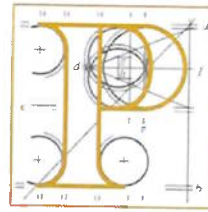


**Our Case Number:** ABP-317679-23  
**Your Reference:** NWQ Devco Limited



**An  
Bord  
Pleanála**

Cronin & Sutton Consulting  
19-22 Dame Street  
Dublin 2  
D02 E267

**Date:** 04 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 (including your fee of €50) in relation to the above-mentioned proposed road development and will take it into consideration in its determination of the matter.

Please note that the proposed road development shall not be carried out unless the Board has approved it or approved it with modifications.

If you have any queries in the mean time, please contact the undersigned officer of the Board at [laps@pleanala.ie](mailto:laps@pleanala.ie)

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

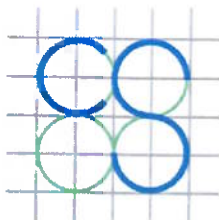
Yours faithfully,

  
\_\_\_\_\_  
Niamh Thornton  
Executive Officer  
Direct Line: 01-8737247

HA02

<b>Teil</b>	<b>Tel</b>	(01) 858 8100
<b>Glaic Áitiúil</b>	<b>LoCall</b>	1890 275 175
<b>Facs</b>	<b>Fax</b>	(01) 872 2684
<b>Láithreán Gréasáin</b>	<b>Website</b>	<a href="http://www.pleanala.ie">www.pleanala.ie</a>
<b>Ríomhphost</b>	<b>Email</b>	<a href="mailto:bord@pleanala.ie">bord@pleanala.ie</a>

64 Sráid Maoilbhríde Baile Átha Cliath 1 D01 V902	64 Marlborough Street Dublin 1 D01 V902
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# CS CONSULTING GROUP

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CS CONSULTING  
GROUP

An Bord Pleanála (Strategic Infrastructure Division)

64 Marlborough Street

Dublin 1

D01 V902

Sent By: Email

Job Ref: R118

A - GF

Date: 29-Sep-23

**RE: Observation in Relation to NTA SID Application Ref. 317679  
(Ringsend to City Centre Core Bus Corridor Scheme)**

Dear Sir/Madam,

Acting on behalf of NWQ Devco Limited, owner of the commercial site at One North Wall Quay, Dublin 1, we wish to make a submission in relation to the National Transport Authority's road development application to An Bord Pleanála for the Ringsend to City Centre Core Bus Corridor Scheme (ABP ref. **317679**).



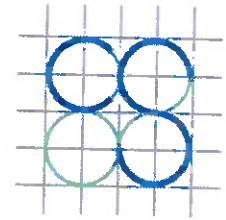
**Figure 1** – Location of One North Wall Quay

KP & Associates Consulting Engineers Ltd. T/A Cronin & Sutton Consulting  
Company No. 505303 | Registered Office: 19-22 Dame Street, Dublin 2.  
Directors: P. Sutton (Chairman), O. Sullivan (Managing), C. Sutton-Smith,  
E. Sutton, N. Barrett, C. Barry, D. Byrne, R. Fitzmaurice, M. McEntee,  
L. McNamee, C. Twomey | Assoc. Director: G. Lindsay

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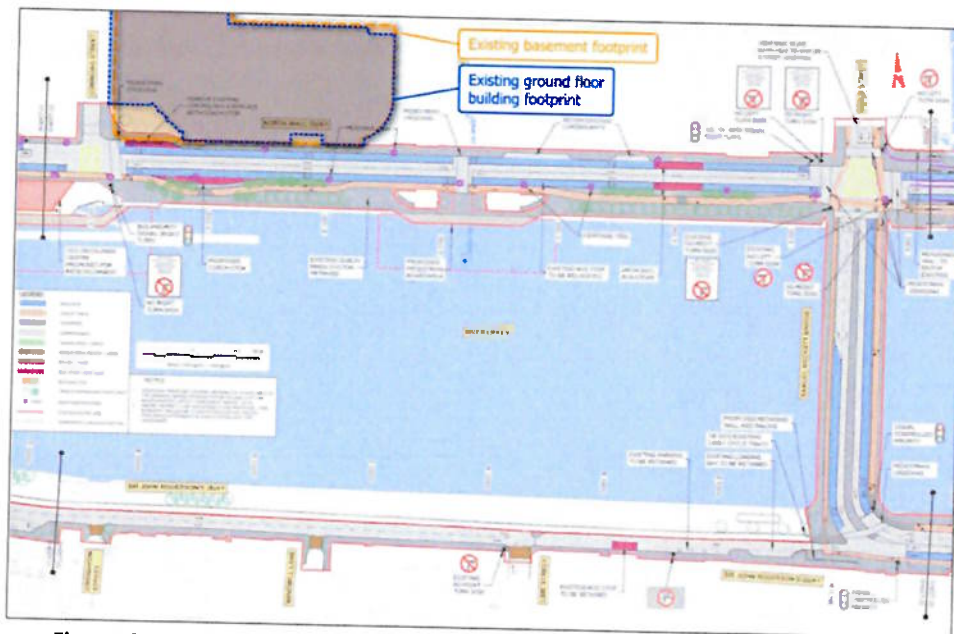
LIMERICK OFFICE: 45 O'Connell Street, Limerick, V94 XE18  
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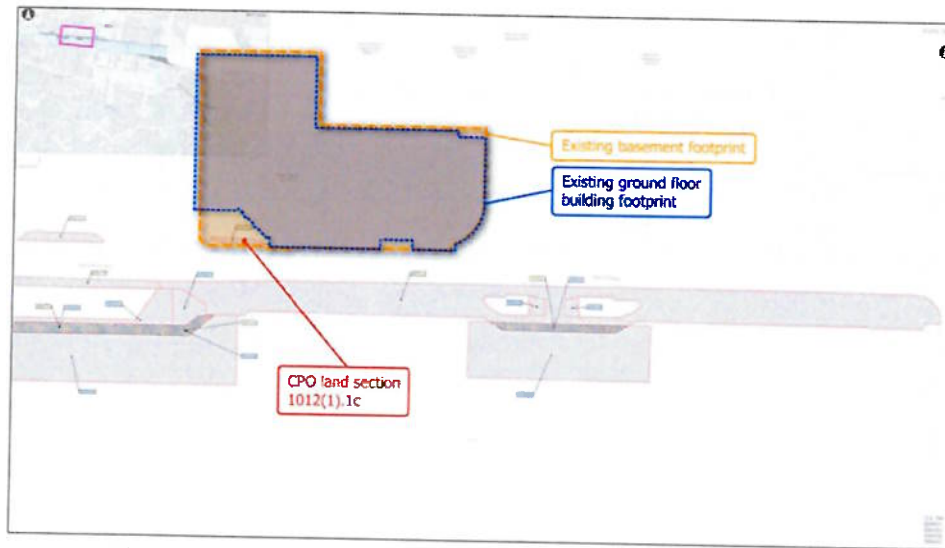
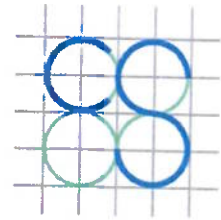
The site at One North Wall Quay is occupied by an 8-storey (over single level basement) office building. The Ringsend Scheme arrangement drawings (specifically drawing no. **BCIDD-ROT-GEO\_GA-0016\_XX\_00-DR-CR-0002**) show that it is proposed to remove the existing loading bay on North Wall Quay, outside the existing office building, and to replace this with a coach stop. To facilitate this, it is proposed to effect the compulsory purchase of a land section (44m<sup>2</sup> approx.) behind the existing loading bay. This land section forms part of a plaza at the entrance to the existing office building, and is referenced in the NTA Schedule of Lands Being Permanently Acquired under the number **1012(1).1c** (shown on CPO deposit map no. **0016-DM-0010**).

While the Ringsend Scheme arrangement drawings and CPO deposit maps show a generally correct ground floor footprint for the existing office building, they do not accurately represent the existing junction arrangement of Commons Street with North Wall Quay and do not take account of the existing building's basement extents.



**Figure 2** – Existing building footprints overlaid on proposed CBC arrangement

As shown in **Figure 2** and **Figure 3**, the basement level of the existing office building extends south almost as far as the back of the existing loading bay and underlies the entire land section proposed for compulsory purchase. Given the presence of an existing basement structure beneath the land section numbered **1012(1).1c**, we question the practicality of the NTA acquiring this land as part of the Ringsend Scheme.

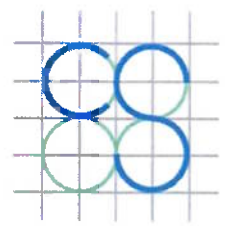


**Figure 3** – Existing building footprints overlaid on CPO deposit map

In relation to the proposed Ringsend Scheme arrangement itself, we query the necessity of providing a coach stop at this location. The adjacent site of One North Wall Quay is presently in use as commercial offices, and is intended to remain as such. There is therefore no need for a coach stop to serve this immediate area. While the Hilton Hotel and the Spencer Hotel are located on North Wall Quay 70m to the west and 160m to the east, respectively, each has an existing loading bay that it is proposed to retain as part of the Ringsend Scheme arrangement.

Given the high demand for coach and bus parking/layover facilities along the north quays generally, it is moreover likely that the proposed coach stop would in fact be used for coach parking, rather than for passenger set-down and collection. As the proposed coach stop is open-ended and not a fully recessed bay, a second bus or coach may park or wait behind one already occupying the stop, thereby obstructing the adjacent pedestrian crossing. Furthermore, stationary coaches or buses at this stop would obstruct visibility for pedestrians crossing North Wall Quay and for vehicular traffic exiting Commons Street, increasing the risk of collisions.

The coach stop as proposed also requires set back of the existing kerb at the corner of Commons Street and North Wall Quay. This increases the turning radius for vehicles turning left from Commons Street onto North Wall Quay, which would tend to encourage higher speeds. The increased carriageway width at the coach stop also increases the length of the pedestrian crossing on North Wall Quay, from the existing 12.5m to a proposed 17m. Pedestrians would therefore require significantly more time to cross the road, increasing their exposure to conflict with vehicular traffic, and a correspondingly longer green time would be required for the pedestrian signal phase.



Structural concerns also arise in relation to the size and positioning of the proposed coach stop. The basement wall of the existing office building is immediately adjacent to the proposed surface-level coach stop area. Stationary coaches or other large vehicles will impose a lateral surcharge on the existing wall, which is unlikely to have been envisaged in its original design. This additional lateral load would likely lead to structural damage to the existing wall, issues with waterproofing, and other secondary effects.

In summary, we submit that:

- The provision of a coach stop at this location is unnecessary and is not conducive to the safe operation of the junction of Commons Street and North Wall Quay.
- Compulsory purchase of the land section identified as **1012(1).1c** is not practical, given the presence of an existing basement structure beneath it.
- Use of the coach stop as proposed would likely lead to structural damage to the existing basement wall of the office building at One North Wall Quay.

We therefore request that An Bord Pleanála condition the omission of this proposed coach stop from the Ringsend Scheme Core Bus Corridor arrangement and the retention of the existing kerb line at this location. We further request that no Compulsory Purchase Order be sanctioned in respect of the land section identified as **1012(1).1c**.

Sincerely,

**Gordon Finn**

Civil Engineer

BA, BAI (Hons), MAI (St), MIEI, Cert RSA

**for Cronin & Suttou Consulting**