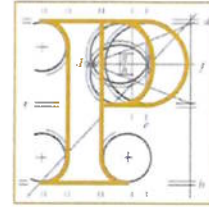


Our Case Number: ABP-317679-23

Your Reference: Spencer Dock Management Limited



An
Bord
Pleanála

NRB Consulting Engineers Ltd
1st Floor
Apollo Building
Dundrum Road
Dundrum
Dublin 14
D14 K2F8

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 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.

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

Tel	Tel	(01) 858 8100
Glaó Áitiúil	LoCall	1800 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

Lauren Griffin

From: Lauren Griffin
Sent: Tuesday 3 October 2023 13:24
To: eoin.reynolds@nrb.ie
Subject: RE: Ringsend-City Centre Core Bus Corridor Scheme - Submission on Behalf of Spencer Dock Management Ltd.,

A Chara,

We acknowledge receipt of your email; official acknowledgement of your submission will issue in due course.

Kind Regards,

Lauren Griffin

From: Eoin Reynolds <eoin.reynolds@nrb.ie>
Sent: Monday, October 2, 2023 3:52 PM
To: LAPS <laps@pleanala.ie>
Cc: Emma loughran <emma.loughran@spencerdock.ie>; Natalie Dunleavy <n.dunleavy@greshamhouse.ie>; Brian McMahon <brian.mcmahon@nrb.ie>
Subject: Ringsend-City Centre Core Bus Corridor Scheme - Submission on Behalf of Spencer Dock Management Ltd.,

Dear Sir/Madam,

SUBMISSION IN RESPECT OF APPLICATION FOR RINGSEND TO CITY CENTRE CORE BUS CORRIDOR SCHEME AND ASSOCIATED COMPULSORY PURCHASE ORDER. FOR/ON BEHALF OF SPENCER DOCK MANAGEMENT LIMITED. APPLICATION REFERENCE HA29N.317679 COMPULSORY PURCHASE ORDER 2023 CPO REF PLOT LISTS: 1017(1).1f, 1021(1).1a, 1021(3).2a, 1021(2).1a, 1018(1).1f, 1020(1).1a, 1019(1).1f and 1015(1).2c

Please find attached to this email a copy of the submission, a hard copy of which has been sent today by courier.

Please confirm receipt and also that all is in order, thank you.

Regards,

Eoin Reynolds

NRB Consulting Engineers Ltd
1st Floor
Apollo Building
Dundrum Road
Dundrum
Dublin 14
D14 K2F8

Tel/fax: +353 1 292 1941
Mobile: 087 299 6390
e-mail: eoin.reynolds@nrb.ie
web: www.nrb.ie

Please consider the environment before printing this e-mail.

2 Oct 2023
23-098/B/ER

An Bórd Pleanála,
64 Marlborough Street,
Dublin 1,
D01 V902.

*Sent By Email (laps@pleanala.ie)
& Hard Copy By Direct Courier*

NRB Consulting Engineers Ltd
1st Floor
Apollo Building
Dundrum Road
Dundrum
Dublin 14

+353 1 292 1941
info@nrb.ie
www.nrb.ie

Dear Sir/Madam,

**SUBMISSION IN RESPECT OF APPLICATION FOR RINGSEND TO CITY CENTRE CORE
BUS CORRIDOR SCHEME AND ASSOCIATED COMPULSORY PURCHASE ORDER.
FOR/ON BEHALF OF SPENCER DOCK MANAGEMENT LIMITED.**

**APPLICATION REFERENCE HA29N.317679
COMPULSORY PURCHASE ORDER 2023**

**CPO REF PLOT LISTS: 1017(1).1f, 1021(1).1a, 1021(3).2a, 1021(2).1a, 1018(1).1f,
1020(1).1a, 1019(1).1f and 1015(1).2c**

Spencer Dock Management Ltd (consulting with the associated affected tenants & affected parties listed below) have retained NRB Consulting Engineers Ltd to prepare this submission.

The submission is two-fold and is in respect of:

1. An application, made by the National Transport Authority (NTA), for a proposed road development for the Ringsend to City Centre Core Bus Corridor Scheme ('Proposed Bus Corridor Scheme') pursuant to section 51(3) of the Roads Act, 1993 (as amended) (ABP Reference HA29N.317679), and
2. The Compulsory Purchase Order notice served by the NTA in respect of lands associated with the afore-mentioned application, for the purposes of the construction of the Ringsend to City Centre Core Bus Corridor Scheme.



This submission is not accompanied by a fee on the basis that our clients land is proposed to be acquired under the CPO under plot lists 1017(1).1f, 1021(1).1a, 1021(3).2a, 1021(2).1a, 1018(1).1f, 1020(1).1a, 1019(1).1f and 1015(1).2c as described in Section 2 below.

In accordance with the statutory public notice, this submission has been made to An Bórd Pleanála before 5.30pm on 3rd October 2023.

1.0 Introduction

Spencer Dock Management Limited have approximately 3,000 employees and 2,000 residents based in Spencer Dock. The parties to this submission and businesses within the 'demise' of the lands of Spencer Dock Management Ltd are as follows:

- The Convention Centre Dublin (The CCD),
- PwC,
- RGRE Holdings Limited,
- Central Bank of Ireland,
- National College of Ireland,
- SDR Property Management Limited (residential complex),
- Euro Car Park Ireland Limited,
- Tesco Ireland,
- Optum Services Limited,
- OPW,
- Office of the Comptroller & Auditor General,

Page 1 of 8

- Office of Government Procurement,
- Credit- Suisse,
- Davra Networks,
- OCWM Law,
- Boca Café.

In addition, the National College of Ireland (NCI) are opening in the near future will have up to 6,000 students attending.

Depending on the event, there can be between 500 and 2,000 additional visitors to the CCD on a daily basis.

The extent of our client's landholding and interest in the area is as illustrated on the Google Maps extract below for ease of reference:



Figure 1 – Extent of Landholding (As Advised By Client)

This submission relates to the common areas around the CCD, including open space, roadways and accesses / egresses to and from these routes and also car park areas, including basement car parks, that will be affected by the CPO and detailed proposals relating to the proposed Bus Corridor Scheme (and the tenants listed above that will also be affected as a result).

Portions of our clients lands are also being temporarily and permanently acquired through a CPO process for the purposes of constructing and operating the Bus Connects scheme and for the purposes of implementing traffic flow alterations on Mayor Street Upper.

We highlight our client's support for the Ringsend to City Centre Core Bus Connects Project having regard to the proposed enhanced bus priority measures and the improvements to pedestrian and cyclist infrastructure.

Our clients in particular welcome the plans to provide for a full movement junction at the access ramp from the CCD/Buildings C1-C5 onto Mayor Street Upper and the associated proposal to facilitate 2-way vehicular traffic flow on the section of Mayor Street Upper from the CCD/Buildings

access to the junction with Park Lane (all as illustrated on Sheet 3 of 12 of the NTA's published plans).

Our clients further acknowledge that the approved Bus Corridor Scheme will hopefully help alleviate traffic congestion in and around the area.

However, our clients have some concerns that we request be clarified and addressed by An Bord Pleanála and/or the NTA in the course of determining the CPO and planning application.

1.1 Bus Corridor Scheme Application

Our clients are in control of the entire landholding (buildings and common areas) as illustrated in Figure 1 above. These areas include open space, roadways and accesses / egresses to and from these routes and also car park areas, including basement car parks – all as included in the outline as Figure 1 above.

The lands affected by the Ringsend to City Centre Core Bus Connects Scheme are primarily located in the road, footways and margins leading to and from the CCD & Buildings car park access ramp on Mayor Street Upper, and along the North Wall Quay frontage of the CCD (as per CPO notices).

1.2 Compulsory Purchase Order

The NTA served 'Notice of Compulsory Purchase' on the landowner on 3rd August 2023, regarding the acquisition of lands to the south and north of the CCD to facilitate the construction of the proposed Bus Corridor Scheme in the City (and the associated changes on Mayor Street Upper).

2.0 How The Lands Are Affected By The CPO

This section provides a summary of how the lands are affected by the proposed CPO on a permanent and temporary basis, and outlines our clients observations on same. The relevant lands are located immediately north and south of the CCD and are as illustrated on the annotated Aerial Google View below as **Figure 2** and **Figure 3**.

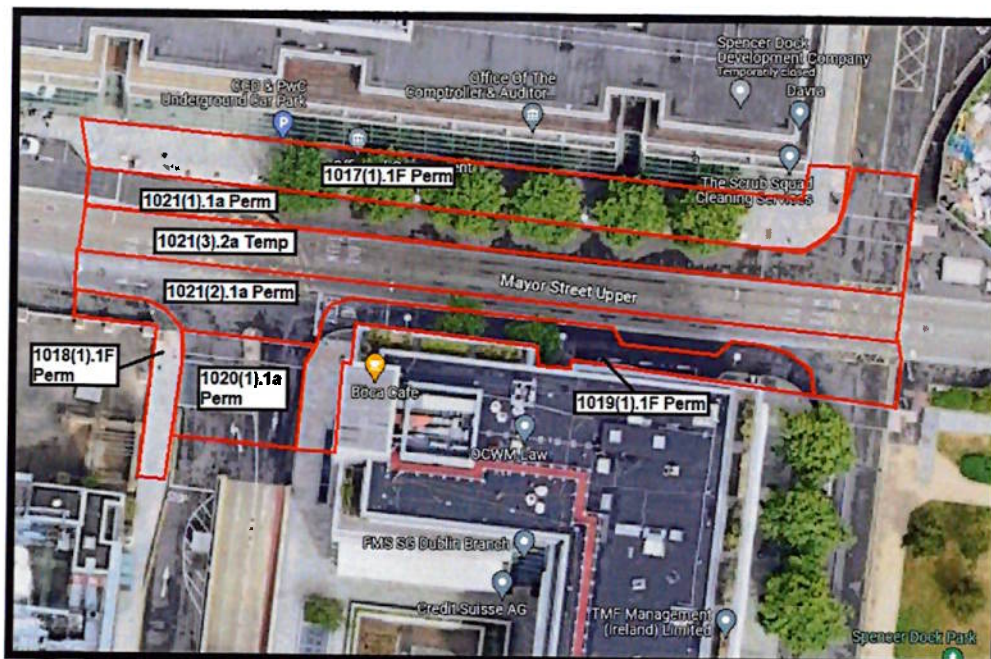


Figure 2 – Summary of CPO Notices Served to North of CCD on Mayor Street Upper

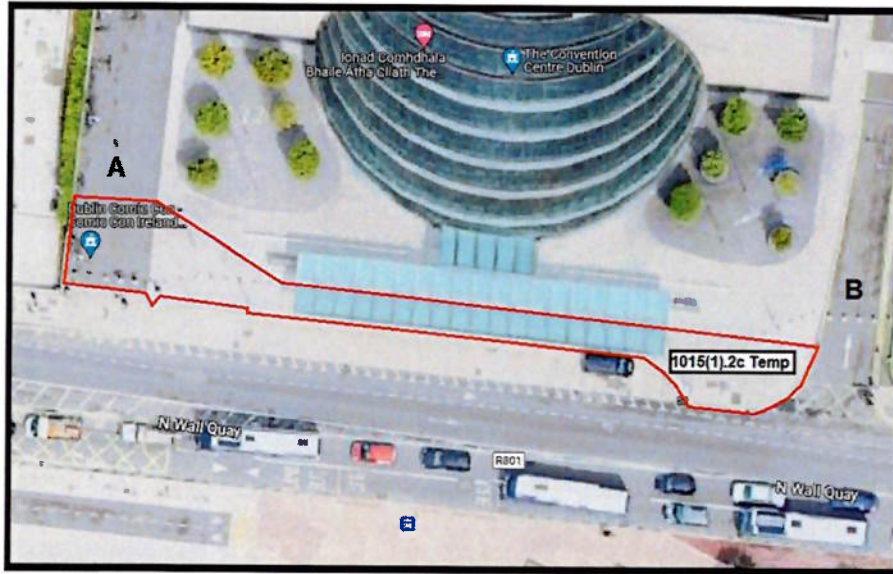


Figure 3 – Summary of CPO Notices Served to South of CCD on North Wall Quay

2.1 Key Issues / Queries Arising from CPO and Bus Connects Plans (Items A to M below)

- a. Whilst there are drawings that illustrate the works, our clients are concerned that the CPO does not clarify or describe the full nature of the works proposed that result in the requirement to acquire the relevant lands on a temporary and permanent basis. We would ask that a detailed text-description, supported by annotated drawings, of the proposed works on Mayor Street Upper (including a detailed specification / description of the traffic signal controlled junction at the CCD/Buildings Ramp) be provided by the NTA, and specifically confirming that a full movement junction is to be provided here, and that a full movement junction will be provided at Mayor Street Upper / Park Lane.
- b. Our client have specific concern regarding the duration required for the temporary acquisition. Confirmation is requested from the NTA as to the likely commencement and duration of the Temporary acquisitions.
- c. Details on the finishes to be installed on the areas at the end of the temporary or permanent acquisition period are also requested.
- d. It is highlighted that there are very significant communication cables and other underground services in Mayor Street Upper (and elsewhere) that require protection during the works. There is also significant data & power-cabling infrastructure which passes directly in front of both the CCD and Pwc, along the quays and on Mayor Street. This also raises the query as to what entity would become responsible for these areas on completion of the CPO (Temporary and Permanent). The ongoing preservation & maintenance of this infrastructure, including the ducting and manholes / chambers / is key to ensure the continued smooth operation of our client's interests. We ask for clarification on this issue. In particular please also advise and confirm how the plans will facilitate on going access and maintenance to the private IT infrastructure which may be located within the CPO areas.
- e. We highlight that Vehicular Routes A and B illustrated on **Figure 3** above are important Emergency Access Routes (Fire Tender) for The CCD which must be maintained and accessible at all times in the interests of public safety and emergency plans in place. We ask for written confirmation of this from the NTA.
- f. The NTA Drawings show a Coach/Taxi Lay-by directly outside The CCD on North Wall Quay. We assume that this is for the controlled set-down of visitors to the CCD (not a long-term parking area). Please confirm same. In addition, the NTA drawing shows a



coach stop on the south side of North Wall Quay, again directly in front of the CCD. Please also confirm its intended use.

- g. There is a Loading Bay on Mayor Street Upper, primarily for the servicing of the Tesco Store. Due to the short length of the loading bay, the service vehicles at Tesco frequently park on the Traffic Signal Call or induction loop, causing very significant nuisance or delay in the operation of the CCD Ramp Signals. This is illustrated in **Figure 4** below. We would ask the NTA to confirm that this design deficiency will be addressed by the NTA through remedial measures in the course of the works.



Figure 4 – Annotated Google Aerial View of Tesco Loading Bay

- h. Our client understands that there are plans to install a District Heating System in this area of the City. That being the case, we ask that any associated services that are required as part of these plans be installed in a coordinated fashion during the construction of the subject Bus Connects works, so as to prevent unnecessary future disruption in the area. We ask for clarification that such coordination will occur.
- i. Please note that the loading bays on Mayor Street will be temporarily out of use during works and this will have a major impact on the tenants for deliveries, especially Tesco Ireland. As a solution to this, we request that the existing bays on Park Lane (3 no.) be extended to cater for deliveries during the works. Please note that the bay on Park Lane North already has planning permission to be extended (see attached ROD Drawing "Proposed Set-Down Area at Park Lane/North Lotts"). Even if this loading bay were extended as per the permission, it would greatly assist. Please comment.



Figure 5 – Annotated Google Aerial View – Request for Increased Sized Loading Bay

- j. It is highlighted that safe appropriate pedestrian / vehicular access and egress to both the south of the CCD and also to the Ramped Car Park access to the north must be maintained during the works in order to minimize disruption to businesses and users. We ask that the NTA confirms same.
- k. In the event of approval from An Bórd Pleanála, the CPO does not appear to provide a timeline of events up to the finalisation of the CPO and payment of any compensation. We ask for confirmation and further details of same.
- l. We request that consideration be given to widening of the Park Lane Approach to North Wall Quay, to facilitate left and right turning vehicles queuing side-by-side at the traffic signals. This will greatly enhance vehicular traffic capacity during peak periods of CCD operation.
- m. Please both re-confirm and define the nature & reasons for labelling of “Temporary” and “Permanent” on the various CPO Notifications.

The above represent the key areas that our client requires clarity and further information on prior to An Bórd Pleanála approving the CPO or determining the application for the Bus Connects Plans.

3.0 How The Lands Are Affected By The Application

Our clients have concerns around access / egress to the Customs House Docks area and how this may affect overall traffic flows in the area.

The proposed Bus Connects Corridor scheme illustrates a prohibition of right turning traffic from North Wall Quay into Commons Street. This is illustrated in the annotated NTA Drawing extract included below as **Figure 6**.

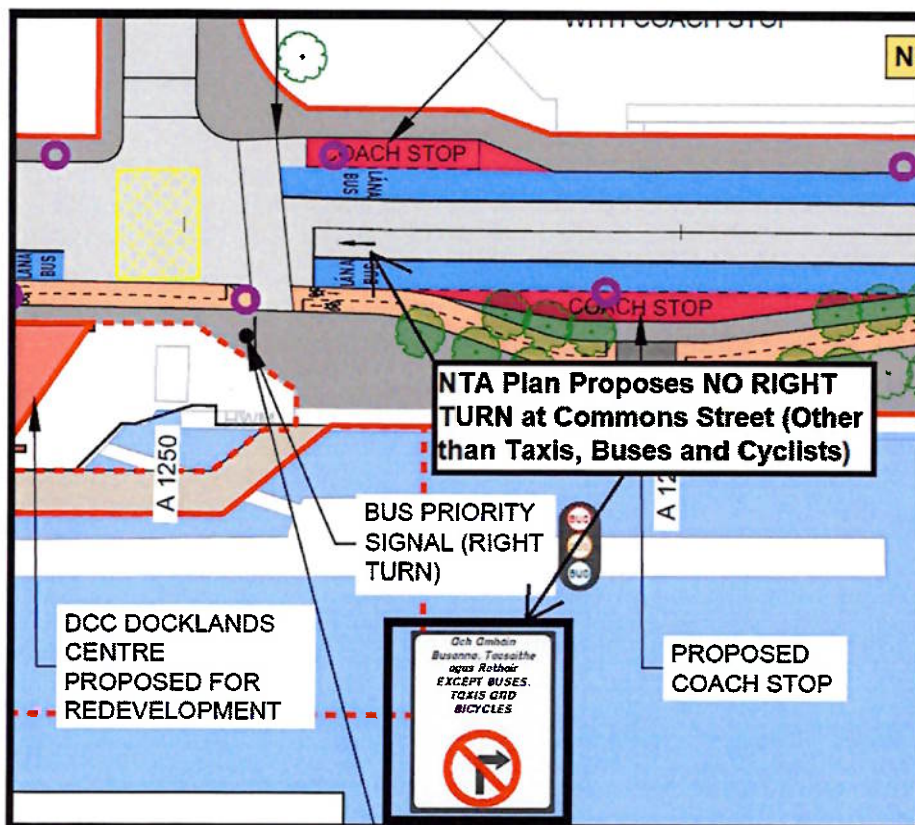


Figure 6 – Annotated Extract from NTA Application Drawings

Commons Street provides access for the majority of traffic accessing the International Financial Services Centre (IFSC). The suggested prohibition of right turning from North Wall Quay will have a significant knock on effect and will increase traffic congestion in the area.

The Design Manual for Urban Roads and Streets (DMURS) promotes permeable networks as a means to naturally traffic calm, reduce driver frustration and reduce traffic impact.

There is a simple solution, which is to accommodate and maintain the right turn that exists for traffic from North Wall Quay to Commons Street. The existing layout, with the main features, is as depicted on the Google Streetview Image included below as *Figure 7*.

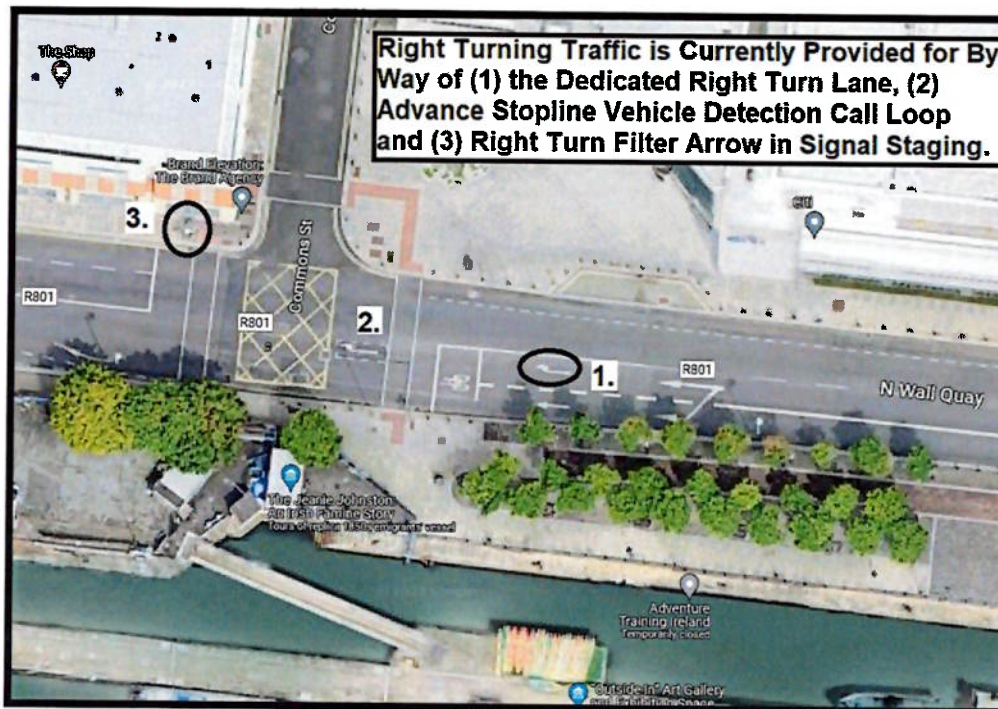


Figure 7 – Annotated Google Aerial Streetview of Additional

This right turn feature can easily be accommodated in the NTA design with minimal effect. (In fact it can reasonably be argued that this would greatly improve operation, given that taxis and buses are facilitated to make the right turn under the current plans without any filter lane provision – in effect blocking straight-through westbound traffic on North Wall Quay).

We therefore request and encourage the NTA and ABP to maintain the right turn lane and remove the intended right turn prohibition at this junction so as to minimise the knock-on adverse effects on the entire Docklands Area.

3.1 Potential Disruptions

The proposed construction works, due to their immediate proximity to our client's lands and buildings will result in significant diversions, closures, restricted access and construction related traffic in the area for a prolonged period of time. The likely traffic and construction noise, dust and emissions that will result from these should not be underestimated.

Furthermore our client is concerned that the implementation of the Proposed Bus corridor Scheme could have significant impact on infrastructure and utilities during the construction phase. Local businesses experienced severe disruption during the construction of the Red Line LUAS, such as power outages, broadband outages, water supply issues, drainage issues etc, which was extremely disruptive to their businesses. Our clients would require some certainty that similar instances would not occur as a result of these works.

We trust that An Bórd Pleanála will take these construction related concerns into account in assessing the application.

3.2 Delays and Uncertainty

We highlight that any decision that is made by An Bórd Pleanála to approve the proposed scheme has a myriad of consequences for an affected landowner that go beyond the rules governing the assessment of compensation. Primarily these consequences arise from the uncertainty surrounding the commencement date and date of completion, if the proposed Bus Corridor Scheme is approved, along with the associated CPO.

We suggest that An Bórd Pleanála should satisfy itself that the acquiring Authority is minded and committed to proceed in a timely fashion if the proposed Bus Corridor Scheme is confirmed. We request that An Bórd Pleanála impose binding conditions on the acquiring Authority in respect of the Programme, to give certainty to our clients in the event of the Scheme and the CPO's approval.

4.0 CONCLUSION

We confirm that our client's welcome the Ringsend to City Centre Core Bus Connects Project having regard to the proposed enhanced bus priority measures and the improvements to pedestrian and cyclist infrastructure.

Our clients in particular welcome the plans to provide for a full movement junction at the access / egress ramp from the CCD (Note that this provides for access to the both the CCD and Blocks C1-C5 Tenants Car Parks) onto Mayor Street Upper, and the associated proposal to facilitate 2-way vehicular traffic flow on the section of Mayor Street Upper from the CCD/Buildings C1-C5 access to the junction with Park Lane (all as illustrated on Sheet 3 of 12 of the NTA's published plans).

Our client raises some concerns about the CPO in respect of the nature of the works, the timeline to implement and the potential knock-on effect the CPO and works proposed in the application could have on their landholding, businesses and valuation. These are set out within section 2.1 (Items A to L) above.



We highlight that the proposed restricted right turn from the Quays into Commons Street will have a significant knock on effect in terms of traffic movement and progression in the area. We believe that this right turn provision can easily be accommodated in the NTA design with minimal effect, by way of a minor change in the design.

Our clients would welcome the opportunity for further engagement with the NTA to ensure that access and egress arrangements are safeguarded at each stage of the project, including during An Bórd Pleanála's assessment of both the application and the CPO, and beyond these stages at construction and operational phases.

In the event that the Scheme does progress our client request a senior level NTA point of contact to liaise with us for the duration of works.

We trust that the above is in order and we look forward to your response.

Yours sincerely,

A handwritten signature in blue ink that reads 'Eoin Reynolds'.

Eoin Reynolds
Chartered Engineer
Director

Enclosure, ROD Drawing showing As-Permitted Proposed Set-Down at Park Lane/North Lotts