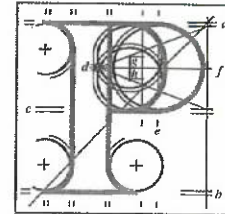


Our Case Number: ABP-314724-22

Planning Authority Reference Number:

Your Reference: J. Murphy (Developments) Limited



**An
Bord
Pleanála**

John Spain
39 Fitzwilliam Place
Dublin 2
Co. Dublin

Date: 07 December 2022

Re: Railway (Metrolink - Estuary to Charlemont via Dublin Airport) Order [2022]
Metrolink. Estuary through Swords, Dublin Airport, Ballymun, Glasnevin and City Centre to Charlemont, 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 Railway Order and will take it into consideration in its determination of the matter.

The Board will revert to you in due course with regard to the matter.

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 relevant County Council(s) and at the offices of An Bord Pleanála when they have been processed by the Board.

More detailed information in relation to strategic infrastructure development can be viewed on the Board's website: www.pleanala.ie.

If you have any queries in the meantime, please contact the undersigned. 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

Teil	Tel	(01) 858 8100
Glao Áitiúil	LoCall	1890 275 175
Facs	Fax	(01) 872 2684
Láithreán Gréasáin	Website	www.pleanala.ie
Ríomhphost	Email	bord@pleanala.ie

64 Sráid Maoilbhríde Baile Átha Cliath 1 D01 V902	64 Marlborough Street Dublin 1 D01 V902
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The Secretary
An Bord Pleanála,
64 Marlborough Street,
Dublin 1.

Date: 23/11/2022
Our Ref: PT JN 18206

Dear Sir / Madam,

**RE: METROLINK RAILWAY ORDER – ESTUARY THROUGH SWORDS, DUBLIN
AIRPORT, BALLYMUN, GLASNEVIN AND CITY CENTRE TO CHARLEMONT, CO.
DUBLIN**

AN BORD PLEANÁLA REF.: NA29N.314724

Introduction

On behalf of our client, J. Murphy (Developments) Limited, Block B, Bryanstown Centre, Dublin Road, Drogheda, Co. Louth, we wish to make a submission on the Railway Order application submitted to An Bord Pleanála by the NTA in relation to the Metrolink project (ABP Ref.: NA29N.314724) from Estuary through Swords, Dublin Airport, Ballymun, Glasnevin and City Centre to Charlemont, Co. Dublin. The observation fee of €50 will be paid online, via ABP's online uploader facility.

Relevant Context

This submission relates to the lands owned by our client located at Fosterstown North, Swords, Co. Dublin. Part of the route of the proposed MetroLink and the proposed Fosterstown Station are located to the east of the Dublin Road (R132), directly opposite our client's lands (see Figure 1).

Our client's lands are currently zoned 'RA - Residential Area' under the Fingal Development Plan 2017-2023 (with no change proposed to the zoning under the Draft Fingal Development Plan 2023-2029) and forms the southern part of the Fosterstown Masterplan area, situated to the south of the town centre of Swords, a Key Town in the Metropolitan Area. The lands are bounded to the north by additional greenfield lands which are within the overall Masterplan area. The lands to the north are under separate ownership and is separated from the subject site by an existing field boundary and an existing stream (Gaybrook Stream) along the northern boundary.

A Strategic Housing Development application (ABP Ref.: 313331-22) was submitted to An Bord Pleanála on the 14th April 2022 relating to our client's lands and is currently awaiting a decision. The proposed development comprises a Strategic Housing Development of 645 no. residential units, in 10 no. apartment buildings, with heights ranging from 4 no. storeys

Managing Director: John P. Spain BBS MRUP MRICS ASCS MRTPI MIPi
Executive Directors: Paul Turley BA MRUP Dip Environmental & Planning Law MIPi Rory Kunz BA (MOD) MScERM MAT&CP Dip EIA Mgmt. MIPi
Stephen Blair BA (Mod) MRUP MIPi MRTPI Blaine Cregan B Eng BSc MSc

Senior Associate Directors: Luke Wymer BA MRUP Dip Plg & Env Law Dip PM Prof Cert Env Mgmt MIPi
Meadhbh Nolan BA MRUP MRTPI Kate Kerrigan BA MSc MRTPI

Associate Director: Ian Livingstone MA (Hons) Town & Regional Planning, MSc. Spatial Regeneration, MRTPI

John Spain Associates Ltd. trading as John Spain Associates. Directors: J. Spain, S. Spain.
Registered in Ireland No. 396306. Registered Office: 39, Fitzwilliam Place, Dublin 2 D02 ND61. VAT No. IE 6416306U

to 10 no. storeys, including undercroft / basement levels (for 6 no. of the buildings). The proposals include 1 no. community facility in Block 1, 1 no. childcare facility in Block 3, and 5 no. commercial units in Blocks 4 and 8, and all associated infrastructure. As discussed further below, the proposed SHD was designed to ensure it will not have any implications for the strategic function of the R132, the planned BusConnects proposals or the proposed MetroLink.

Figure 1: Lands at Fosterstown North (outlined in red) and the Proposed MetroLink Route / Fosterstown Station



Grounds of Submission

Our client made a previous submission on the MetroLink Preferred Route Public Consultation published in March 2019, and continues to welcome and fully supports the provision of the high capacity, high frequency public transport link.

As part of the previous submission on the emerging preferred route, concerns were raised in respect of the then proposed pedestrian overbridge across the R132 from the Fosterstown Station, a portion of which was indicated at the time to be constructed on our client's lands. It is welcomed that this has now been revised, and a new signalised pedestrian crossing is proposed across the R132 to ensure the safe movement of pedestrians and cyclists at grade, which aligns with the proposed SHD development which is currently under consideration by the Board.

Appendix 1 of this submission provides a Site Layout Plan of the proposed SHD development, with an overlay of the MetroLink proposals (extract provided in Figure 2 below, with the MetroLink proposed crossing outlined in orange) to demonstrate that the SHD application does not impact on the delivery of the MetroLink proposals.

In summary and in accordance with the objectives of the Fosterstown Masterplan 2019, the proposed SHD development has been designed to include a public plaza, located opposite the proposed MetroLink station. A proposed signalised crossing across the Dublin Road

(R132) also forms part of the SHD development proposals to provide linkage from the development to the future MetroLink station and will be an arrival destination for people alighting from the MetroLink.

Whilst the MetroLink proposals include the pedestrian crossing of the R132 slightly north of that provided for in the proposed SHD, with a bus stop located south of the crossing, this layout remains compatible with the overall SHD proposals, including the proposed public plaza and facilitation of pedestrian crossing in a safe environment to the MetroLink station. The final details of the crossing could be agreed with the NTA, TII and FCC as a condition attached to the Railway Order.

Figure 2: Extract of Fosterstown North SHD Site Layout Plan and the Proposed MetroLink (the Proposed MetroLink Crossing is outlined in orange)



In addition to the above, we note that EIAR Chapter 9- Traffic and Transport submitted with the MetroLink Railway Order application, refers to the Fosterstown Masterplan which anticipates the main vehicular access to the masterplan lands from the new Fosterstown Link Road to the north through third party lands. As the new Fosterstown Link Road and the access via the lands to the north are not yet delivered, the proposed Fosterstown North SHD (ABP Ref.: 313331-22) proposes a left-in, left-out temporary junction to the Dublin Road (R132), in order to facilitate much needed residential development on these residential zoned lands adjacent to an existing and planned public transport corridor. The left in / left

out junction will be an uncontrolled junction which will not allow right turning vehicles so it will not obstruct the flow of traffic. Access to the proposed development will only be permitted from the northbound lane of the R132. Vehicles exiting the proposed development to travel southbound will be able to use the Pinnock Hill Roundabout to access the southbound side of the R132. To facilitate the left in / left out access, this only requires a break in the bus lane (in both the existing road layout and the future Bus Connects proposals) and to install plastic bollards along the existing central reservation, to prevent right turning.

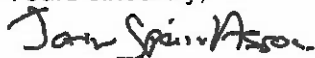
As set out in the SHD application documentation, if considered necessary the proposed vehicular access from the R132 can be temporary and can be closed following the completion of the Fosterstown Link Road and associated road infrastructure to service the site via the lands to the north, as identified in the Fosterstown Masterplan (May 2019). The Fosterstown North SHD application is supported by a Traffic Impact Assessment (TIA) prepared by OCSC which assesses the impact of the proposed development on the R132, having regard to the existing and possible future pedestrian infrastructure; cycle infrastructure; bus infrastructure; the Metrolink station, and vehicular movement on, and in the vicinity of, the R132. In particular, the proposed temporary vehicular access is designed to ensure it will not prejudice the future BusConnects or Metrolink proposals and the TIA confirms that *'the proposed temporary site entrance is able to operate well on R132 and will have no negative impact on the future public infrastructure in the short and long term.'*

Conclusions

Overall, our client welcomes and fully supports the provision of the high capacity, high frequency public transport proposals contained in the MetroLink Railway Order, in particular the proposed Fosterstown Station located to the east of the Dublin Road (132), and opposite the proposed Fosterstown North SHD development. The proposed signalised pedestrian crossing of the R132 included as part of the MetroLink proposals is welcomed and reflects the proposals included in the SHD application, which is currently under consideration, and which will facilitate pedestrian crossing at the same location. As suggested above, the final details of the pedestrian crossing could be agreed with the NTA, TII and FCC as a condition attached to the Railway Order and to ensure consistency between the MetroLink proposals and the SHD development currently under consideration.

If you have any queries, please do not hesitate to contact us.

Yours sincerely,



John Spain Associates

APPENDIX 1 – FOSTERSTOWN NORTH SHD SITE LAYOUT PLAN WITH METROLINK PROPOSALS

A2

General Notes:
 1. Please refer to the site plan for the location of the site.
 2. The site plan is a general representation of the site and does not constitute a guarantee of accuracy.
 3. The site plan is subject to change without notice.
 4. The site plan is not to be used for any purpose other than the one for which it was prepared.

NOTES:

Application Site Boundary

Limits in ownership / control of Project County Council

Location of Site (Yellow 8 m.)

GREEN ROADS

METAL STANDING BEAM ROOF IN PFC FINISH

Location of Site (Yellow 8 m.)

GREEN ROADS

METAL STANDING BEAM ROOF IN PFC FINISH

Location of Site (Yellow 8 m.)

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Location of Site (Yellow 8 m.)

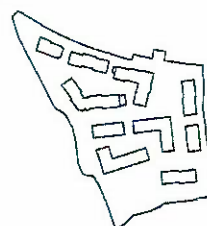
GREEN ROADS

Project Name
 Fostersdown North SHD

Address
 East Avenue of Fostersdown North, Dublin Road M12
 Sligo, Co. Sligo

May Site Plan

North Arrow



Client
 L. Murphy (Development/linked)

Lead Architect
 KCS Architects

KCS Architects
 57 Foston Lane, Dublin 2, D02 Y02

20 999 300
 info@kcsarchitects.ie

Public Realm Architect
 KCS Architects Ltd

57 Foston Lane, Dublin 2, D02 Y02

20 999 300
 info@kcsarchitects.ie

Product
 Planning Submission

Sheet
 01 of 01

Scale
 1:1000

Date
 03-2022

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SITE PLAN 1:1000

SITE AREA: 46 353 sq.m ≈ 4.6353 Ha
 (RED LINE)

NUMBER OF UNITS - 646

MIX OF APARTMENTS:

1 BED - 32%

2 BED (4P) - 54%

27 x 3 BED - 4%

COMMERCIAL UNIT (BLOCK 8) - 688.3 m²

CHILDCARE FACILITY (BLOCK 3) - 608.7 m²

COMMERCIAL UNITS (BLOCK 4) - 632.2 m²

COMMUNITY FACILITY (BLOCK 1) - 191.6 m²

