashford House
Tara Street
Dublin 2

Date: 26 September 2022

Re: Liffey Valley to City Centre Core Bus Corridor Scheme.
Fonthill Road to High Street all in the County of Dublin.

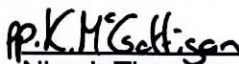
Dear Sir / Madam,

An Bord Pleanála has received your observation or 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 the Local Authority and 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,



Niamh Thornton
Executive Officer
Direct Line: 01-8737247

BL50A

Teil	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

The Secretary,
An Bord Pleanála,
64 Marlborough Street,
Dublin 1,
D01 V902

Tuesday, 13th September 2022

RE: SUBMISSION IN RESPECT OF STRATEGIC INFRASTRUCTURE DEVELOPMENT (SID) PLANNING APPLICATION REF. ABP-3144056-22 FOR LIFFEY VALLEY TO CITY CENTRE CORE BUS CORRIDOR SCHEME AT FONTHILL ROAD TO HIGH STREET ALL IN THE COUNTY OF DUBLIN.

Dear Sir/ Madam,

1.0 INTRODUCTION

1.1 Purpose of this Submission

We, the Land Development Agency (LDA) with an address at 2nd Floor Ashford House, Tara Street, Dublin 2, D02 VX67, have prepared this submission in respect of the Strategic Infrastructure Development (SID) planning application submitted to An Bord Pleanála (Ref. ABP-314056-22) known as the Liffey Valley to City Centre Core Bus Corridor Scheme.

The LDA wishes to take this opportunity to welcome the proposed Liffey Valley to City Centre Core Bus Corridor Scheme (hereafter referred to as the Bus Corridor Scheme) which will contribute to improved public transport availability and efficiency within the Dublin area and will provide quality cycling infrastructure and public realm improvements.

The LDA are currently preparing a masterplan for the Digital Hub lands (c.3.72 ha.) located to the north and south of Thomas Street, Dublin 8 which will set a framework for the delivery of a residential led mixed-use development over the next ten to fifteen years. The extent of the masterplan lands is shown in Figure 2.1 adjacent. The LDA's role in respect of the Digital Hub lands is reflective of our wider remit under the *Land Development Agency Act (2021)* to optimise relevant public and other underutilised lands to deliver significant housing growth.

2.0 Interaction between the Digital Hub Masterplan Area and Thomas Street

The Digital Hub Masterplan lands (also known as Pear Tree Crossing) are bisected by Thomas Street and as such the future development of Thomas Street will have a significant impact with regard to achieving the masterplan vision for the creation of a new walkable and vibrant urban quarter.





Figure 2.2: Annotated Aerial Image illustrating the extent of the Digital Hub Masterplan Land with Thomas Street highlighted in yellow

Thomas Street is quite vehicular dominated which limits permeability and its use for cross city pedestrian movement and linkages between the north and south of the masterplan lands. Its function as a key arterial route within the City brings a subsequent high level of traffic movement resulting in a more challenging environment for pedestrians and cyclists. The pedestrian experience is poorer than it might otherwise be: Reduced footfall, high levels of dereliction on Thomas Street coupled with inactive street frontages are challenges that need to be addressed to support a more pedestrian friendly environment along this key street which is in one of the most densely populated parts of Dublin to support and enhance quality of life and vitality of the area.



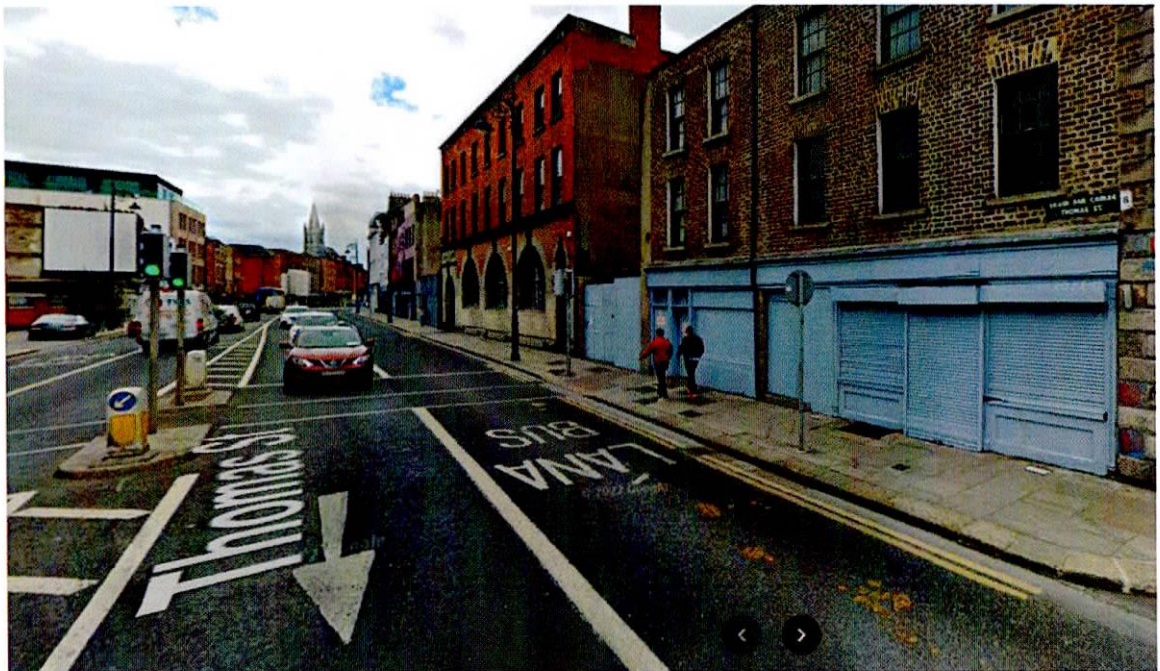


Figure 2.3: Thomas Street looking east at Crane Street junction showing existing pedestrian crossing and poor streetscape (Source: Google Streetview, 2022)

The proposed Bus Corridor Scheme includes a number of interventions on Thomas Street (and the wider area) which will provide an opportunity to address these issues through the introduction and reconfiguration of bus lanes, provision of cycle tracks on both sides of the street and improved public realm.

These interventions will support and contribute to the proposed new linkages to be delivered as part of the Digital Hub Masterplan and particularly the new north-south connection through the masterplan lands as required by the *Draft Dublin City Development Plan 2022 – 2028* and the guiding principles for the Digital Hub character area as set out by same.

The success of the linkages proposed as part of the Digital Hub Masterplan (as well as the wider vision for this key urban regeneration project) will be significantly dependent on addressing the challenge posed by navigating Thomas Street and ensuring that a safe and attractive crossing can be achieved between the northern and southern masterplan areas. In addition to this, we note the recently lodged plans in relation to the adjacent Guinness Quarter (DCC Reg. Ref. 4588/22) which further emphasises the need for Thomas Street to contribute to, rather than counteract, the opportunities which these redevelopment projects present and the opportunity for Thomas Street to contribute to a joined up approach to the regeneration of this historic Liberties area.



In this regard, the LDA requests that further consideration be afforded to the opportunities for enhancing permeability for pedestrians and cyclists crossing Thomas Street and particularly with regard to the need to safely link the north and south masterplan area of the Digital Hub lands, and to contribute to the wider permeability of the Liberties within Dublin City. Proposals are being progressed to transform underutilised sites in this key City Centre location to unlock the potential and support residential, commercial and community development and enhance the vitality of the area. Whilst the proposed Bus Corridor Scheme retains the existing pedestrian crossing east of Crane Street and adjacent to the main entrance to the Digital Hub campus (north of Thomas Street), this presents a missed opportunity to further consider how this crossing point can be improved, both from a safety perspective and with regard to the prominence which this crossing point will play as part of two large urban redevelopment schemes (the Digital Hub masterplan and the Guinness Quarter).

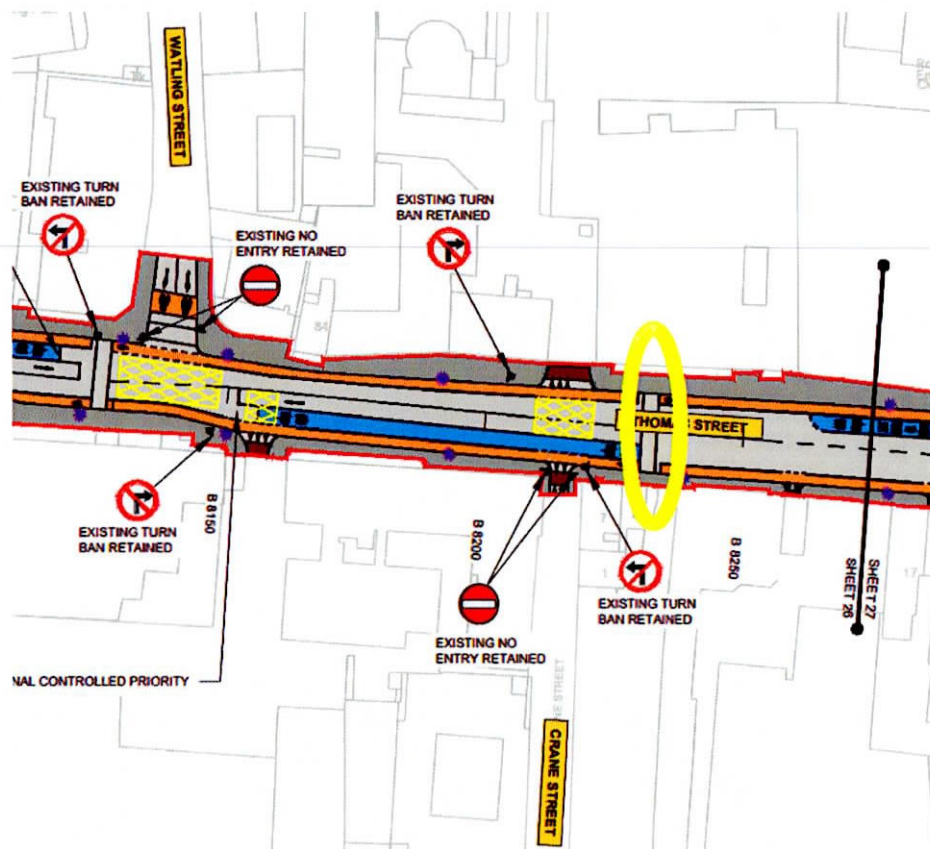


Figure 2.4: Location of existing crossing point (in yellow) on Thomas Street, east of Crane Street junction

Having regard to the above, we request that consideration be given to opportunities to enhance permeability and accessibility for pedestrians, and this could include a condition to be attached to any grant of permission which requires that the detailed design of the crossing point on Thomas Street be agreed with the LDA prior to commencement of construction.



3.0 CONCLUSION

We welcome the opportunity to further engage and collaborate with the Applicant to ensure the success of both the Bus Corridor Scheme and its relationship with the Digital Hub Masterplan area to ensure the optimal development of these state-owned lands to deliver high quality housing and urban regeneration within the Liberties area.

We trust that the above is in order.

Yours faithfully,



Ciara Slattery
Land Development Agency

