

**RINGSEND TO CITY  
CENTRE CORE BUS  
CORRIDOR**

**NTA OBSERVATIONS  
ON COMPULSORY  
PURCHASE ORDER  
OBJECTIONS**

November 2023

**BUS  
CONNECTS**

SUSTAINABLE TRANSPORT FOR A BETTER CITY.



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# 1. Introduction

## 1.1 Compulsory Purchase Order

This report provides a response to the objections made to An Bord Pleanála (“the Board”) in response to the Ringsend to City Centre Core Bus Corridor Scheme Compulsory Purchase Order 2023 (“the CPO”), which relates to the Ringsend to City Centre Core Bus Corridor Scheme (“the Proposed Scheme”).

An overview of the objections is provided in Section 1.2. The issues raised in the objections to the CPO, together with the relevant responses, are provided in Section 2.

## 1.2 Overview of Objections Received

Five objections to the CPO were provided to the NTA by the Board. Each objection was individually numbered by the Board and this numbering system has been retained for ease of reference in this report.

Four of the parties who submitted the objections also made an identical submission in response to the Section 51 Application for the Proposed Scheme.

Table 1.2.1 below sets out the locations referred by the objections and the key issues raised.

**Table 1.2.1: Summary of Objections in Response to the CPO**

No.	Location	Objection by	Key Issue Raised
1	George’s Dock, Custom House Quay	CHQ Dublin Ltd.	Construction compound. Pedestrian access. Noise.
2	George’s Dock, Custom House Quay	Custom House Management Ltd.	Temporary CPO duration Pedestrian access to George’s Dock from south. Drainage culvert under bridges. Ownership and maintenance of the bridge. Access to car park beside Memorial Bridge junction. Impact for value of lands.
3	Mayor Street Upper	Davy Target Investments Ltd.	Query about CPO Schedules. Access to car park.
4	Hilton Garden Inn Hotel, North Wall Quay	OPCO Custom House DAC	Access across CPO plot to hotel. Continuation of set-down layby.

No.	Location	Objection by	Key Issue Raised
5	Mayor Street, Convention Centre, Spencer Dock	Spencer Dock Management Ltd.	<p>Welcome for change to traffic at Mayor Street.</p> <p>Clarification about the extent and nature of the works.</p> <p>Duration of temporary acquisition.</p> <p>Materials and finishes.</p> <p>Impacts for utilities.</p> <p>Emergency access.</p> <p>Set-down layby on North Wall Quay.</p> <p>Loading bay on Mayor Street / temporary loading from Park Lane.</p> <p>District heating system – install pipes in scheme?</p> <p>Widen Park Lane at junction with NWQ.</p>

## 2. Response to Objections to the Compulsory Purchase Order (CPO)

### 2.1 Overview of Objections

This chapter of the report addresses the 5 written objections, applicable to 8 plots that were received by the Board against Compulsory Purchase Order for the Proposed Scheme under ABP Case Number ABP-317735-23 within the prescribed period for making of objections.

The objections are listed in Table 2.1.

**Table 2.1: CPO numbering by geographic location**

CPO Ref No.	Location	Plot No.
1	CHQ Dublin Ltd., George's Dock, Custom House Quay	1003
2	Custom House Management Ltd., George's Dock, Custom House Quay	
3	Mayor Street Upper, Spencer Dock	1019/1020/1021
4	Hilton Garden Inn Hotel, North Wall Quay	1007
5	Mayor Street, Convention Centre, Spencer Dock	1015, 1017, 1018, 1019, 1020, 1021

### 2.2 CPO No.1 & 2, George's Dock – CPO Plot No. 1003

The CPO for the Proposed Scheme includes 4 sub-plots 1003(1,2,3 and 4) located at George's Dock and consisting of a bridge over the former canal basin entry channel and part of a public open area on the eastern side between the dock and the CHQ building.

The land take required is shown in the following images:

- Extract from CPO Deposit Map Sheet No.11 in Figure 2-1 showing the relevant Plots.
- relevant extract of the EIAR Volume 3, Chapter 4 Proposed Scheme Description Part 2 General Arrangement drawings in Figure 2-2.
- the existing aerial view in Figure 2-3.
- existing street view in Figure 2-4.

#### Description of the Proposed Scheme at this location

The proposed scheme will relocate the existing pair of lifting Scherzer Bridges that span across the former dock channel to each side of the road so that the road can be widened on a replacement bridge which will provide bus lanes where there are none at present. The lifting Scherzer Bridges are of significant heritage value, and they will be reconditioned and reinstated beside their current location to carry footpaths and cycle tracks on each side of the road. They will replace the existing timber surfaced footbridges which will be removed. These works require the permanent acquisition of 3 plots No. 1003(1), 1003(2) and 1003(3). The fourth Plot No.1003(4) will be acquired temporarily for a construction compound on the northeastern side of the works area beside the bridges.

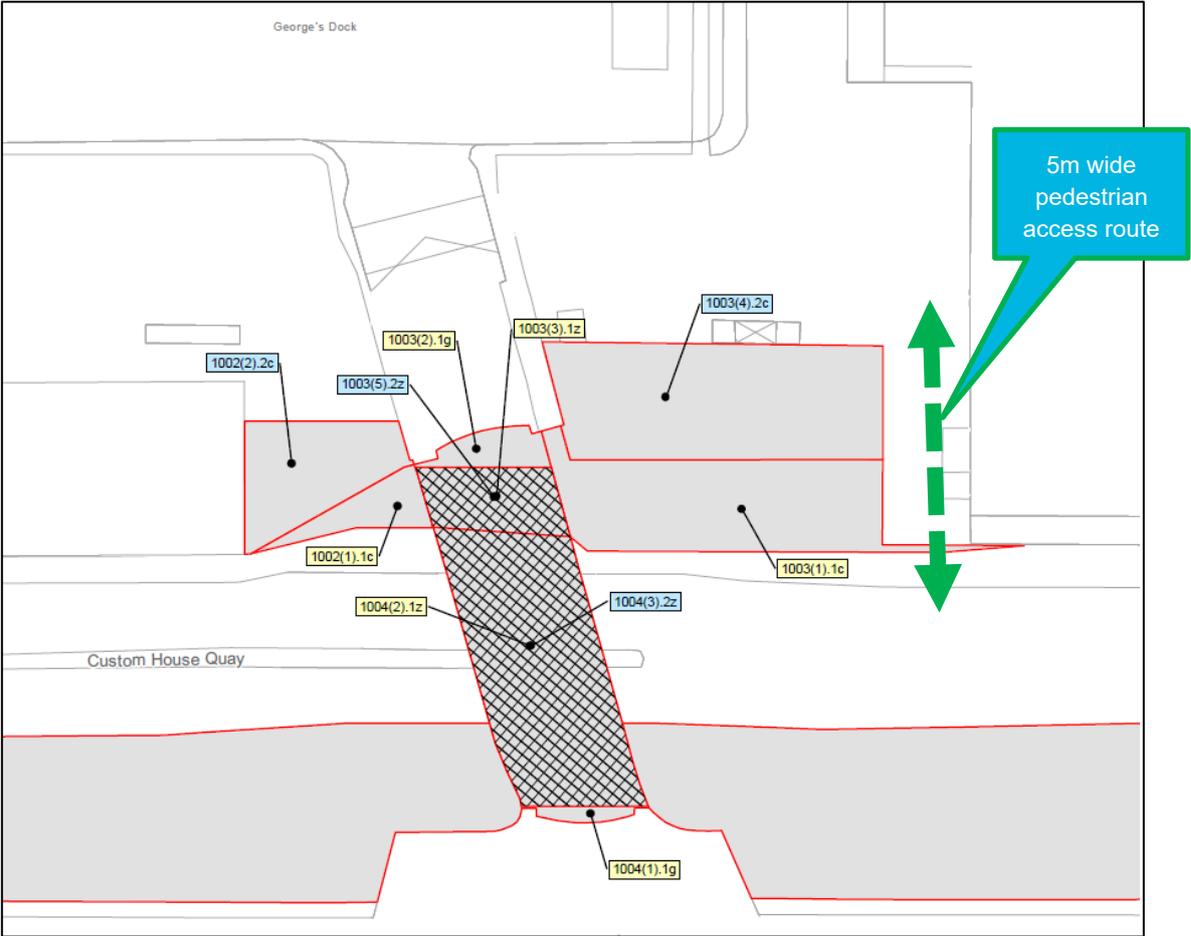


Figure 2-1: Extract from CPO Deposit Map Sheet 11

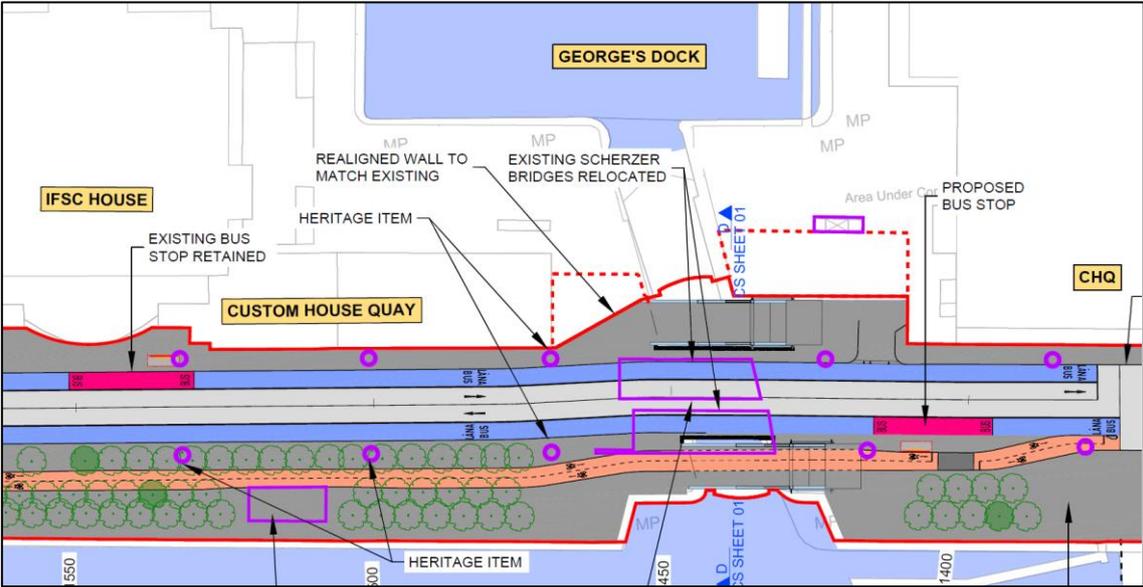


Figure 2-2: Extract from General Arrangement Map Sheet 1

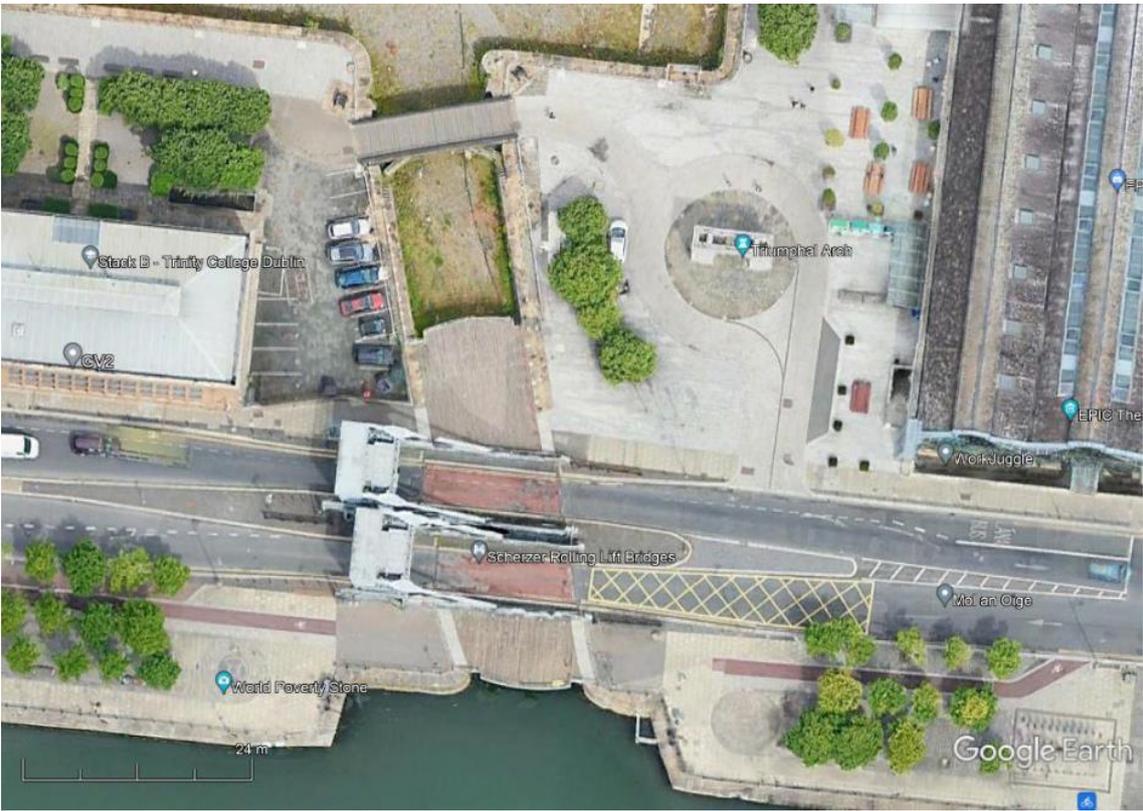


Figure 2-3: Aerial View of the Location



Figure 2-4: Street View of the Location

Summary of Objections Raised

There are two objections to the CPO for Plot No.1003:

- CHQ Dublin Ltd., represented by John Spain Associates, Planning Consultants; and

- Custom House Management Ltd. represented by Tom Phillips Associates, Planning Consultants.

The objections raised the following issues:

- Temporary CPO for the construction compound, associated noise and disruption from the compound, and the duration of the temporary acquisition.
- Reduced pedestrian access in 5m wide strip between the proposed compound and the CHQ building.
- Drainage culvert under the plaza area and the proposed relocation of the Scherzer Bridge.
- Ownership and maintenance of the bridge?
- Concern about access to car park beside Memorial Bridge junction.
- Impact for value of lands.

### Responses to Objections Raised

#### a) Temporary Plot for Construction Compound

The proposed construction compounds are described in EIAR Volume 2, Chapter 5 Construction, Section 5.7. Compound R1 will have 4 parts, with the main area located on CPO Plot No.1003(4) on the plaza area on the south-eastern side of George’s Dock and west of the CHQ building. Ancillary parts of the compound will be located on the western side of the northern Scherzer Bridge, and on the other side of the road on the River Liffey campshire on each side of the southern Scherzer Bridge. Images of the proposed compound that is included in the EIAR are shown in Figures 2-5 and 2-6 following.

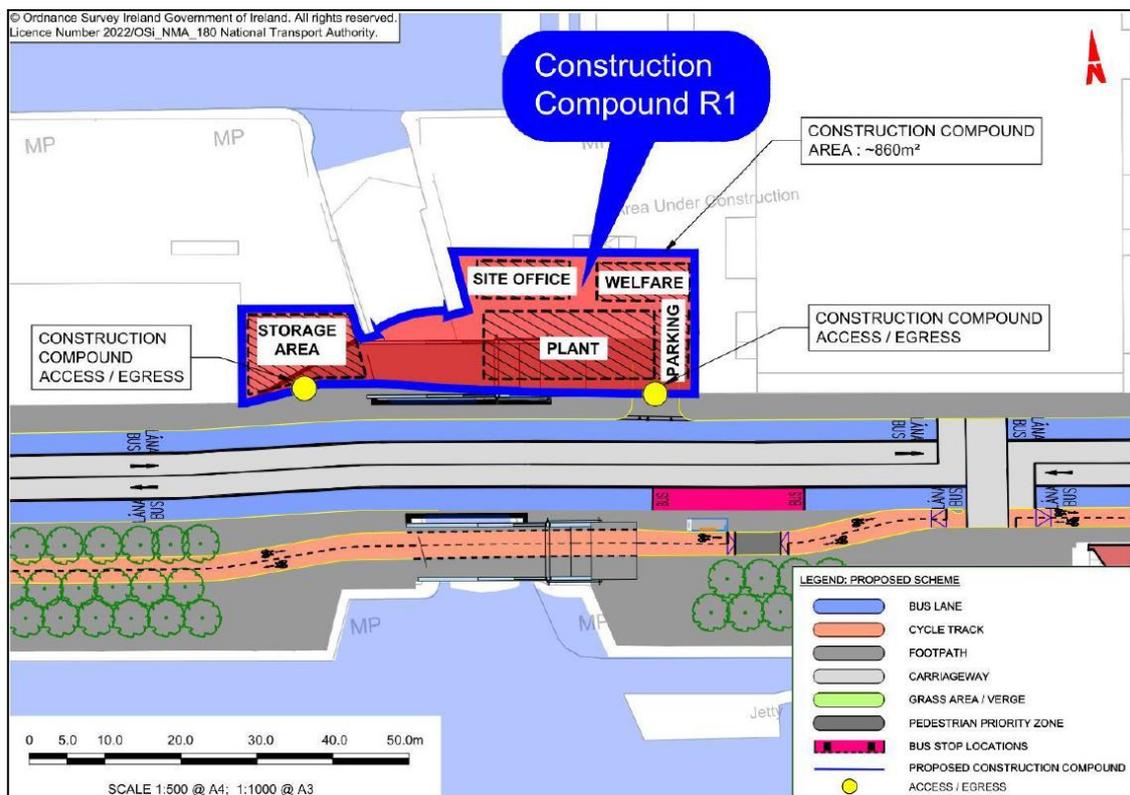


Image 5.1: Location and Extent of Construction Compound R1

Figure 2-5: Extract from EIAR Chapter 5

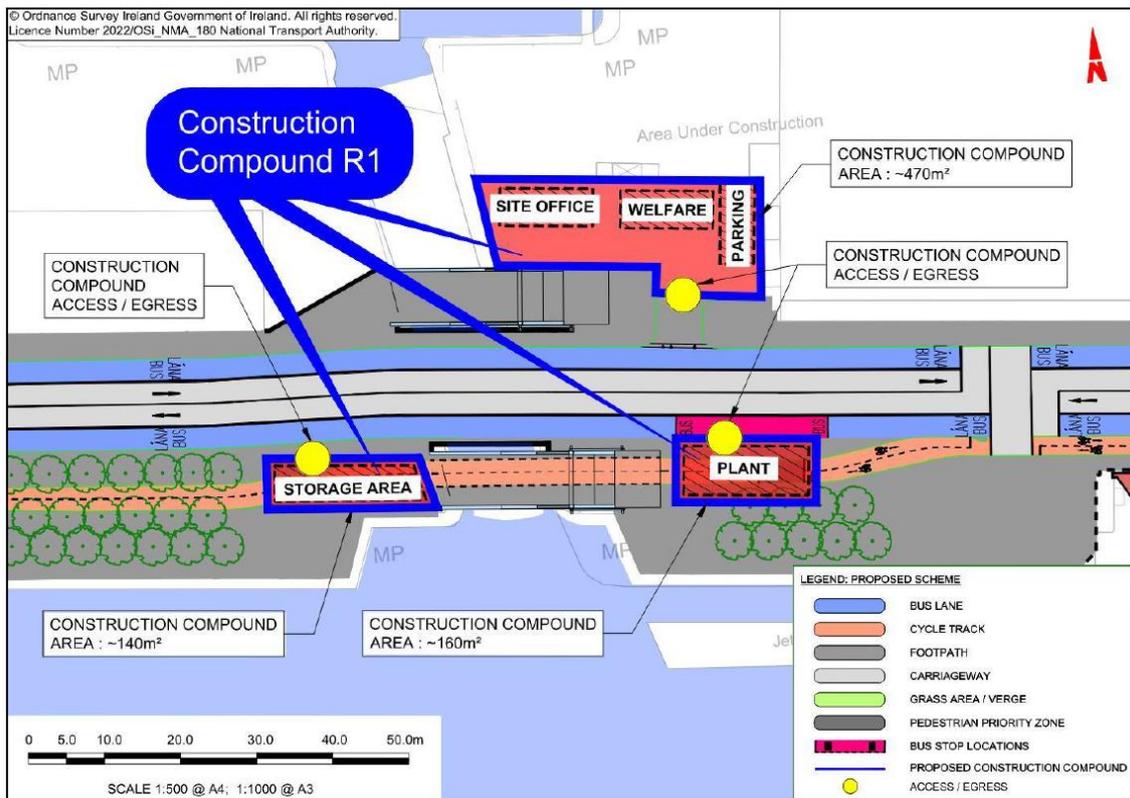


Image 5.2: Location and Extent of Construction Compound R1 After Relocation of Scherzer Bridges

**Figure 2-6: Extract from EIAR Chapter 5**

As may be seen in the above images the functions of Compound R1 are as follows:

- To provide access for plant and materials for the proposed bridge works at George’s Dock, which will take place in three phases so as to maintain east-west connectivity at all times along Custom House Quay.
- For a site office, welfare facilities and a small amount of parking for construction staff.

The works at the Scherzer Bridges are some of the most complex elements of the proposed scheme, and they will be completed in stages over a period of 2 years as shown in the Construction Programme in Table 5-2 of EIAR Chapter 5 for Section 1a.

There is a discrepancy between Images 5.1 and 5.2 as included in EIAR Chapter 5, which shows the northern part of Construction Compound R1 to occupy a larger area in Image 5.2 than in Image 5.1. This was an error in Image 5.2, and a corrected version is shown in Figure 2-7 below, where the footprint is the same as in Image 5.1. In this respect the compound is required to fit within the boundaries of CPO Plot No.1003(4).2c as shown in Figure 2-8.

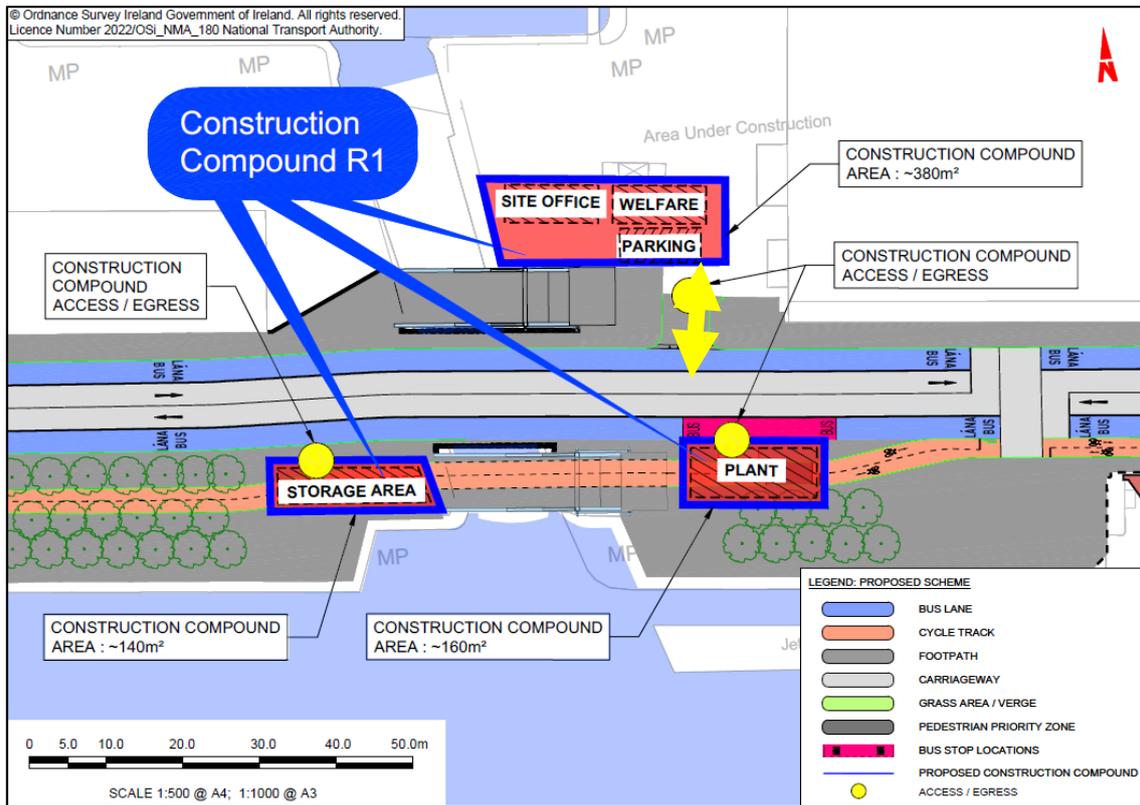


Figure 2-7: Revised Image 5.2 from EIAR Chapter 5 with Compound Area Corrected

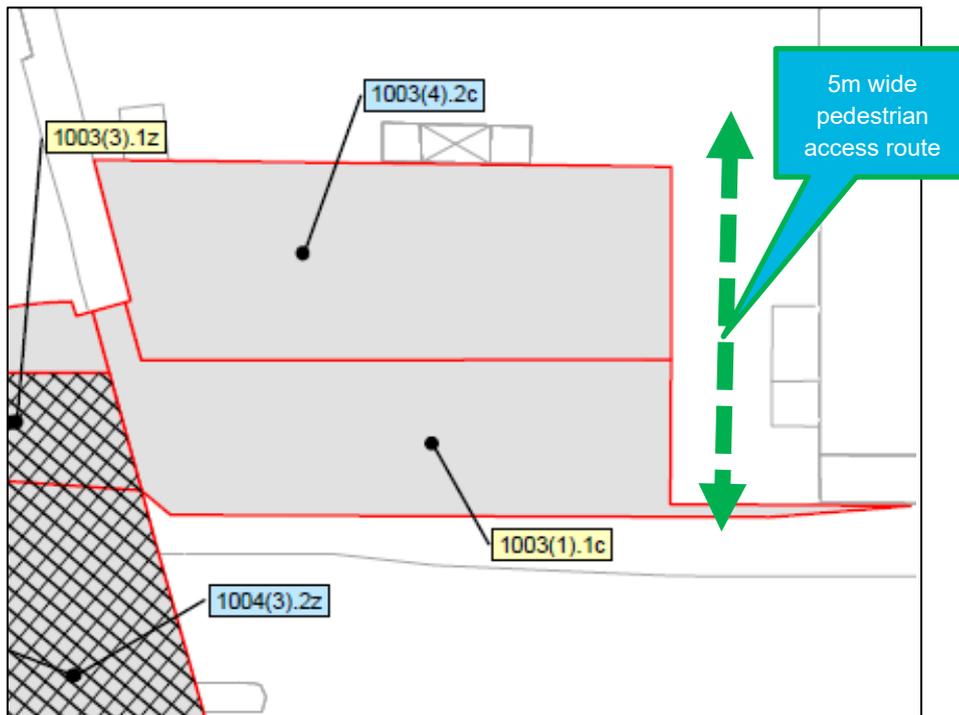


Figure 2-8: CPO Plots at CHQ

**Duration of Temporary CPO**

Temporary CPO Plot No.1003(4) will be required for at least 24 months for Construction Compound R1. Once the works in Section 1a are completed, the compound will be removed, and the area will be reinstated for return to the existing property owners. It is anticipated therefore that the duration of the temporary land acquisition will be 30 months from the starting date of the construction period.

### Construction Noise at the Compound R1

The construction works at George’s Dock are described in EIAR Volume 2, Chapter 5, Section 5.5.4.1, and they will generate only limited noise, as most operations will be relatively quiet. Part of the compound will accommodate a construction crane for lifting heavy components at the bridges. EIAR Volume 2, Chapter 9, Noise & Vibration, Section 9.5.1 describes the anticipated noise that will arise during the construction process which is summarised in Table 9.53 as follows for this location:

**Table 9.53: Summary of Predicted Construction Phase Impacts Following the Implementation of Mitigation and Monitoring Measures**

Assessment Topic	Period over which Criterion Applies	Potential Impacts (Pre-Mitigation and Monitoring)	Predicted Impact (Post Mitigation and Monitoring)
Bored Piling and Additional Construction Works	Monday to Friday: Daytime (07:00hrs – 19:00hrs)	<ul style="list-style-type: none"> <li>Negative, Moderate to Significant and Temporary to short-term at NSLs within 15m of the proposed works;</li> <li>Negative, Slight to Moderate and Temporary at NSLs within 20m to 50m of the proposed works; and</li> <li>Negative, Not Significant, and Temporary at distances greater than 50m from the proposed works.</li> </ul>	<ul style="list-style-type: none"> <li>Negative, Slight to Moderate and Temporary at NSLs within 15m distance from the proposed works; and</li> <li>Negative, Not Significant and Temporary at NSLs at distances greater than 15m from the proposed works.</li> </ul>
	Monday to Friday: Evening: (19:00hrs – 23:00hrs) or Saturdays (08:00hrs – 16:30hrs)	<ul style="list-style-type: none"> <li>Negative, Significant to Very Significant and Temporary to short-term at NSLs within 25m of the proposed works;</li> <li>Negative, Moderate to Significant and Temporary at NSLs 25m to 50m of the proposed works;</li> <li>Negative, Slight to Moderate and Temporary at NSLs 50m to 60m of the proposed works; and</li> <li>Negative and Not Significant at distances greater than 60m from the proposed works.</li> </ul>	<ul style="list-style-type: none"> <li>Negative, Moderate to Significant and Temporary at NSLs within 15m from the proposed works;</li> <li>Negative, Slight to Moderate and Temporary at NSLs within 15m to 20m from the proposed works; and</li> <li>Negative, Not Significant and Temporary at NSLs at distances greater than 20m from the proposed works.</li> </ul>

The applicable impact is highlighted in the above table as “*Negative, Not Significant and Temporary at distances greater than 15m from the proposed works*”. The CHQ building is located more than 35m east of the bridge locations, and the proposed pedestrian link route on the eastern side of the compound will be 30m from the works area.

#### b) Pedestrian Access East of Compound R1

As is annotated on Figure 2-1 earlier, a 5m wide pedestrian access route will be retained between the eastern edge of the proposed construction compound and the nearest edge of the CHQ building, where there is an emergency exit stairwell on the western side of the building.

#### c) Existing Drainage Culvert

The existing drainage culvert on the eastern side of George’s Dock is shown on Figure 2-6 below, which is a snapshot from EIAR Volume 3, Chapter 4 Drawings, Part 18, Structure R1, Sheet 1. The culvert crosses under the plaza area to the east of the proposed northern Scherzer Bridge location. It passes just behind the proposed new road bridge at the south-eastern corner and enters the river channel underneath the proposed southern Scherzer Bridge location. Piles for the proposed structures will be carefully set-out during the works to provide suitable clearance from the existing culvert underground, with monitoring to ensure that there is no damage caused to the existing feature.

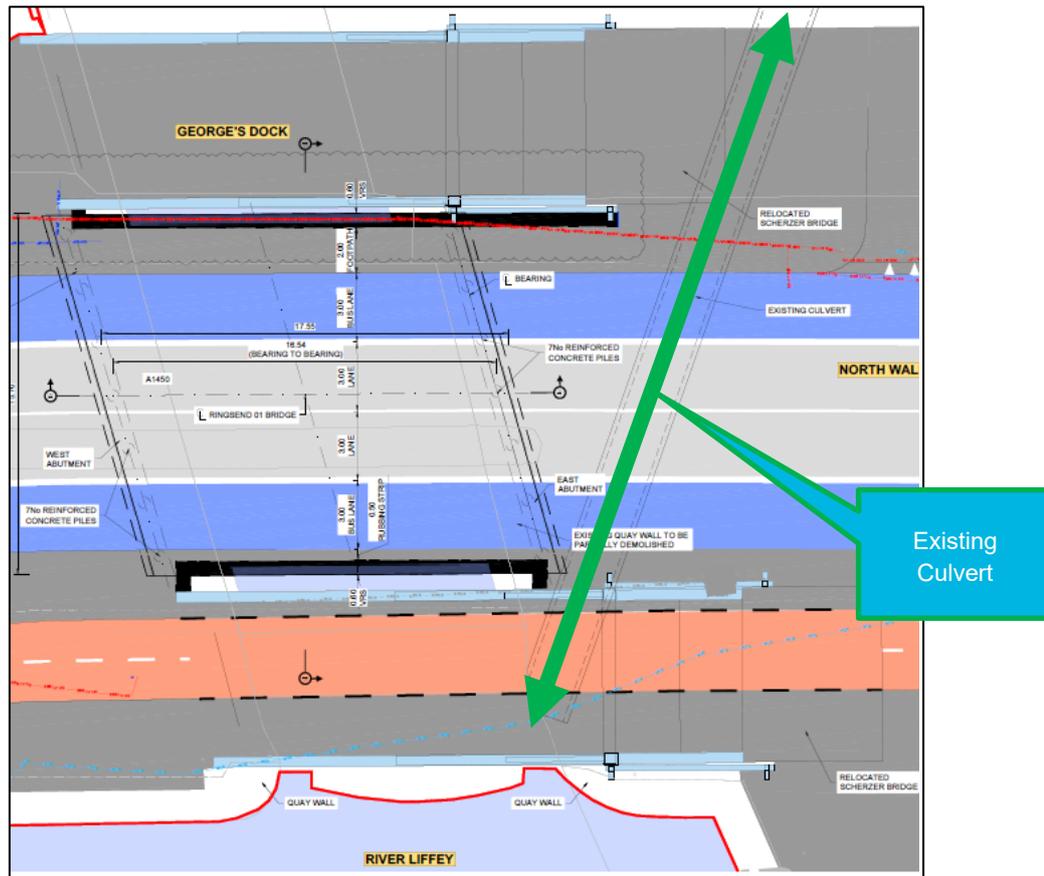


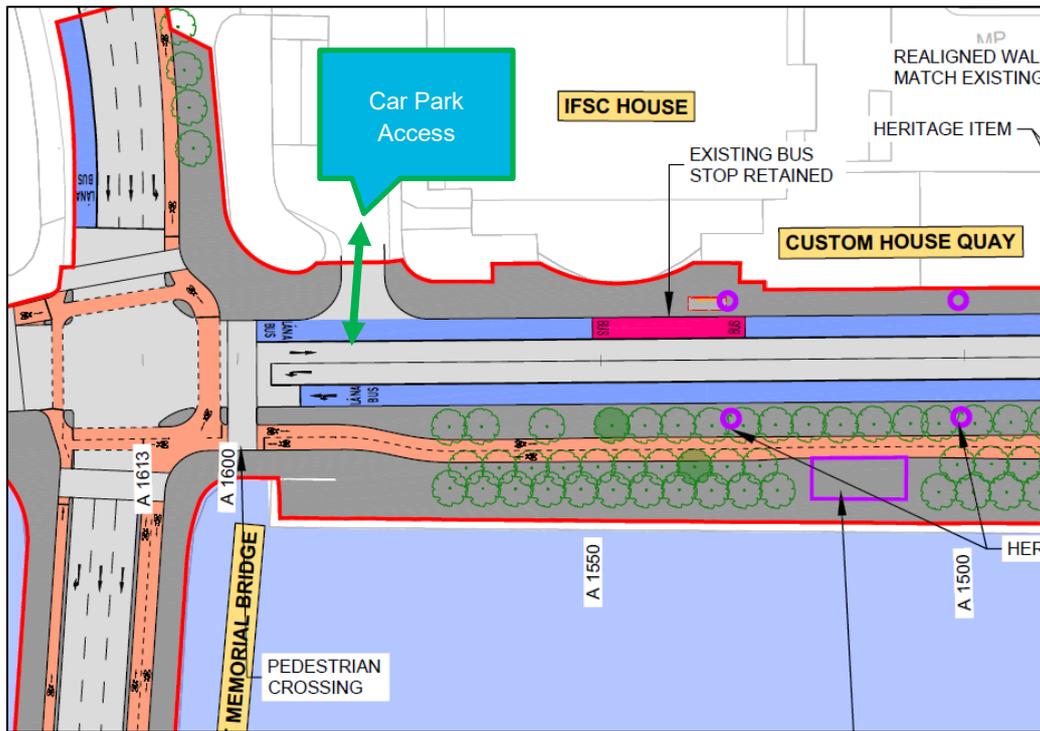
Figure 2-6: Extract from EIAR Volume 3, Chapter 4 Drawings Part 18, Structure R1, Sheet 1

d) Ownership and maintenance of the bridge?

The existing northern footbridge which is located in the private property of CPO Plot No.1003. The proposed scheme will take this area of land into public ownership and the proposed relocated northern Scherzer Bridge will be in the public ownership of the local authority, which will maintain the structure in future.

e) Access to car park beside Memorial Bridge junction.

This existing car park access is at the western end of the proposed scheme as shown in Figure 2-7. It will not be affected by the proposed scheme and access will continue to be available across the proposed eastbound bus lane.



**Figure 2-7: Extract from EIAR Volume 3, Chapter 4 Drawings Part 2, General Arrangements, Sheet 1**

f) Impact for value of lands.

After the proposed scheme is constructed the context for the IFSC lands adjoining will remain essentially as they are at present in terms of public and private accessibility. In this context there appears to be no basis for a concern that the proposed scheme will somehow diminish the value of those lands.

The aim of the Proposed Scheme is to provide enhanced walking, cycling and bus infrastructure on this key access corridor in the Dublin region, which will enable and deliver efficient, safe, and integrated sustainable transport movement along the corridor. The Proposed Scheme will greatly improve transport services for all along the route of the Proposed Scheme by providing significantly improved sustainable transport options.

It is an objective of the Proposed Scheme to ensure that the public realm is carefully considered in the design and development of the transport infrastructure and seek to enhance key urban focal points where appropriate and feasible.

EIAR Chapter 10 'Population' includes Appendix A10.2 'Economic Impact of the Core Bus Corridors'. Section 3 on page 14 of the appendix assesses what the economic impact of the provision of bus corridor infrastructure along the route using evidence from international Case Studies for similar schemes. This economic impact includes effects on property values. The conclusion reached is that in overall terms the enhanced accessibility and public realm improvements planned by the NTA may in fact lead to an increase in value of property prices based on international experiences on similar schemes. The report notes: "Evidence shows that investing in public realm creates nicer places that are more desirable for people and business to locate in, thereby increasing the value of properties in the area".

This assessment indicates a combination of improved connectivity as a result of the dedicated public transport infrastructure being rolled out by the Proposed Scheme as well as public realm improvements, will not have a negative long term impact on values of properties adjoining the route.

If the CPO is confirmed by An Bord Pleanála, a Notice to Treat will be served on the landowner whose land is being acquired. Following service of the Notice to Treat, the landowner will be required to submit a claim for compensation and as part of this process, the NTA will pay the reasonable costs (as part of the claim) for the landowner to engage its agent/valuer in preparing, negotiating, and advising on compensation.

### 2.3 CPO No.3, Davy Target Investments, Kilmore House, Park Lane, Spencer Dock, and CPO No.5 Spencer Dock Management Ltd. And CPO Plots No.1017, 1018, 1019, 1020 & 1021

The CPO for the Proposed Scheme includes a section of Mayor Street at Spencer Dock between the access junction at the Convention Centre at the western end and the junction at Park Lane at the eastern end.

The land take required is shown in the following Figures:

- Extract from CPO Deposit Map Sheet No.9 in Figure 2-8 showing the relevant Plots No.1017, 1018, 1019, 1020 and 1021. Kilmore House is an office building on the southern side of the street between the Convention Centre and Park Lane.
- relevant extract of the EIAR Volume 3 Chapter 4 Proposed Scheme Description Part 2 the General Arrangement drawings in Figure 2-9.
- the existing aerial view in Figure 2-10.
- existing street view in Figure 2-11.

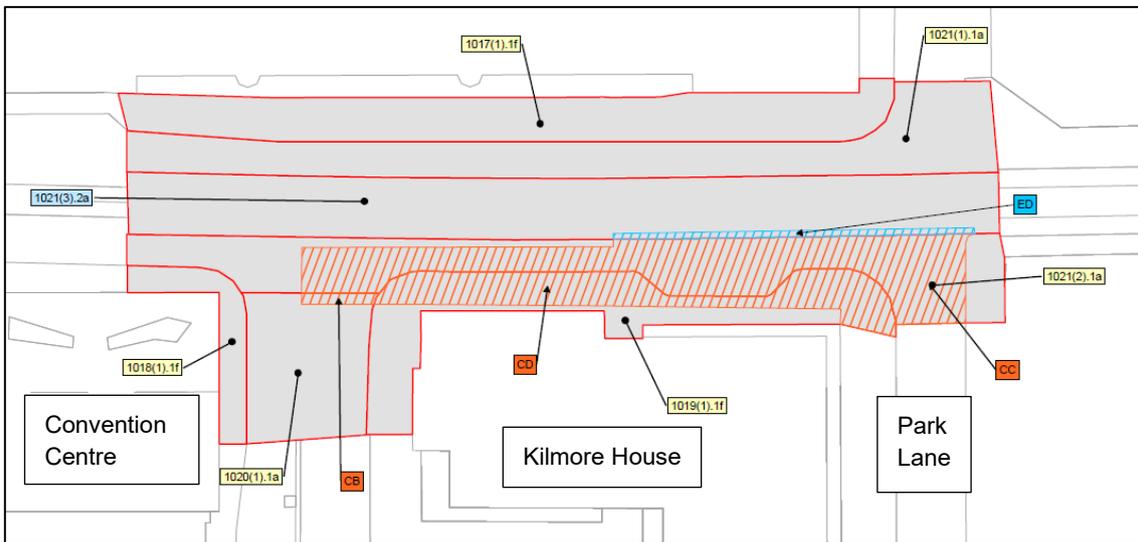


Figure 2-8: Extract from CPO Deposit Map Sheet 9

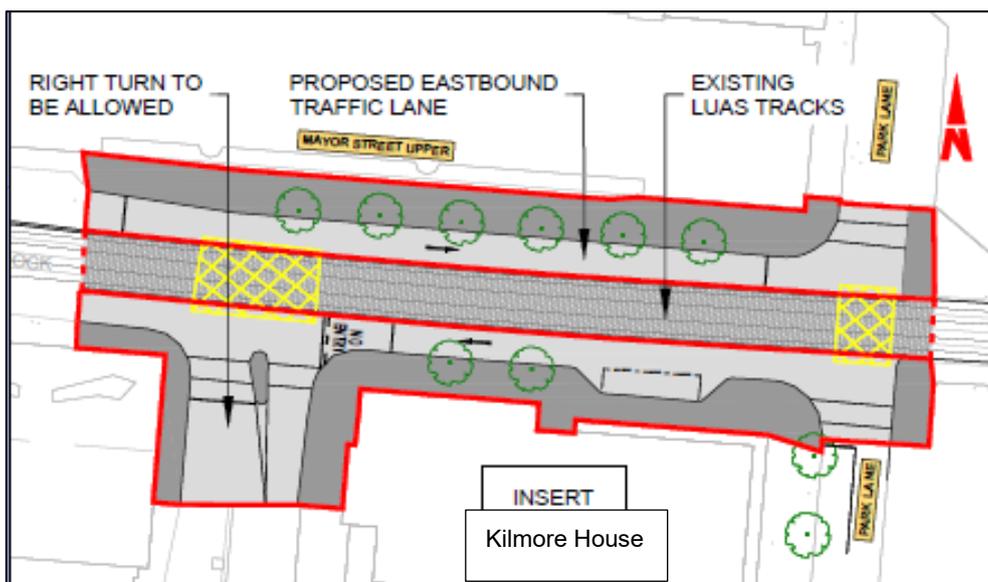


Figure 2-9: Extract from General Arrangement Map Sheet 3 (Insert)

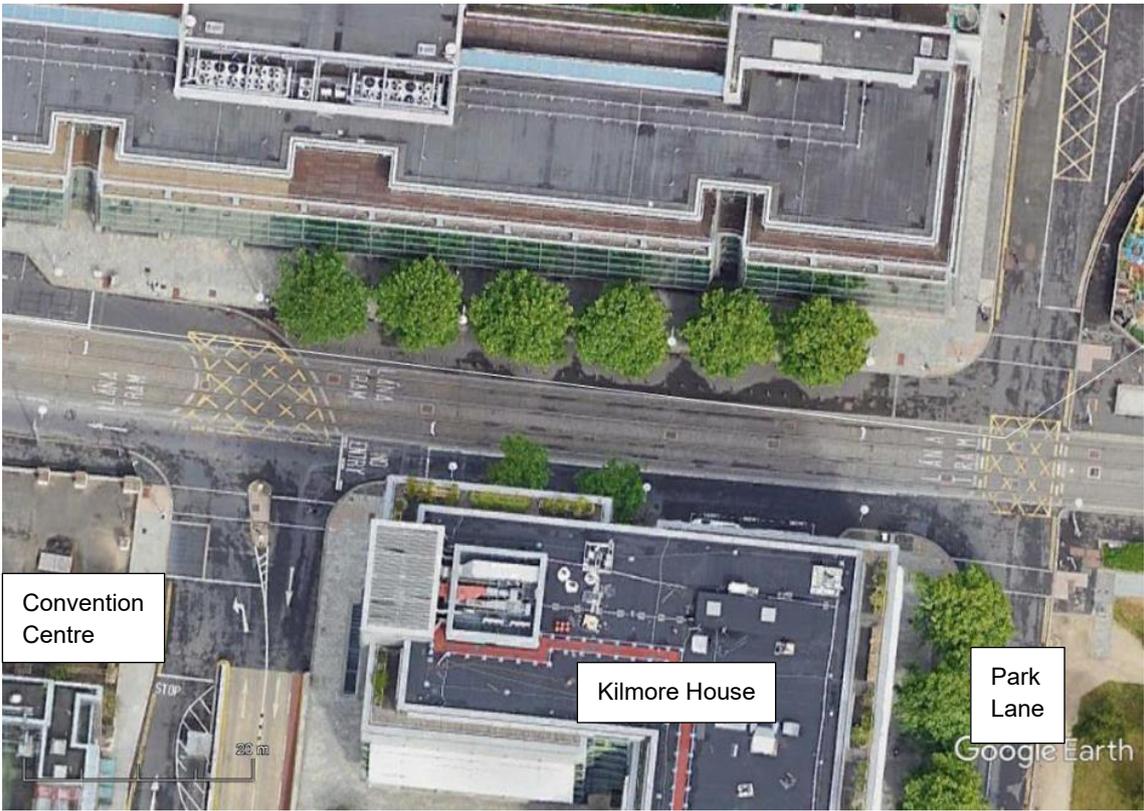


Figure 2-10: Aerial View of the Location at Mayor Street

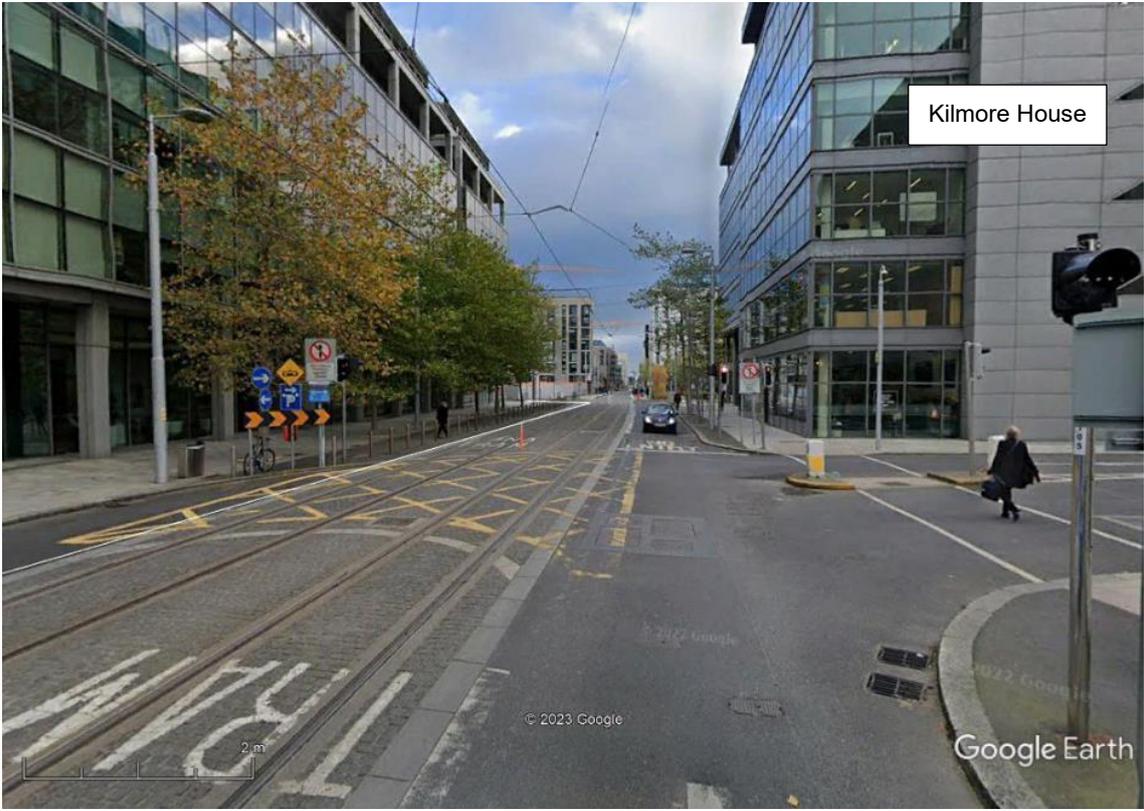


Figure 2-11: Street View of the Location looking east along Mayor Street at the Convention Centre Car Park access junction

### Description of the Proposed Scheme at this location

Currently this section of Mayor Street east of the Convention Centre does not allow eastbound traffic. In the proposed scheme it is proposed to open an eastbound traffic lane from the Convention Centre car park junction to the Park Lane junction. This will allow for vehicles from the two car parks, including Kilmore House, to turn right and travel towards North Wall Quay eastbound more directly than at present, as an alternative route to avoid a proposed restriction on the left turn from Guild Street onto North Wall Quay. The works for this will be minimal involving the removal of the bollards and traffic signs on the northern side of Mayor Street that can be seen in Figure 2-11, and minor adjustments to traffic signals and signs.

This section of Mayor Street is not a public road at present, and the lands are included in the CPO to allow the road and footpaths to be taken into public ownership of the local authority.

### Summary of Objections Raised

The objections to the CPO raise the following issues:

- a) Welcome for change to traffic at Mayor Street.
- b) Concern about access to car park at Kilmore House.
- c) Clarification about the extent and nature of the works
- d) Duration of temporary acquisition
- e) Materials and finishes
- f) Impacts for utilities
- g) Emergency access
- h) Loading bay on Mayor Street / temporary loading from Park Lane
- i) District heating system – install pipes in scheme?
- j) Widen Park Lane at junction with North Wall Quay.
- k) Query about the CPO Schedules Part III omitted.

### Responses to Objections Raised

#### a) Eastbound traffic at Mayor Street

It is noted that Spencer Dock Management Ltd. welcomes the proposed change to the operation of Mayor Street to allow eastbound traffic towards Park Lane.

#### b) Access to Car Park at Kilmore House

There will be unrestricted access to the two car parks at Kilmore House and at the Convention Centre, and the proposed acquisition of the private lands in the CPO will not change the existing situation.

#### c) Extent and Nature of the Works

Minimal works will be required on Mayor Street consisting of the removal of the bollards on the northern side of Mayor Street, and minor adjustments to traffic signals and signs.

#### d) Duration of temporary acquisition

Plot 1021(3) is proposed to be acquired temporarily. This plot is located in the middle of the street and consists of the LUAS tram tracks. It is to be acquired solely to enable traffic management during construction and the duration will for the overall construction programme period of 30 months. It will be handed back to the property owners in an unchanged condition once the works are completed.

e) Materials and finishes

As described for Item c) the proposed works are minimal and will not involve new paving. Replacement street furniture such as traffic signal and poles will be of the same quality as the existing materials.

f) Impacts for utilities

The limited works involved will have no impacts for underground utilities.

g) Emergency access

Access for emergency vehicles will remain unchanged.

h) Loading bay on Mayor Street

The existing loading bay on the southern side of Mayor Street will remain in use throughout the works and afterwards.

i) District heating system – install pipes in scheme?

As the proposed scheme will not involve excavations or reconstruction of the street, it would not be appropriate to undertake other works such as the installation of pipes for a proposed district heating system.

j) Widen Park Lane at junction with North Wall Quay.

There is no space available for road widening at this junction, and neither would it be necessary as only a very minor increase in traffic is expected as a result of the opening of Mayor Street to eastbound traffic.

k) CPO Schedules Part III

Part III of the CPO Schedules is only applicable where there is a proposal to interfere with a public right of way. In the case of CPO Plot No.1019(1).1f there is no public right-of-way, so Part III of the CPO Schedule is not applicable. In this case there is a private right-of-way, which is listed in Part IV of the CPO Schedules.



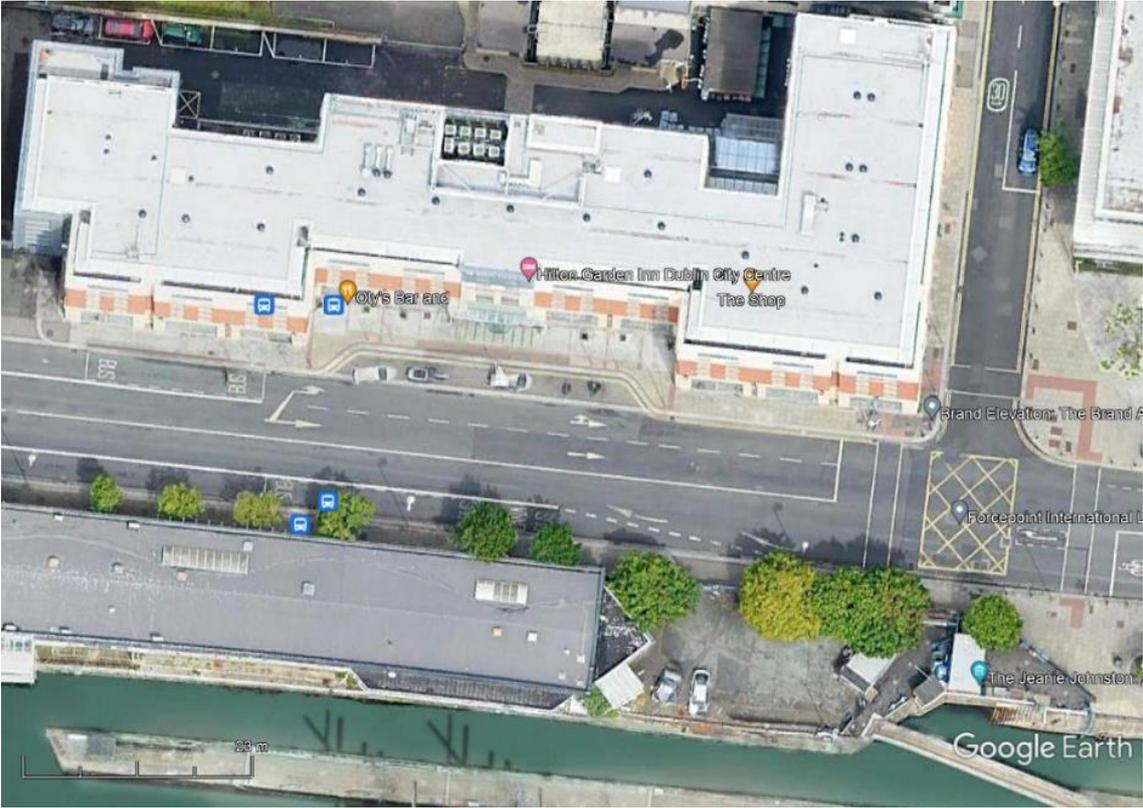


Figure 2-14: Aerial View of the Location

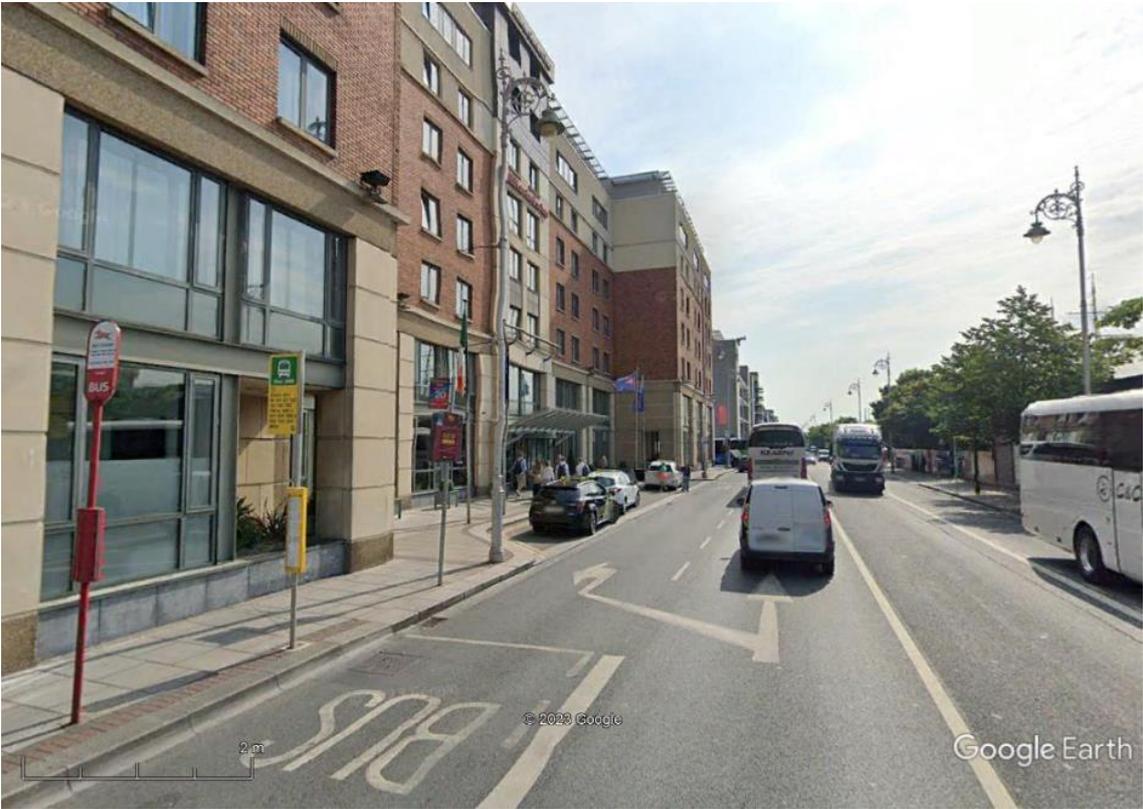


Figure 2-15: Street View of the Location

### Description of the Proposed Scheme at this location

The existing loading bay at the Hilton Garden Inn is located in front of an indent in the hotel frontage where there is a paved footpath area that is 4.5m wide. This footpath area is not part of the public road as it is located behind the property line boundary that existed before the hotel was constructed. Plot No.1007 in the CPO is intended to bring a 3m wide part of the footpath area into public ownership so as to provide a continuous public footpath along the northern side of the street. The remainder of the area in front of the hotel would remain in private ownership. It is proposed to retain the set-down/loading layby as this prevents vehicles from obstructing the bus lane.

### Summary of Objection Raised

The objection to the CPO raises the following issue:

- a) Seeks confirmation about continued access across footpath and use of set-down layby.

### Responses to Objections Raised

#### a) Access Arrangements

The proposed Scheme and CPO will not interfere with the existing access arrangements at the hotel, and the set-down/loading layby will be retained. During the construction period some short term traffic management restrictions will be necessary for pavement repair works on the road in front of the hotel, but access to at least part of the layby will be retained as much as possible.

## 2.5 CPO No.5, Spencer Dock Management Ltd. - CPO Plot No.1015

The CPO for the Proposed Scheme includes Plot No.1015 in front of the Convention Centre on the northern side of North Wall Quay beside Spencer Dock.

The land take required is shown in the following Figures:

- Extract from CPO Deposit Map Sheet No.9 in Figure 2-16 showing the relevant Plot No.1015.
- relevant extract of the EIAR Volume 3 Chapter 4 Proposed Scheme Description Part 2 the General Arrangement drawings in Figure 2-17.
- the existing aerial view in Figure 2-18.
- existing street view in Figure 2-19.

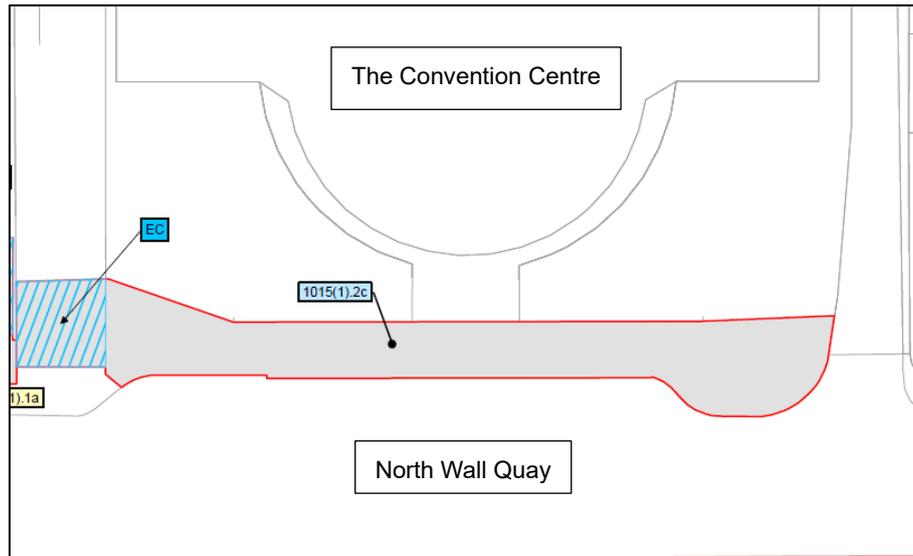


Figure 2-16: Extract from CPO Deposit Map Sheet 9

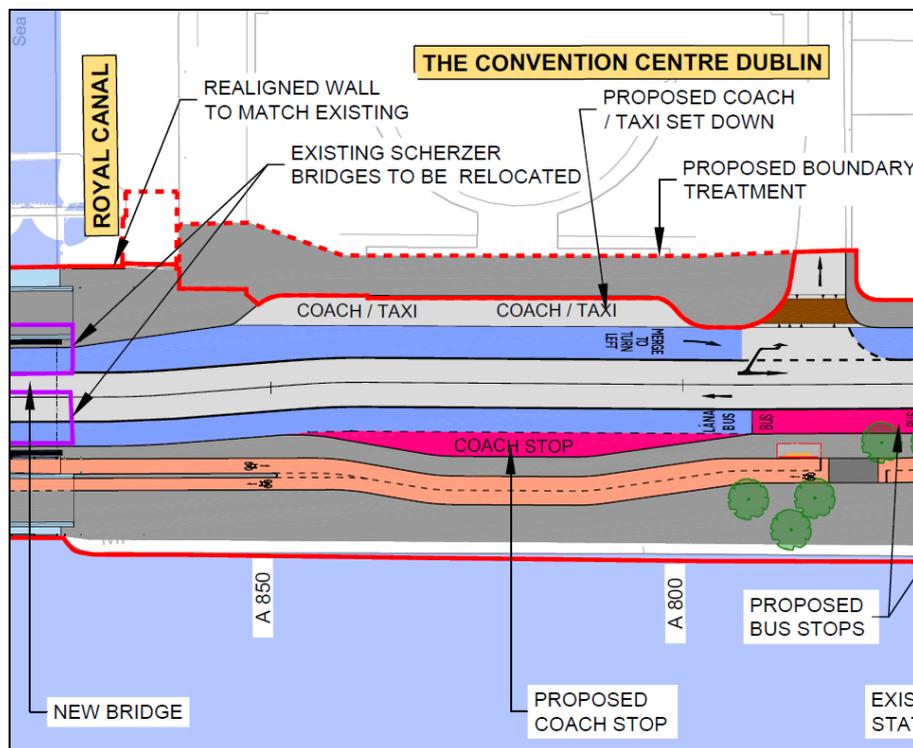


Figure 2-17: Extract from General Arrangement Map Sheet 3

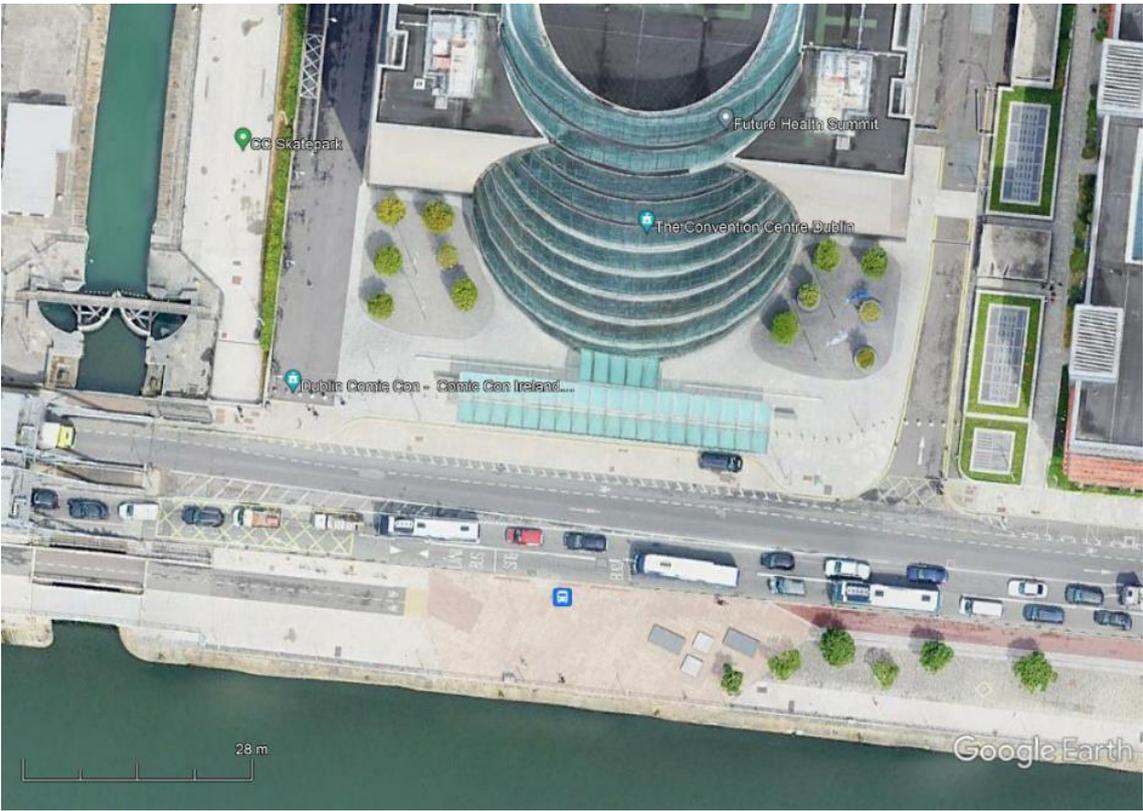


Figure 2-18: Aerial View of the Location



Figure 2-19: Street View of the Location

### Description of the Proposed Scheme at this location

Adjacent to the Convention Centre it is proposed to replace the existing Scherzer Lifting Bridges on North Wall Quay at Spencer Dock on the Royal Canal with a new wider fixed bridge. To accommodate canal navigation underneath the new bridge, it will be at a level of 1m higher than the existing lifting bridges. Associated works will be required to raise the road levels on the approaches to the canal bridge, and also to raise the levels on the footpaths and paved areas on each side of the road. These works to raise the levels will encroach into the loading bay and paved area in front of the Convention Centre where there are steps at present. Plot No.1015 is included in the CPO to enable these works. It is also included in the CPO to bring the footpath area into public ownership so as to provide a continuous public footpath along the northern side of the street.

### Summary of Objection Raised

The objection to the CPO submitted by NRB Consulting Engineers on behalf of Spencer Dock Management Ltd. raises the following issue:

- a) Seeks clarification about the proposed use of the Coach/Taxi layby in front of the Convention Centre.

### Responses to Objection Raised

#### a) Coach/Taxi Layby

The proposed scheme will retain the existing layby at the Convention Centre for continuation of the existing function to cater for passengers alighting from and boarding coaches and taxis. Parking will not be permitted. During the construction period some short term traffic management restrictions will be necessary for pavement repair works on the road in front of the convention centre, but access to at least part of the layby will be retained as much as possible.