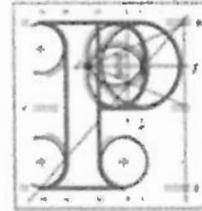


**Our Case Number:** ABP-321882-25

**Your Reference:** Health Service Executive - Merlin Park



**An  
Coimisiún  
Pleanála**

MKO  
Planning & Environmental Consultants  
Tuam Road  
Galway  
Co. Galway  
H91 VW84

**Date:** 13 August 2025

**Re:** Busconnects Galway: Dublin Road Development, Compulsory Purchase Order No BCGDR-CPO-001-2025  
Dublin Road, County Galway

Dear Sir / Madam,

An Coimisiún Pleanála has received your recent letter in relation to the above mentioned case. The contents of your letter have been noted.

If you have any queries in relation to the matter please contact the undersigned officer of the Commission at [laps@pleanala.ie](mailto:laps@pleanala.ie)

Please quote the above-mentioned An Coimisiún Pleanála reference number in any correspondence or telephone contact with the Commission.

Yours faithfully,

Lauren Griffin  
Executive Officer  
Direct Line: 01-8737244

CH08

Teil	Tel	(01) 858 8100
Glaó Áitiúil	LoCall	1800 275 175
Facs	Fax	(01) 872 2684
Láithreán Gréasáin	Website	<a href="http://www.pleanala.ie">www.pleanala.ie</a>
Ríomhphost	Email	<a href="mailto:communications@pleanala.ie">communications@pleanala.ie</a>

64 Sráid Maoilbhríde	64 Marlborough Street
Baile Átha Cliath 1	Dublin 1
D01 V902	D01 V902

## Aisling Reilly

---

**From:** Aisling Reilly  
**Sent:** Wednesday 6 August 2025 11:52  
**To:** [kfleming@mkoireland.ie](mailto:kfleming@mkoireland.ie)  
**Cc:** Evelina Sadauskaite  
**Subject:** RE: ABP-321776-25 & ABP-321882-25 HSE Merlin Park University Hospital Campus

A Chara,

The Commission acknowledges receipt of your email; official correspondence will issue in due course.

Kind regards,  
Aisling

---

**From:** Katie Fleming <[kfleming@mkoireland.ie](mailto:kfleming@mkoireland.ie)>  
**Sent:** Wednesday, 30 July 2025 15:57  
**To:** LAPS <[laps@pleanala.ie](mailto:laps@pleanala.ie)>  
**Cc:** Evelina Sadauskaite <[esadauskaite@mkoireland.ie](mailto:esadauskaite@mkoireland.ie)>  
**Subject:** ABP-321776-25 & ABP-321882-25 HSE Merlin Park University Hospital Campus

**Caution:** This is an **External Email** and may have malicious content. Please take care when clicking links or opening attachments. When in doubt, contact the ICT Helpdesk.

Dear Sir/Madam,

Please see attached submission for ABP-321776-25 and ABP-321882-25 on behalf of the HSE Merlin Park University Hospital Campus, which we were invited to make a submission on a letter dated 9<sup>th</sup> July 2025.

If you require any further information, please let me know.

Kind regards,  
Katie.

**Katie Fleming**  
Planner

**MKO**  
Tuam Road, Galway, H91 VW84

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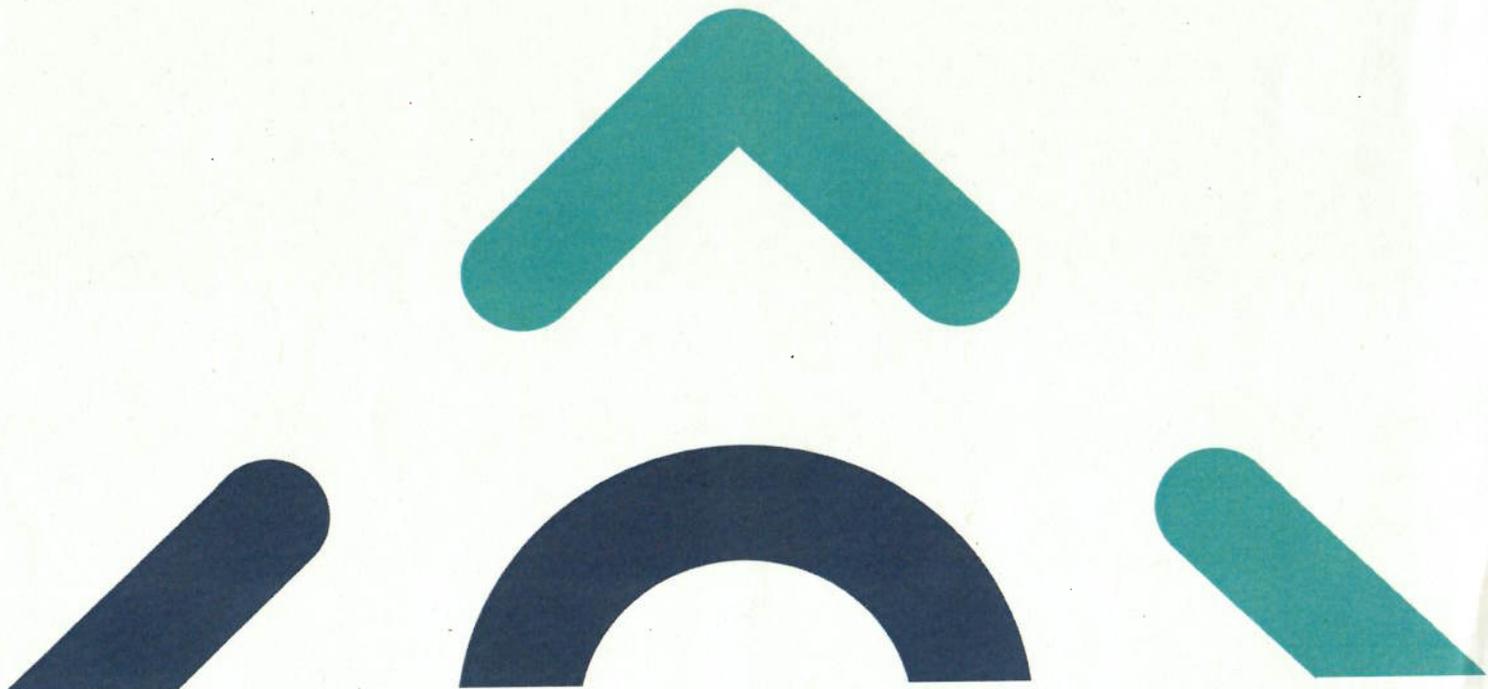
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Environmental  
Consultants

**BusConnects Dublin Road  
Galway Planning  
Application & CPO  
Submission on behalf of  
HSE – Merlin Park  
University Hospital  
Campus**

ABP Pl. Ref.321776 &  
CPO Case Ref: 321882





## DOCUMENT DETAILS

Client: **Health Service Executive**

Project Title: **ABP Pl. Ref.321776 & CPO Case Ref: 321882**

Project Number: **250369**

Document Title: **BusConnects Dublin Road Galway Planning Application & CPO Submission on behalf of HSE – Merlin Park University Hospital Campus**

Document File Name: **250369 – Busconnects Submission to Response – F – 30.07.2025**

Prepared By: **MKO  
Tuam Road  
Galway  
Ireland  
H91 VW84**



Planning and  
Environmental  
Consultants

Rev	Status	Date	Author(s)	Approved By
01	Final	30/07/2025	KF	SMC



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1.

## INTRODUCTION

On behalf of our client, Health Service Executive (HSE), C/O Gate Lodge, Merlin Park University Hospital Galway, we wish to make a further submission to the BusConnects Dublin Road Galway Planning Application (ACP Ref: 321776) and Compulsory Purchase Order (Case Ref: 321882) which should be read in conjunction with the submission made on the 16<sup>th</sup> of April 2025. Galway City Council (GCC) responded to the submissions and on the 9<sup>th</sup> of July 2025, MKO, on behalf of the HSE, have been invited by An Coimisiun Pleanála to make a submission on the GCC response referred to above. While the HSE thanks you for your response, there are still outstanding concerns as outlined in this submission.

The BusConnects project is intended to provide pedestrian, cycle and public transport infrastructure along a 3.8 km corridor on the R338 Dublin Road from the Moneenageisha Junction to the Doughiska Junction. MKO are making a submission on the GCC response, on behalf of the HSE, who own and operate the Merlin Park Hospital Campus, situated along the R338 and adjacent to where pedestrian, cycle and public transport corridor infrastructure is proposed.

Notwithstanding ongoing concerns, the HSE is fully supportive of the objectives of the BusConnects Dublin Road Galway project as a key infrastructure upgrade which will benefit this part of the City and enhance and facilitate more sustainable transport opportunities for those who live and work in Galway but also in the immediate vicinity of the proposed Dublin Road project. Improved public transport links will facilitate better access to healthcare services for patients and visitors at Merlin Park University Hospital (MPUH) as well as providing enhanced accessibility for staff, while also contributing to reduced traffic congestion on the Dublin Road.

## 2. SUBMISSION TO GCC RESPONSE – PLANNING APPLICATION

Section 2.16 of the Galway City Council Response document discusses the HSE Merlin Park Planning Application submission made on the 16<sup>th</sup> April 2025 by the HSE. This section of this report will directly respond to the GCC responses on the Merlin Park submission.

### 2.1 GCC Response (i a), (iii a) & (iii b)

*'GCC remain committed to the provision of a new access to Merlin Park Hospital as outlined in the Galway City Development Plan 2029-2029 Section 4.8 Specific Objectives, Objective 27 "Facilitate a new access to Merlin Park Hospital from the Dublin Road" The Proposed Development does not preclude a future access to the MPUH campus at the Dublin Road/Galway Crystal junction. Subject to the approval of the Board, GCC can future proof the proposed junction design for the provision of a fourth arm into the Merlin Park Campus, by ensuring that services and utilities are laid to sufficient depth, and that the footway and cycle track are constructed to facilitate a fourth arm in the future.'*

*Should the HSE obtain planning permission for a new access road, the junction and associated signalling can be adapted to incorporate a fourth arm with associated amendments to signalling.'*

### 2.1.1 HSE Submission to Response (i a), (iii a) & (iii b)

The strategic importance of MPUH and its role in delivering healthcare infrastructure and services for Galway City and the region were discussed in the previous HSE submission. There are currently a number of projects nearing completion on the Campus and/or projects that are in the construction phase. In addition, MPUH is the identified location for the new Elective Hospital and various other infrastructure and service upgrades and enhancements. The importance of MPUH's role and Galway City Council's aspiration to support the ongoing development and enhancement of services on the Campus is enshrined in *Policy 7.8 Healthcare* of the GCDP 2023-2029. For the avoidance of doubt, it should be noted by the Board that this policy is explicit in stating that it is an objective of GCC to facilitate the delivery of an enhanced regional healthcare service and expanded hospital services at Merlin Park University Hospital as well as the delivery of key strategic healthcare infrastructure, including a new Elective Hospital at MPUH.

The HSE acknowledges and welcomes Galway City Council's (GCC) stated commitment to the provision of a new access road to the Merlin Park Campus. The HSE also acknowledge and welcome GCC's stated commitment to 'future-proof' the upgraded Dublin Road junction '*by ensuring that services and utilities are laid to sufficient depth, and that the footway and cycle track are constructed to facilitate a fourth arm in the future*'. However, the design, function and capacity of the Dublin Road junction would be significantly altered by the requirement to accommodate a fourth arm serving a major healthcare campus (as would the proposed development which is the subject of the planning application in question). The HSE's engineering advisors, following a preliminary design exercise, have prepared a fully upgraded junction design to include the BusConnects project *and* the provision of a fourth arm to service the Merlin Park Campus. This drawing was included in our submission dated 16<sup>th</sup> April 2025 and is included again in Figure 1 below and is enclosed with this submission. While the commitment on behalf of GCC to '*futureproof*' the junction is to be welcomed, the Coimisiún will recognise that any such 'future-proofing' should be plan led and be delivered in accordance with the principles of proper planning and sustainable development. In this instance, there is a recognised and identified need for the provision of a new access to the Merlin Park Campus at this location (on the part of GCC<sup>1</sup> & HSE<sup>2</sup>) and this need is enshrined in the Galway City Development Plan 2023-2029 with a specific development objective. Sections 34(2)(a) & Sections 37 of the Planning and Development Act 2000 (as amended) require Planning Authorities & An Bord Pleanála to make decisions in accordance with the proper planning and sustainable development of the area and in accordance with the relevant Development Plan. The practical application of these principles has the effect of ensuring that

<sup>1</sup> As per their submission dated June 2025

<sup>2</sup> See Section 2.16 of HSE Submission dated 16<sup>th</sup> April 2025 and Section 2 of the associated Report prepared by RPS.

planning decisions are 'plan led' and represent the principles of proper planning and sustainable development.

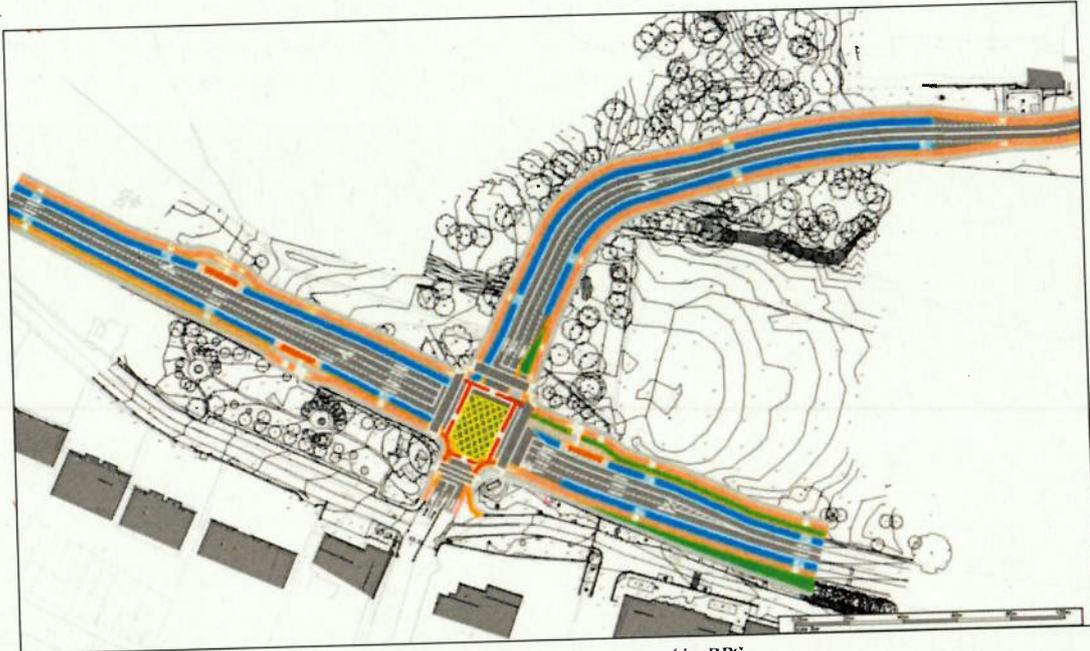


Figure 1: Drawing no. BC'GDR-BTL-GEO\_GA-XX-DR-CR-000006, as prepared by RPS.

Respectfully, a grant of planning permission in this instance, for a development proposal that does not suitably 'futureproof' the Dublin Road junction would not be consistent with the core requirements of the Planning and Development Act 2000 (as amended). The current proposal could result in a situation where upgrade works (as per proposed BusConnects Dublin Road) are undertaken by GCC/NTA at this location with associated disruption and traffic management measures, and subsequently upon completion of that work, the HSE secure a separate grant of planning permission for the provision of a new access to the Merlin Park Campus. As per Figure 1 above, any such permission would require a further suite of major upgrade works to the junction. This eventuality would not accord with a 'plan-led' approach to development and the principles of proper planning/sustainable development.

In the event that the HSE proceeded with a planning application now for the provision of a fourth arm, it is considered that the Planning Authority would require any works to be consistent with the design of the NTA BusConnects project. It should rationally follow, that the NTA BusConnects project, having entered the planning process first, should be consistent with the design requirements of the HSE as they relate to the provision of a new vehicular access to the Merlin Park University Hospital campus.

The HSEs engineering advisors have prepared a preliminary design for a fully upgraded junction. This design exercise has identified specific deficiencies in the design proposal, which is the subject of this planning application, as follows:

- The Bus Connect Schemes and potential CPO does not allow for Right turning lane from the East and left turning lane from the west;
- The proposed location of the Bus Lane in the East direction (on the northern side of the Dublin Road) currently clashes with RPS straight through Lane at the proposed new access to Merlin Park;
- The proposed bus stop on the east bound bus lane (on the northern side of the Dublin Road) clashes with RPS proposed Left turning lane. RPS proposal positioned this further to the West to facilitate the potential required length of lanes;
- Placing of concrete build outs (civil structures / kerbing / paving) will require moving if the junction is upgraded to a 4 arm at a later date;
- Utility diversion/extensions will be required depending on service locations etc.;
- Public lighting infrastructure such as poles, ducts and chambers would be required to be moved;
- Bus stop infrastructure would be required to be moved;

- Gullies and connections to sewers would be required to be moved;
- Road markings and signage would need to be altered.

Figure 2 below delineates the extent of the CPO land acquisition required by GCC and the NTA to accommodate these futureproofing measures. The drawing presents a comparative overlay of the BusConnects land take proposal versus RPS's anticipated land take proposal and, along with the appended drawings, highlights key elements that should be incorporated into the BusConnects design to ensure the junction is adequately 'futureproofed'.



Figure 2: Drawing no. IE001123-RPS-00-XX-DR-C-SK0003-04, as prepared by RPS.

Based on the foregoing, it is considered that any 'future-proofing' measures should be realistic and should include the provision of utilities, footway and cycle tracks in an appropriate manner (as stated by GCC in their submission) but *also* that required turning lanes are provided as well as a fourth arm 'spur' onto which a future Merlin Park Access Road can connect. This approach would represent a meaningful and 'plan led' 'future-proofing' of the junction. As outlined in the HSE's original submission in relation to this matter, these 'future proofing' requirements would have obvious implications for the nature and extent of the planning application and CPO applications currently before the Coimisiún (ACP) for consideration as part of BusConnects Dublin Road. As illustrated in Figure 2, the extent of the land take currently proposed is not sufficient to facilitate the necessary 'futureproofing' of the Dublin Road/Galway Crystal junction and it is considered that this is a key matter for ACP in the assessment of the planning and CPO applications. (for more details see section 3.1.1 below).

We would respectfully request that the matters set out above are taken into consideration by ACP and that amendments to the extent of the planning application and CPO application are sought to address the issues raised.

2.2

## GCC Response (ib)

*'Engagement with the HSE will be carried out appropriately to ensure adequate consultation prior to the commencement of development. Plans (including Method Statements) will be prepared in advanced and will be reviewed and commented by HSE in line with any formal agreements and in accordance with any embedded mitigations identified in the EIAR or conditions/modifications from the Board in relation to the Proposed Development application.'*

2.2.1

## HSE Submission to Response (ib)

The HSE acknowledges and welcomes the commitment to engage appropriately prior to the commencement of development. The HSE looks forward to constructive collaboration to ensure the Proposed Development is delivered in a sustainable manner.

## GCC Response (ii)

*'As set out below the magnitude of impact of the Proposed Development on the Dublin Road /MPUH junction for the Opening Year 2028 and Design Year 2043 is expected to be negligible with the significance of effects being 'not significant'.*

Chapter 6 (Traffic and Transport) of the EIAR documents the assessment of the road network and traffic impact arising from the Proposed Development. Section 6.5.8.4 of this chapter outlines the general traffic impact assessment methodology for the opening year 2028 and design year 2043. Table 6.50 and Table 6.51 respectively present the volume over capacity at key junctions on the network and provides a magnitude of impact and significance of effects at the junctions listed for the opening year 2028, and for both the AM and PM peak hours respectively. The submission refers to the Dublin Road/Merlin Park junction. Table 6.50 and Table 6.51 identify that the magnitude of impact of the Proposed Development on this junction is expected to be **negligible with the significance of effects being 'not significant'** in both the AM and PM peak. As a conclusion it is stated for the opening year 2028:

*'Combining the road sensitivity with the magnitude of impact determines that the significance of effects of the redistributed traffic as a result of the Proposed Development at the remaining junctions results in a **Not Significant and Long-term effect** at 15 junctions and **Imperceptible and Long-term** at three junctions. At one junction, a **Negative, Slight and Long-term effect** is predicted. At two junctions a **Negative, Moderate and Long-term effect** is predicted. Further assessment into mitigation measures is therefore not considered necessary for any junctions in the AM Peak Hour of the 2028 Opening Year.'*

*'Combining the road sensitivity with the magnitude of impact determines that the significance of effects of the redistributed traffic as a result of the Proposed Development at the remaining junctions, results in a **Not Significant and Long-term effect** at 17 junctions and **Imperceptible and Long-term** at three junctions. At one junction, a **Negative, Slight and Long-term effect** is predicted. Further assessment into mitigation measures is therefore not considered necessary for any junctions in the PM Peak Hour of the 2028 Opening Year.'*

Table 6.52 and Table 6.53 respectively present the volume over capacity at key junctions on the network and provides a magnitude of impact and significance of effects at the junctions listed for the design year 2043, and for both the AM and PM peak hours respectively. The submission refers to the Dublin Road/Merlin Park junction. Table 6.52 and Table 6.53 identify that the magnitude of impact of the Proposed Development on this junction is expected to be negligible with the significance of effects being 'not significant' in both the AM and PM peak. As a conclusion it is stated for the design year 2043:

*For the design year 2043*

*'Combining the road sensitivity with the magnitude of impact determines that the significance of effects of the redistributed traffic as a result of the Proposed Development at the remaining junctions results in a **Not Significant and Long-term effect** at 14 junctions and **Imperceptible and Long-term** at two junctions. At two junctions, a **Negative, Slight and Long-term effect** is predicted. At three junctions a **Negative, Moderate and Long-term effect** is predicted. Further assessment into mitigation measures is therefore not considered necessary for any junctions in the AM Peak Hour of the 2043 Design Year.'*

*'Combining the road sensitivity with the magnitude of impact determines that the significance of effects of the redistributed traffic as a result of the Proposed Development at the remaining junctions results in a **Not Significant and Long-term effect** at 18 junctions and **Imperceptible and Long-term** at three junctions. Further assessment into mitigation measures is therefore not considered necessary for any junctions in the AM Peak Hour of the 2043 Design Year.'*

## HSE Submission to Response (ii)

The proposed development of a new access point to Merlin Park University Hospital at the Dublin Road/Galway Crystal junction could significantly alleviate the road capacity issues identified at the existing Campus access, as identified in Chapter 6 of the Environmental Impact Assessment Report (EIAR)



submitted by the applicant. Further to the matters set out in Section 2.1.1 above, the appropriate 'future proofing' of the Dublin Road/Galway Crystal junction as part of the subject planning and CPO applications would serve to facilitate a new access to Merlin Park which, subject to traffic management measures, in concert with the existing access, would have the effect of reducing traffic congestion on the Dublin Road in all the future scenarios modelled by the applicants. This would bolster the position outlined in Section 2.1.1 above in relation to the appropriate 'futureproofing' of the junction representing a measure which would be consistent with the principles of proper planning and sustainable development.

As previously reported, the existing Merlin Park University Hospital entry / exit junction is currently operating at overcapacity and is not fit for purpose. Congested junctions of this nature, without adequate infrastructure for each travel mode (vehicle, pedestrian & cyclist) are prone to safety issues arising from erratic vehicle movements, caused by delays at peaks times. In providing a new access point, while significantly alleviating road capacity issues at the existing junction, we would also expect a significant decrease in accidents and an overall improvement of road safety for the public.

3.

## SUBMISSION TO GCC RESPONSE - CPO

Section 3.7 of the Galway City Council Response document discusses the HSE Merlin Park CPO submission made on the 16<sup>th</sup> April 2025. This section of this report will directly respond to the GCC responses on the Merlin Park submission.

3.1

### GCC Response

*GCC can confirm that all areas included in the CPO have been carefully considered and only included where deemed absolutely necessary to meet the Proposed Development objectives and to construct the Proposed Development with permanent and temporary acquisitions respectively.*

*The temporary land take is required for the duration of the construction period to allow working space for the construction works and boundary works/and or accommodation works and will be returned after construction. It will be reinstated in the same condition as was existing.*

*Chapter 5 (Construction) in Volume 2 of the EIAR gives a description of the Construction Phase of the Proposed Development, including with respect to temporary land acquisition. Specifically, Section 5.5.2.1 states the following:*

*'Any land temporarily acquired from a landowner will only be utilised for the purposes of undertaking boundary works or accommodation works related to the land in question. Any lands acquired temporarily to facilitate construction work will be returned to landowners on completion of the works. Existing boundary walls or fencing being relocated will be constructed to match the existing conditions, unless otherwise agreed. The removal of trees, vegetation, lawns, paving etc will be minimised in so far as practicable.'*

*It goes on to state in Section 5.5.3.2 that:*

*'Details regarding temporary access provisions will be discussed with residents and business owners prior to construction starting in the area. The duration of the works will vary from property to property, but access and egress will be maintained at all times.'*

*Reinstatement of property frontage including gates, railings, driveway and footpath will be on a like for like basis and detailed accommodation works plans (including Method Statements) will be prepared in advanced and will be reviewed and commented by HSE in line with any formal agreements and in accordance with any embedded mitigations identified in the EIAR or conditions/modifications from An Bord Pleanála in relation to the Proposed Development.*

*Matters relating to the operational impact and reinstatement of lands will be addressed through direct engagement with affected landowners during the detailed design stage. These discussions will inform the agreement of compensation and accommodation works, as appropriate.*

*Should the Proposed Development be approved by the Board, the appointed contractor will be required to liaise directly with HSE Merlin Park to facilitate the continued use of the existing access to the hospital during the construction stage.*

*It is suggested that any issues relating to the temporary and permanently land take will be addressed through fair compensation package.*

*Subject to the Proposed Development being approved and the CPO confirmed by the Board, a Notice to Treat may then 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 GCC 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.*

*The submission raised a number of concerns regarding inconsistencies of the Proposed Development with the GTS and GCDP. These concerns have been addressed in **Section 2.16** of the Report.*

*The Proposed Development does not preclude the provision of the fourth arm. It just does not form part of the Proposed Development.*

3.1.1

## HSE Submission to Response

The HSE acknowledges and welcomes Galway City Council's (GCC) stated commitment to the provision of a new access road to the Merlin Park Campus and welcomes the commitment by GCC to provide Method Statements and to reinstate temporary land take etc. The HSE also acknowledge and welcome GCC's stated commitment to 'future-proof' the upgraded Dublin Road junction 'by ensuring that services and utilities are laid to sufficient depth, and that the footway and cycle track are constructed to facilitate a fourth arm in the future'. However, as outlined in Section 2.1.1 above, there remains concerns in relation to the extent of the land-take proposed as part of the CPO relative to the extent of works that would be required to adequately 'future proof' the Dublin Road/Galway Crystal junction.

As indicated in Figure 1 above, the HSE's advisors have prepared a fully upgraded junction design to include the BusConnects project and the provision of a fourth arm to service the Merlin Park Campus. There are a number of engineering requirements involved in providing a fourth arm and changes required to the proposed Busconnects design including the provision of a left hand turning lane into MPUH on the east bound lane of the Dublin Road, the provision of a right hand turning lane into MPUH on the west bound lane of the Dublin Road, reposition of bus lane in the east direction, reposition of the bus stop on the east bound lane, utility diversions/extensions, altering of road markings and signage etc. These requirements will require additional land take than what is currently identified by GCC and the NTA. Figure 3 below indicates the extent of the RPS anticipated CPO line which accommodates a 'futureproofed' Dublin Road/Galway Crystal junction in comparison to the GCC & NTA proposed CPO line.

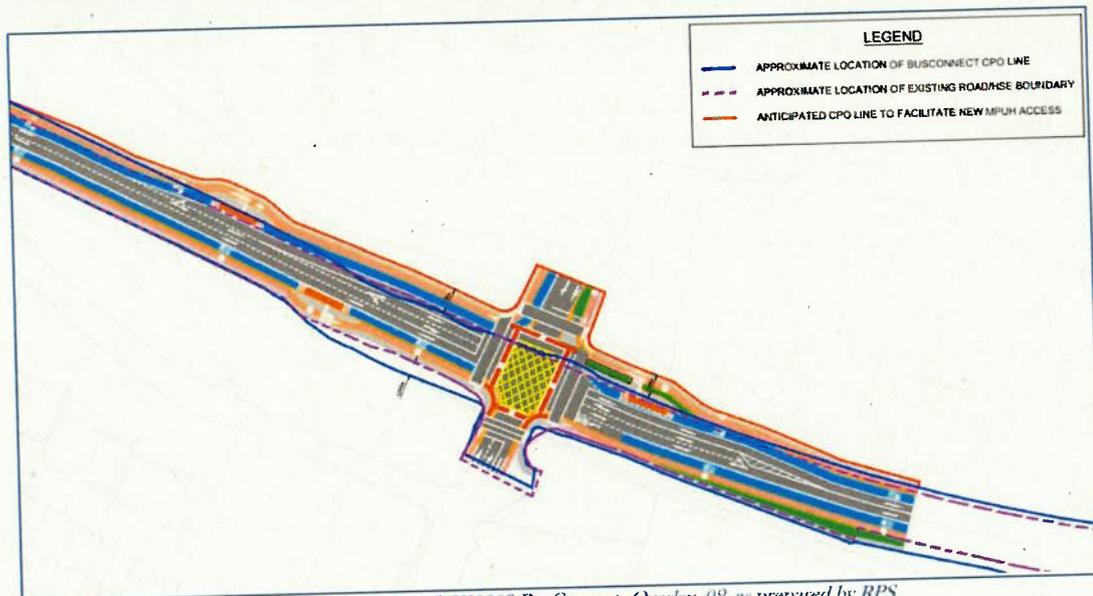


Figure 3: Drawing no. IE001123-RPS-00-XX-DR-C-SK0003 BusConnects Overlay -02, as prepared by RPS.

The following drawings, Appendix 1, compare the RPS anticipated CPO line in comparison to the GCC & NTA proposed CPO line -

- IE001123-RPS-00-XX-DR-C-SK0003 BusConnects overlay-01;
- IE001123-RPS-00-XX-DR-C-SK0003 BusConnects overlay-02;
- IE001123-RPS-00-XX-DR-C-SK0003 BusConnects overlay-03 ; and
- IE001123-RPS-00-XX-DR-C-SK0003 BusConnects overlay-04 in Appendix 1.

These drawings highlight the engineering requirements involved in providing a fourth arm, in particular the left and right hand turning lanes and the additional land take required. The HSE ask that the CPO land take is reviewed in relation to the extent of land take proposed as part of the CPO relative to the extent of works that would be required to adequately 'future proof' the Dublin Road/Galway Crystal junction.

4.

## CONCLUSION

The Health Service Executive is supportive in principle of the overall objectives of the BusConnects Dublin Road project, recognising its potential to significantly improve public transport connectivity, reduce congestion, and enhance access to healthcare services, including the Merlin Park University Hospital campus. Improved transport links will benefit patients, staff, and visitors, and align with the HSE's goals for sustainable development and improved public health outcomes. However, while the HSE welcomes the project, we respectfully request that ACP consider the content of this submission particularly as it relates to the suitable 'futureproofing' of the Dublin Road/Galway Crystal junction and the implications of same for both the planning and CPO applications.

The HSE looks forward to continued engagement with GCC, NTA and ACP in order to ensure that the final design appropriately addresses these issues while delivering on the broader and evident benefits of the BusConnects Dublin Road Project.



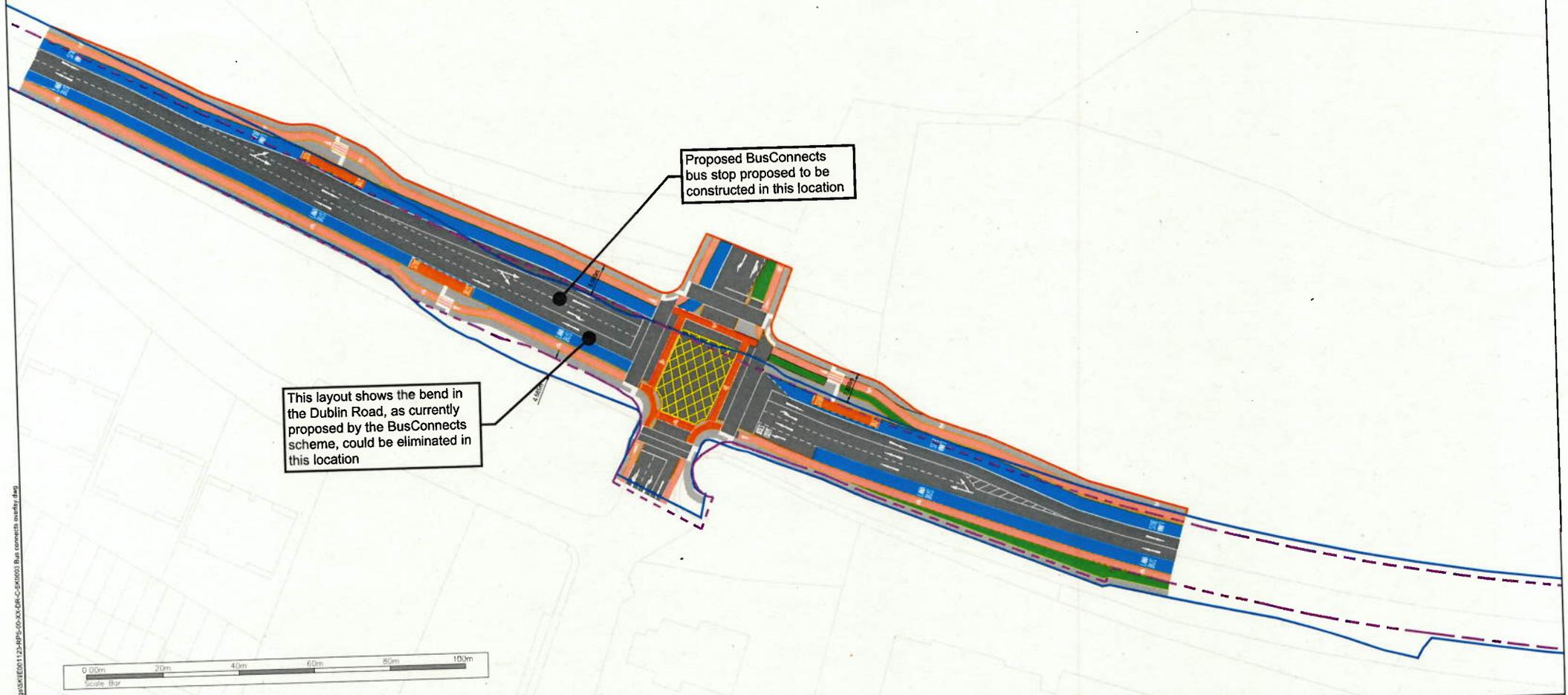
**APPENDIX 1**

**RPS DRAWINGS**



**LEGEND**

- APPROXIMATE LOCATION OF BUSCONNECT CPO LINE
- - - APPROXIMATE LOCATION OF EXISTING ROAD/HSE BOUNDARY
- ANTICIPATED CPO LINE TO FACILITATE NEW MPUH ACCESS



Proposed BusConnects bus stop proposed to be constructed in this location

This layout shows the bend in the Dublin Road, as currently proposed by the BusConnects scheme, could be eliminated in this location



S:\IE001123 - HSE-Maple-CPO-2510 Drawings\IE001123-RPS-00-XX-DR-C-SK0003 Bus connects overlay.dwg

Client	<p>General Notes</p> <p>(i) Hard copies .dwg and pdf will form a controlled issue of the drawing.</p> <p>(ii) All other formats (e.g. etc.) are deemed to be an uncontrolled issue and any work carried out based on these files is at the recipient's own risk. RPS will not accept any responsibility for any errors from the use of these files, either by human error by the recipient, listing of the un-dimensional measurements, compatibility with the recipient's software, and any errors arising when these files are used to aid the recipient's drawing production, or setting out on site.</p> <p>(iii) DO NOT SCALE, use figured dimensions only.</p>	<p>(iii) This drawing is the property of RPS. It is a project confidential/classified document. It must not be copied used or its contents divulged without prior written consent. The needs and expectations of client and RPS must be considered when working with this drawing.</p> <p>(iv) Information including topographical survey, geotechnical investigation and utility detail used in the design have been provided by others.</p> <p>(v) All Levels refer to Ordnance Survey Datum, Main Head.</p>	<table border="1"> <tr> <th>Author</th> <th>Date</th> <th>Appr</th> <th>Issue</th> <th>Description</th> <th>Scale</th> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </table>	Author	Date	Appr	Issue	Description	Scale							<p><b>RPS</b> MAKING COMPLEX EASY</p>	<p>Scale: 1:500 @ A1 1:250 @ A3</p> <p>Created on: February 2025</p> <p>Sheets: 02 of 05</p>	<p>Project: Merlin Park Hospital OPD</p> <p>Title: Feasibility Study for New Access Road</p>
				Author	Date	Appr	Issue	Description	Scale									
<p>Model File Identifier: IE001123-RPS-00-XX-DR-C-SK0003 Bus connects overlay</p>	<p>File Identifier: IE001123-RPS-00-XX-DR-C-SK0003 Bus_02 connects overlay</p>	<p>Status: S0</p> <p>Rev: P02</p>																

**LEGEND**

- APPROXIMATE LOCATION OF BUSCONNECT CPO LINE
- - - APPROXIMATE LOCATION OF EXISTING ROAD/HSE BOUNDARY
- ANTICIPATED CPO LINE TO FACILITATE NEW MPUH ACCESS

CPO for both schemes merge here

RPS relocated Bus Stop facilitates additional lanes required for new access to MPUH

Proposed BusConnects bus stop clashes with traffic lanes on RPS scheme

Proposed new access to MPUH

CPO for both schemes merge here



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Client

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 (z) All Levels refer to Ordnance Survey Datum, Mean Head.

Author	24.02.24	Rev	01	KL	Draft Issue for Information
Checked		Date		App	Amendment / Issue



Model File Identifier  
 IE001123-RPS-03-XX-DR-C-5K0003 Bus connects overlay

Scale	1:500 @ A1 1:250 @ A3	Project	Merin Park Hospital OPD
Created on	February 2025	Title	Feasibility Study for New Access Road
Sheets	03 of 05	File Identifier	IE001123-RPS-03-XX-DR-C-5K0003 Bus connects overlay
Status	S0	Rev	P02

**LEGEND**

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- - - APPROXIMATE LOCATION OF EXISTING ROAD/HSE BOUNDARY
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Scale	1:500 @ A1 1:250 @ A3	Project	Merlin Park Hospital OPD
Created on	February 2025	Title	Feasibility Study for New Access Road
Sheets	04 of 05	File Identifier	IE001123-RPS-00-XX-DR-C-SK0003 Bus connects overlay
Model File Identifier	IE001123-RPS-00-XX-DR-C-SK0003 Bus connects overlay	Status	S0
App		Rev	P02

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Date	By	App	Amendment / Issue
26.02.25	KL		Draft issue for information



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