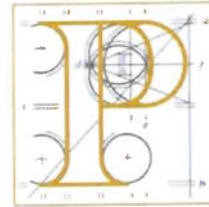


Our Case Number: ABP-317121-23

Your Reference: Brendan Collins



An
Bord
Pleanála

Hughes Planning & Development Consultants
85 Merrion Square South
Dublin 2
D02 FX60

Date: 15 February 2024

Re: BusConnects Swords to City Centre Bus Corridor Scheme
Swords to Dublin City Centre

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.

If you have any queries in the meantime, please contact the undersigned officer of the Board on 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,


Breda Ingle
Executive Officer
Direct Line: 01-8737291

HA0

Teil
Glao Áitiúil
Facs
Láithreán Gréasáin
Riomhphost

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(01) 858 8100
1800 275 175
(01) 872 2684
www.pleanala.ie
bord@pleanala.ie

64 Sráid Maoilbhríde
Baile Átha Cliath 1
D01 V902

64 Marlborough Street
Dublin 1
D01 V902

Sinead Singleton

From: Breda Ingle
Sent: Friday 9 February 2024 10:15
To: Sinead Singleton
Subject: FW: ABP Ref. 317121 - Swords to City Centre Core Bus Corridor Scheme Submission - Brendan Collins
Attachments: NTA Response Submission - Brendan Collins - Appendix A.pdf; NTA Response Submission - Brendan Collins - Appendix D.pdf; NTA Response Submission - Brendan Collins.pdf; NTA Response Submission - Brendan Collins - Appendix C2.pdf; NTA Response Submission - Brendan Collins - Appendix C1.pdf; NTA Response Submission - Brendan Collins - Appendix B.pdf
Follow Up Flag: Follow up
Flag Status: Flagged

From: LAPS <laps@pleanala.ie>
Sent: Friday, February 9, 2024 9:20 AM
To: Breda Ingle <breda.ingle@pleanala.ie>
Subject: FW: ABP Ref. 317121 - Swords to City Centre Core Bus Corridor Scheme Submission - Brendan Collins

From: Ger Harris <ger.harris@hpdc.ie>
Sent: Thursday, February 8, 2024 3:27 PM
To: LAPS <laps@pleanala.ie>
Cc: Bord <bord@pleanala.ie>
Subject: ABP Ref. 317121 - Swords to City Centre Core Bus Corridor Scheme Submission - Brendan Collins

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.

Good afternoon all,

Please see attached submission and associated Appendix Documents (A, B, C1, C2 & D) prepared in relation to the subject application/scheme.

I would appreciate it if you could please confirm receipt of this submission at your earliest convenience.

Regards

Gerard Harris
Senior Planner

Hughes Planning & Development Consultants
85 Merrion Square
Dublin 2
D02 FX60

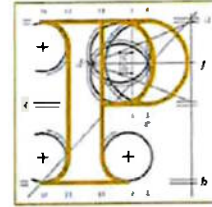
T 00 353 (0)1 539 0710

E ger.harris@hpdc.ie
W www.hpdc.ie

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Our Case Number: ABP-317121-23

Your Reference: Brendan Collins



**An
Bord
Pleanála**

Hughes Planning & Development Consultants
85 Merrion Square South
Dublin 2
D02 FX60

Date: 05 January 2024

Re: BusConnects Swords to City Centre Bus Corridor Scheme
Swords to Dublin City Centre

Dear Sir / Madam,

I have been asked by An Bord Pleanála to refer to the above mentioned proposed road development application for approval under section 51(2) of the Roads Act, 1993 as amended.

The Board has considered the case and hereby notifies you that it has decided to determine the application without an oral hearing. In this regard, please be advised that the Board has absolute discretion to hold an oral hearing and has concluded that this case can be dealt with adequately through written procedure.

Accordingly, the Board hereby considers it appropriate to invite you to make a submission in accordance with section 217B of the Planning and Development Act 2000, as amended, in relation to the submission dated 23rd November 2023 received from the National Transport Authority. A copy of the submission can be found on the Board's website at www.pleanala.ie/en-ie/case/317121 under the heading responses. This submission together with the application documentation is also available for public inspection at the following locations:

An Bord Pleanála, 64 Marlborough Street, Dublin 1

National Transport Authority, Dún Scéine, Harcourt Lane, Dublin 2

Any submission in relation to the above must be received by the Board within 5 weeks from the date of this letter (i.e. not later than 5:30pm on the 8th February 2024). No additional fee is required for making a submission. As there are a number of busconnects applications with the Board for approval you are requested in your response, if any, to provide the following:

- (a) The reference number ABP-317121-23
- (b) Your name and address.

Teil	Tel	(01) 858 8100
Glao 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

(c) The name and address of the person you are acting on behalf of.

If you have any queries in relation to the matter, please contact the undersigned officer of the Board.

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

Yours faithfully,



Breda Ingle
Executive Officer
Direct Line: 01 873 7291

ADHOC

Teil
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Facs
Láithreán Gréasáin
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Stephen Reid Consulting

Traffic and Transportation

21 The Oaks, Ridgewood, Swords, Co Dublin, K67 WK79

tel: 0879793479 e-mail: stephenreid@stephenreidconsulting.com web: www.stephenreidconsulting.com

13 July 2023

William Fry LLP
2 Grand Canal Square
Dublin 2
D02 A342

Ref: Projects/Collinstown, Swords Road – Bus Connects

By email

Dear Sirs

**Traffic Consultant Review of NTA Bus Connects Project Proposals, Swords to City Centre and Impact on:
Plot List: 1096(1).2a – Brendan Collins**

1. Background

Stephen Reid Consulting Traffic & Transportation Ltd (SRC) have been retained by our mutual client Mr Brendan Collins to undertake a review of the NTA Bus Connects Core Bus Corridor Scheme - Swords to City Centre, and with reference to the roads and traffic aspects of the Environmental Impact Assessment Report (EIAR) and associated General Arrangement drawings, pertaining to the vicinity of the above referenced plot which can be described as the access junction and entrance to the Collinstown Business Park and adjoining residential dwelling.

The Business Park includes a substantial number of different tenant companies (see appended list of tenants) with a range of operations primarily in haulage, logistics and public transport/coach hire, and facilities including retail diesel pumps (which have in the order of 300 transactions per day), and showers and associated welfare units for commercial drivers.

Therefore, it is paramount that full and unfettered access is maintained (by all modes of transport) at all times (24 hours a day, 365 days a year).

Our client welcomes the general proposals to improve bus, cycling and walking infrastructure bus has raised serious concerns with the currently proposed scheme plans in the vicinity of the access junction and the impact on existing operations.

2. Current BusConnects Proposals

The current Bus Connects proposals are illustrated in a series of drawings for this section of the route. General Arrangement Sheet 13 of 37 illustrates this section of the Swords Road. An extract of Sheet 13 of 37 is illustrated in the following Figure 1 and the full Sheet 13 of 37 is appended to this document for your information.

There is a solid red line referenced in the drawing legend as the 'Site Boundary Line' which generally follows the back of footpath/property boundary interface, while a dashed red line extends eastwards into the Collinstown Business Park access (to the rear of the solid red line, encompassing an area over the entire access roadway from the existing back of footpath/property boundary interface to the access gates into the Business Park which



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Traffic and Transportation

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are approximately 31 metres to the east of the eastern edge of the Swords Road, and after the access to the dwelling on the northernmost side of the access roadway.

The legend on the General Arrangement drawing Sheet 13 of 37 refers to this area encompassed between the solid red line and the dashed red line as a 'Temporary Land Acquisition' and this appears to match the plot list red line on the proposed CPO maps, which are called up as 'Lands Being Temporarily Acquired'.

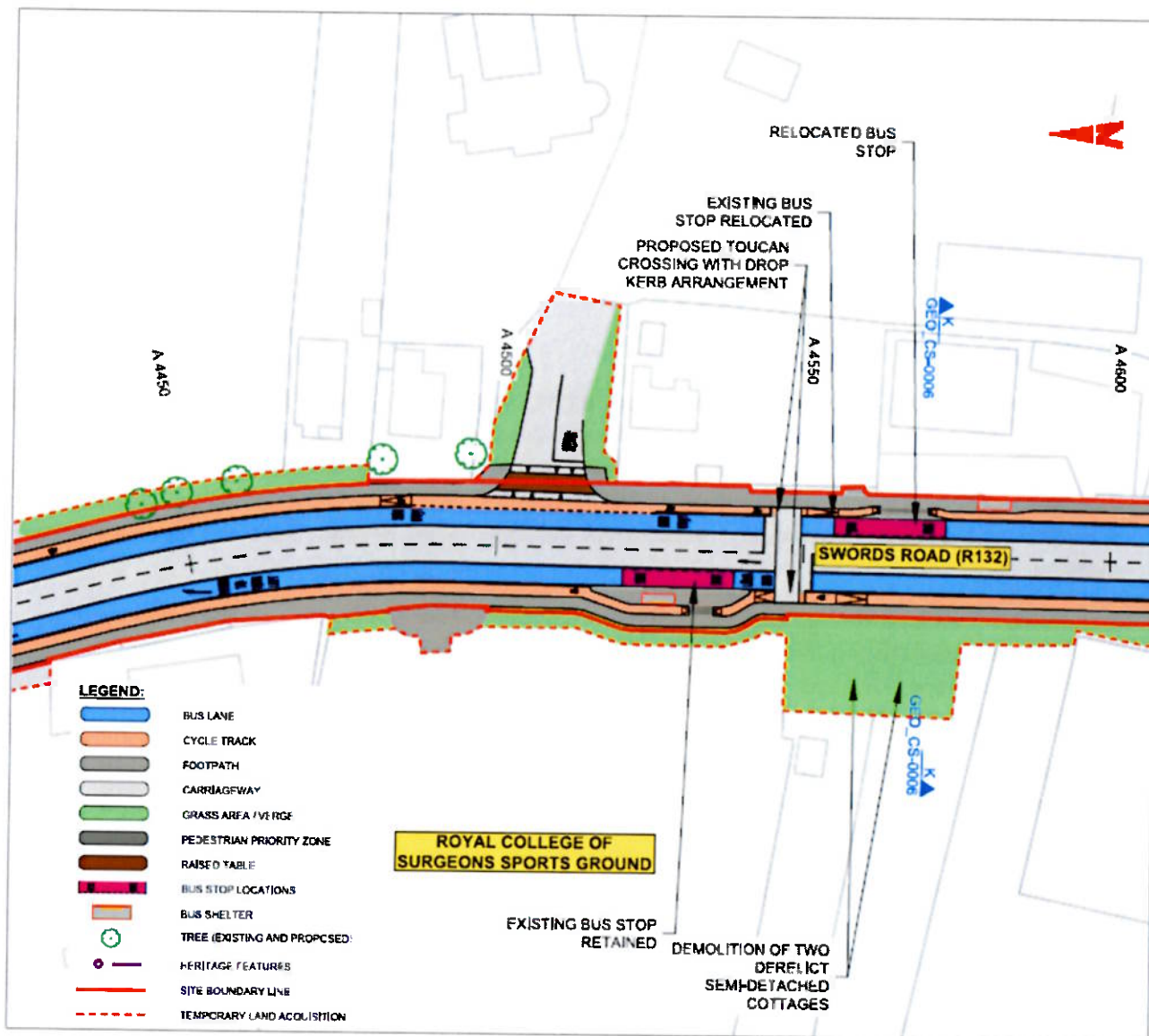


Figure 2: Extract of Sheet 13 of 37 'Swords to City Centre Core Bus Corridor Scheme - General Arrangement'
(source: www.busconnects.ie, downloaded July 2023)

From a review of the EIAR documents and associated drawings the reference to lands being "temporarily acquired" is widely utilised within these documents and drawings.

SRC would submit that it is commonly and generally understood that a temporary acquisition for an infrastructure project would mean the requirement for the land by the scheme promoter is temporary in nature



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and solely for the purpose of construction works (such as safe working room, site compounds or marshalling areas, or for temporary diversion of utilities, roads or footpaths or in order to build structures such as boundary treatments or retaining walls which require ingress into the lands to the rear of the finished scheme. After these construction works are completed and the area of the construction site is demobilised the land would have to be reinstated to its former condition and returned to the owner of the land.

What is illustrated on the drawing Sheet 13 of 37 is a revised access layout with reduced access width formed by new kerblines and landscaping zones extending from the Swords Road junction to the setback gate.

Currently there are two exiting lanes and a wide entrance lane area to accommodate large HGVs, buses and coaches entering and exiting the access. There is also a dividing barrier between the inbound and outbound lanes to prevent vehicles entering the access from Swords Road and using it to u-turn in the bellmouth area, and some flexipost bollards and associated signage to advise that there is to be no parking in the area between the Swords Road and the setback access gate.

The scheme drawing Sheet 13 of 37 also shows a proposed entry treatment ramp across the reduced width access, with the public footpath crossing point stepped inwards onto the flat zone area of the entry treatment ramp (so that it would be partially behind the site boundary line), and the stopline/Stop road marking text has been located to the rear of the inner toe of the entry treatment ramp.

It is noted that the narrow form of entry treatment ramp proposed on Sheet 13 of 37 would result in HGVs and buses bumping up and down over the ramp, which could have impacts on the drivers and their vehicles but would also result in increased noise impacts on the adjoining residential dwellings.

It is disingenuous for the NTA Bus Connects promoters to claim this is a temporary acquisition when they are proposing wholesale changes to the lands in question and are not reinstating the existing arrangements before returning the lands to the permanent owners.

Apart from the arbitrary nature of the proposal to alter a private development access without any form of adequate liaison and discussion with the affected party, it is noted that the proposed works would clearly impact on the existing operations of the Business Park and access to/from the dwelling (which is Mr Collins home).

As previously stated, the Business Park operates 24 hours per day and therefore any works which result in limitations to access or compromise the turning manoeuvres of large vehicles to safely enter the Business Park access roadway or exit safely to the Swords Road would have significant repercussions for the tenant companies and operators, and in turn would impact on the commercial viability of the Business Park as tenant companies and operators are likely to seek alternative accommodations during the period of works.

From a review of the EIAR documents, it is noted that this section of the Swords Road is identified as Section 2.c (extending southwards from Collinstown Cross to the Northwood Avenue junction, with a total length of 1.62 kilometres).

Clearly a construction start date is subject to the planning and tendering periods, so this is currently unknown. The overall project programme for the Swords to City Centre Coe Bus Corridor is given in the EIAR at Section 5.4 'Construction' in Volume 2 of the EIAR as 36 months (3 Years) and the Section 2.c works are programmed for an 18-month period within that, starting at Q3 in Year 2 and ending at the end of Q4 in Year 3.

Appendix A5.1 – Construction and Environmental Management Plan (CEMP) notes at Section 5.8 Chapter 5 in Volume 2 of the EIAR that in terms of traffic management during the construction programme that if An Bord



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Pleanála grants approval, temporary traffic management (TTM) design will be prepared by the Contractor in compliance with Chapter 8 of the Traffic Signs Manual (published by DTTAS). There is no reference to any opportunity for liaison/consultation with affected parties at that stage prior to implementation of the TTM by the Contractor.

At Section 5.8.3 of the EIAR, the following is stated *"The roads and streets along the Proposed Scheme, will remain open to general traffic wherever practicable during the Construction Phase. However, lane closures, road closures and diversions will be necessary to facilitate construction."*

Table 5.7 provides a different direction with regard to the relevant section of the scheme Section 2.c. (Swords Road between Collinstown Cross and Northwood Avenue), noting that there would be no road closures but there could be temporary lane closures, closures of bus lane, cycle lane or footpaths, and some use of Stop/Go boards (i.e. shuttle working temporary traffic management).

Therefore, it is considered that the proposed 'temporary land acquisition' and to facilitate the Bus Connects proposals would have a severe impact on the ability of the existing businesses to continue to operate and would also impact on road user safety and customer/staff safety during the period of works.

3. Summary and Conclusions

SRC have carried out this review of the NTA BusConnects proposals for the Swords to City Centre Core Bus Corridor on behalf of Mr Brendan Collins (the owner of the site access and the Collinstown Business Park).

SRC submit that the current Bus Connects proposals on General Arrangement Sheet 13 of 37 are unacceptable as these will have a significant and detrimental impact on the Business Park and the tenant companies by limiting operational and servicing access, with a significant impact on customer and staff safety, inoperable for the existing businesses during the works and impacting on the current arrangements when the proposed works are completed.

SRC would welcome the opportunity to meet with the NTA Bus Connects Project Team to discuss the impact on our client and consider alternative solutions to address his concerns and mitigate possible impacts on the operations of the Collinstown Business Park and the tenants therein.

SRC trust this is all clear but if you have any queries, please do not hesitate to contact the undersigned.

Yours sincerely

Stephen Reid CMILT

Managing Director

Stephen Reid Consulting Traffic and Transportation Limited

Appendix 1 – List of tenant companies and operators at Collinstown Business Park (May 2023)

Appendix 2 – Copy of NTA Bus Connects – Swords to City Centre Core Bus Corridor General Arrangement Sheet 13 of 37

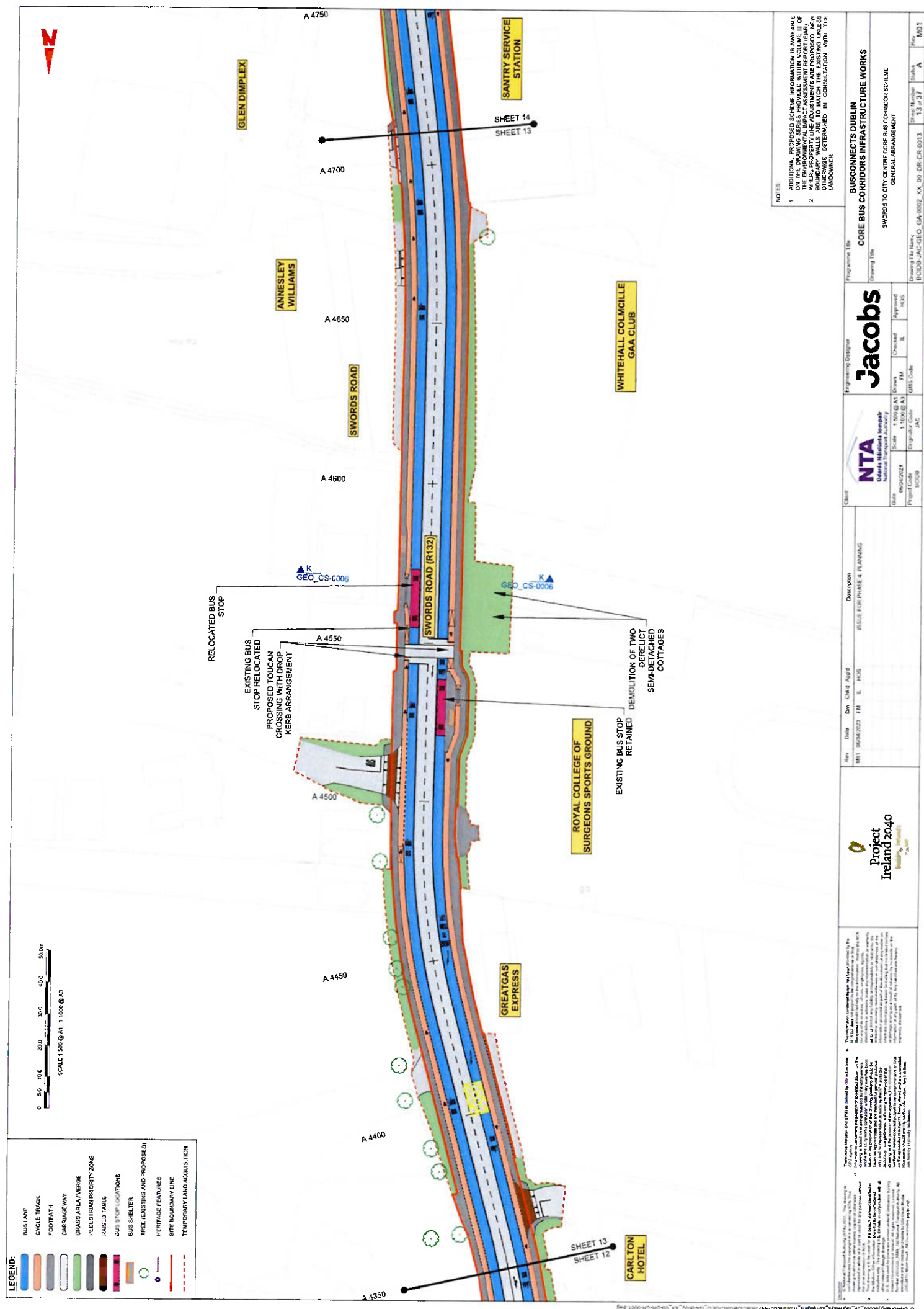
Collinstown Business Park Tenants List as of 26/05/2023

1. Super Mario Couriers - Office/Shed/6 Trucks/Trailers
2. Brendan Collins Coaches - Office/Container/15 Buses
3. Callanan Construction – Storage Yard
4. Dymon Ways - 1 Shed/3 Trucks
5. JS Express – Office/Container/6 Trucks/Trailers
6. Lenmar Developments – Office
7. Liberty Irish Tours – Bus
8. McRent – Office/Shed/6 Campers
9. Northside Upholstery – Office/Showroom/2 Vans
10. New Vintage Transport – Office/Container/25 Trucks/Trailers
11. O'Gradys Coaches – Office/Cabin/23 Buses
12. CPR Transport – Office/Container/Van
13. SFT Transport – Office/Container/29 Trucks/Trailers
14. Voltech Electrical – Office/Container
15. ER Travel – Office/Shed/120 Cars
16. John Cassells – Shed/Yard
17. Global Transport – Office/Container/15 Trucks/Trailers
18. Midland Tyres – 4 Sheds(Tyre changing bay)
19. PML Windows – 1 Shed
20. Quinlan Safes – Container
21. The Side Gate Man – Workshop/2 Containers
22. Christy Ryan – 1 Shed/ 2 Containers
23. Aulden Electrical – Container
24. Apollo Language Centre – Container
25. Philip Bedford – Container
26. Brookstar Construction – Container
27. Daktronics – Container
28. DKF Construction – Container
29. DP Building – Container
30. Eagle Air Conditioning - Container
31. Furniture Showrooms - Container
32. DG Heating & Plumbing – Container
33. Gobjila Construction – 2 Containers
34. Elk Electrical – 2 Containers
35. Kirwan Air Conditioning – Container
36. Martin Kennedy – Container
37. BMC Minimix – Container/3 Mixer Trucks
38. Scully Engineering – 2 Containers
39. Philip Loughran Construction – Container
40. Brendan Place – Office
41. Anthony Doherty – Container/Van

42. Irlanda Tours – Office/5 Buses
43. Westcoast Campers – 1 Cabin/Container/7 Campers
44. AJ Grabhire – 3 Trucks
45. AJ Transport – 1 Truck
46. Alan Nolan Transport – 2 Trailers
47. Alpha Storage – 2 Trailers
48. AOR International – 2 Trucks/Trailers
49. Aries Express – 1 Van
50. Boyce Coaches – 1 Bus
51. Terry Broughan – 2 Buses
52. BR Transport – 5 Trucks/Trailers
53. BCDL Tours – 1 Bus
54. Bury Engineering – 1 Truck
55. Barrett Coaches – 1 Bus
56. Lillian Berzoi – 1 Van
57. Michael Coogan Foods – 1Van
58. Paul Clarridge – 1 Bus
59. Callanan Coaches – 3 Buses
60. CMB Transport – 9 Trucks
61. Capital Logistics – 5 Trucks/Trailers
62. Liam Costigan – 2 Trucks
63. Castlekeeran – 4 Trucks/Trailers
64. Cummins Transport – 2 Trailers
65. CLF International – 2 Trucks/Trailers
66. Camcar Haulage – 2 Trucks/Trailers
67. Circuit Transport – 5 Trucks/Trailers
68. Carrera Maintenance – 1 Truck
69. Cristian C Irimia – 1 Truck
70. DTI – 2 Trucks
71. Shanog Transport – 2 Trucks
72. Drumsnatt Haulage – 2 Truck/Trailer
73. Dennis Donovan – 1 Trailer
74. David Simon – 2 Truck/Trailer
75. Dungarvan Transport – 4 Trailers
76. DCS Chauffeurs – 2 Buses
77. Dragos Pelin – 1 Truck
78. Dskorka Transport – 1 Trailer
79. Edrida Transport - 1 Trailer
80. Envirogreen Polymers Ltd – 2 Truck/Trailer
81. A. Ebner – 2 Trailers
82. John Elston – 1 Van
83. Freight Management – 3 Trucks
84. Richard Fox – 1 Truck
85. Fynes Logistics – 15 Trucks

86. FCD Transport – 2 Buses
87. FNJ Haulage Ltd – 2 Truck/Trailer
88. Fastline Transport – 12 Trucks & Trailers
89. P & D Foley – 2 Trailers
90. Barry Fitzgerald – 1 Van
91. Foleys Bus Hire Galway – 2 Buses
92. Gerry Goggins – 2 Truck/Trailer
93. Granby Ltd – 1 Van
94. Green Express Couriers – 1 Truck
95. Glen Transport – 1 Trailer
96. Dennis Grey – 1 Van
97. GMA Transport – 13 Trucks/Trailers
98. Simon Herbert – 1 Coffee Truck
99. John Philips – 6 Trucks/Trailers
100. Jenkinson Transport – 2 Trailers
101. Jack Restin Displays – 4 Trailers
102. J&C Trailer Hire – 2 Trailers
103. John Kearns – 7 Buses
104. Selena Kavanagh – 4 Trucks/Trailers
105. JJ Kavanagh – 8 Buses
106. Paddy Kane – 8 Trucks
107. Karm Transport – 2 Trucks/Trailers
108. Dennis Kinane – 1 Trailers
109. Knights of Old – 4 Trailers
110. Eugene Kealey – 1 Trailer
111. Martin Lawlor – 2 Truck/Trailer
112. Martin Lynch – 2 Buses
113. Liberty Irish Tours – 1 Bus
114. LKW Royal – 1 Trailer
115. Lion Trans – 4 Trucks/Trailers
116. Letterkenny Coaches – 1 Bus
117. LC Warehousing – 2 Trucks
118. Cyril McGuinness – 2 Trucks/Trailers
119. Mulligan Transport – 7 Trailers
120. McGill Travel – 2 Buses
121. Declan Mathews – 1 Truck
122. Brian McCormack – 1 Bus
123. Mangan Haulage – 12 Trucks/Trailers
124. McCaffery Coaches – 2 Buses
125. Morgan McLernon – 15 Trailers
126. Mount Leinster Transport – 5 Trailers
127. Brian McCormack Snr – 1 Bus
128. David McEntee – 2 Truck/Trailer
129. McCann Freight – 3 Trucks

130. Gerard McMahon – 1 Truck
131. NJR – 2 Truck/Trailer
132. Nika Tours – 2 Buses
133. Brendan O'Malley – 1 Truck
134. Jer O'Halloran – 1 Trailer
135. Satin Drive – 2 Buses
136. Penrose Transport – 3 Trailers
137. Alex Pizelman – 1 Van
138. Pinpoint Drains – 1 Van
139. Trever Ratcliffe – 1 Truck
140. Road Truck Services – 1 Truck
141. Roadtrain Ltd – 7 Truck/Trailers
142. Roisin Dearg – 1 Van
143. Royal Truck Ltd – 1 Truck
144. Streamline Coaches – 3 Buses
145. Spillane Brother – 4 Trailers
146. Pat Smith Haulage – 2 Trailers
147. SCS Haulage – 3 Trailers
148. Top Oil – 2 Trucks
149. Topaz Transport – 21 Trucks/Trailers
150. TQ Transport/Hendicks – 20 Trailers
151. Traqtrans – 1 Trailer
152. Conor Treanor Transport – 2 Trailers
153. Trandaree Transport – 2 Trailers
154. Tuscola/DHL – 40 Trucks
155. TIP Trailers – 20 Trailers
156. Val Transport Ltd – 4 Trucks/Trailers
157. Tomislav Vukovac – 1 Truck
158. Arturs Vasilonokos – 1 Truck
159. Willsborough Transport – 11 Trucks/Trailers
160. Whitechurch Transport – 1 Truck
161. Warlen Logistics – 4 Trailers
162. Liam Wright Transport – 3 Trucks/Trailers



1

- ADDITIONAL, PROPOSED SCHEME INFORMATION IS AVAILABLE ON THE DRAWING SERIES PROVIDED WITHIN VOLUME III OF THE ENVIRONMENTAL IMPACT ASSESSMENT REPORT (EIAR) WHERE PROPERTY LINE ADJUSTMENTS ARE PROPOSED. NEW BOUNDARY WALLS ARE TO MATCH THE EXISTING UNLESS OTHERWISE DETERMINED IN CONSULTATION WITH THE LANDOWNER.

Estimated Value

BUSCONNECTS DUBLIN
THE BUS CORRIDORS INFRASTRUCTURE WORKS

SWORN TO CITY CENTRE CORE BUS CORRIDOR SOME ME

Training File Name	Sheet Number	Sheet A	Rate
CON-1AC-CEO	12 of 27	A	\$40.4

DO NOT SCALE LINE FIGURED CURVE RISES ONLY

Rev	Date	Drn	Chld	Appl	Description
21	06/04/2023	EM	11	14100	2023-01-01-06/04/2023



Project
Ireland 2040

The information contained herein has been obtained by the U.S. Food and Drug Administration as a result of a Freedom of Information Act request. Some information has been withheld from this document because it is exempt from disclosure under the Freedom of Information Act. The information withheld is exempt from disclosure under 5 U.S.C. 552(b)(7)(C), which exempts information from disclosure that is "pertaining to the internal personnel rules and practices of an agency."

Transworld Marijuana Co. (TWC) is "indicated by CBS-Indice stock" (1993, 1994).

2 *or 3* **or 4** **or 5** **or 6** **or 7** **or 8** **or 9** **or 10** **or 11** **or 12** **or 13** **or 14** **or 15** **or 16** **or 17** **or 18** **or 19** **or 20** **or 21** **or 22** **or 23** **or 24** **or 25** **or 26** **or 27** **or 28** **or 29** **or 30** **or 31** **or 32** **or 33** **or 34** **or 35** **or 36** **or 37** **or 38** **or 39** **or 40** **or 41** **or 42** **or 43** **or 44** **or 45** **or 46** **or 47** **or 48** **or 49** **or 50** **or 51** **or 52** **or 53** **or 54** **or 55** **or 56** **or 57** **or 58** **or 59** **or 60** **or 61** **or 62** **or 63** **or 64** **or 65** **or 66** **or 67** **or 68** **or 69** **or 70** **or 71** **or 72** **or 73** **or 74** **or 75** **or 76** **or 77** **or 78** **or 79** **or 80** **or 81** **or 82** **or 83** **or 84** **or 85** **or 86** **or 87** **or 88** **or 89** **or 90** **or 91** **or 92** **or 93** **or 94** **or 95** **or 96** **or 97** **or 98** **or 99** **or 100** **or 101** **or 102** **or 103** **or 104** **or 105** **or 106** **or 107** **or 108** **or 109** **or 110** **or 111** **or 112** **or 113** **or 114** **or 115** **or 116** **or 117** **or 118** **or 119** **or 120** **or 121** **or 122** **or 123** **or 124** **or 125** **or 126** **or 127** **or 128** **or 129** **or 130** **or 131** **or 132** **or 133** **or 134** **or 135** **or 136** **or 137** **or 138** **or 139** **or 140** **or 141** **or 142** **or 143** **or 144** **or 145** **or 146** **or 147** **or 148** **or 149** **or 150** **or 151** **or 152** **or 153** **or 154** **or 155** **or 156** **or 157** **or 158** **or 159** **or 160** **or 161** **or 162** **or 163** **or 164** **or 165** **or 166** **or 167** **or 168** **or 169** **or 170** **or 171** **or 172** **or 173** **or 174** **or 175** **or 176** **or 177** **or 178** **or 179** **or 180** **or 181** **or 182** **or 183** **or 184** **or 185** **or 186** **or 187** **or 188** **or 189** **or 190** **or 191** **or 192** **or 193** **or 194** **or 195** **or 196** **or 197** **or 198** **or 199** **or 200** **or 201** **or 202** **or 203** **or 204** **or 205** **or 206** **or 207** **or 208** **or 209** **or 210** **or 211** **or 212** **or 213** **or 214** **or 215** **or 216** **or 217** **or 218** **or 219** **or 220** **or 221** **or 222** **or 223** **or 224** **or 225** **or 226** **or 227** **or 228** **or 229** **or 230** **or 231** **or 232** **or 233** **or 234** **or 235** **or 236** **or 237** **or 238** **or 239** **or 240** **or 241** **or 242** **or 243** **or 244** **or 245** **or 246** **or 247** **or 248** **or 249** **or 250** **or 251** **or 252** **or 253** **or 254** **or 255** **or 256** **or 257** **or 258** **or 259** **or 260** **or 261** **or 262** **or 263** **or 264** **or 265** **or 266** **or 267** **or 268** **or 269** **or 270** **or 271** **or 272** **or 273** **or 274** **or 275** **or 276** **or 277** **or 278** **or 279** **or 280** **or 281** **or 282** **or 283** **or 284** **or 285** **or 286** **or 287** **or 288** **or 289** **or 290** **or 291** **or 292** **or 293** **or 294** **or 295** **or 296** **or 297** **or 298** **or 299** **or 300** **or 301** **or 302** **or 303** **or 304** **or 305** **or 306** **or 307** **or 308** **or 309** **or 310** **or 311** **or 312** **or 313** **or 314** **or 315** **or 316** **or 317** **or 318** **or 319** **or 320** **or 321** **or 322** **or 323** **or 324** **or 325** **or 326** **or 327** **or 328** **or 329** **or 330** **or 331** **or 332** **or 333** **or 334** **or 335** **or 336** **or 337** **or 338** **or 339** **or 340** **or 341** **or 342** **or 343** **or 344** **or 345** **or 346** **or 347** **or 348** **or 349** **or 350** **or 351** **or 352** **or 353** **or 354** **or 355** **or 356** **or 357** **or 358** **or 359** **or 360** **or 361** **or 362** **or 363** **or 364** **or 365** **or 366** **or 367** **or 368** **or 369** **or 370** **or 371** **or 372** **or 373** **or 374** **or 375** **or 376** **or 377** **or 378** **or 379** **or 380** **or 381** **or 382** **or 383** <

Our Ref 028665.0001.LMCC

8 February 2024

By Hand
An Bord Pleanála
64 Marlborough Street
Dublin 1
D01 V902

BusConnects Swords to City Centre Bus Corridor Scheme
An Bord Pleanála Case Number – ABP-317121-23
Our client – Brendan Collins, Collinstown House, Collinstown Business Park, Swords Road, Co. Dublin

Dear Colleagues

We refer to the above matter. William Fry LLP has been instructed by our client, Brendan Collins, to make a submission in respect of the Swords to City Centre Core Bus Corridor Scheme (the "**Scheme**").

This submission is made in response to An Bord Pleanála (the "**Board**")'s letter dated 5 January 2024 notifying Mr. Collins that this matter will be determined without an oral hearing, and inviting submissions by 5.30pm, 8 February 2024 in response to the National Transport Authority ("**NTA**") submission dated 23 November 2023 (the "**NTA Submission**").

On 18 July 2023, our client submitted a detailed series of objections ("**Objections**") to the Scheme and the Compulsory Purchase Order ("**CPO**"). Some of the Objections go fundamentally to the root of the Scheme and the CPO and are such that it is not lawful for the Board to confirm the CPO. This submission is made strictly without prejudice to the Objections which continue to be relied upon fully by our Client.

Accordingly, while the revisions proposed at 2.7.2.2 of the NTA Submission are welcome, the NTA cannot be said to have adequately considered the impact of the Scheme on Mr. Collins' lands. Significant uncertainty remains as to the details and timeline for implementation of these proposals. As previously submitted, our client is deeply concerned about the potential impact of the Scheme and CPO on the ability of Collinstown Business Park to continue to provide opportunities for general enterprise and employment, as well as the land's future development potential. We have outlined our client's concerns below.

Additional Signalised Junction at Entrance to Collinstown Business Park

Pursuant to 2.7.2.2 of the NTA Submission, the NTA are now proposing the introduction of an additional signalised junction at the entrance to Collinstown Business Park.

Mr. Collins welcomes this proposal as it will provide for a safer access/exit arrangement while improving exit capacity during periods of heavier traffic on the main road by providing guaranteed and unopposed green signal time for vehicles exiting onto the main road.

CHAIRMAN J. McCann	PARTNERS M. Garrett E. Spence D. O'Brien B. Kavanagh A. Condon F. Drury P. Murray S. Mangan	S. Hinchey C. Latham F. Barry E. Cusack J. Little L. McCarthy B. O'Callaghan P. Taylor J. Callaghan J. Harcourt	F. Gault I. Bannion A. Mangan S. Reed J. Moran R. Evans C. Wilson L. Scott D. O'Connell D. Maughan	M. Givoley S. Ryan M. Tibbitt V. O'Neil J. Finkler P. Gentry P. White S. Turner J. O'Connell M. Ward	D. O'Brien P. Kavanagh J. Gentry R. Ryan C. Coleman J. Hodge J. Adams J. Conlon L. Brennan C. Eager	C. Tully B. Whelan J. O'Malley Q. Brady A. Clapham C. Haskin L. Mulvaney J. Murphy C. O'Connell M. O'Neil	R. Shanahan L. Hannon D. Keefe L. Murphy M. Gentry G. Holmes M. Martin F. Clark C. Butler	CONSULTANTS O'Donovan M. McQuinn M. Mulvaney C. Byrne O. Vaughan A. Price G. Lynch M. Roe A. Toner S. Flanagan	O'Donovan R. Ryan B. Egan J. Linn S. Hall H. Shanahan C. M. Loughlin B. Scannell C. Manning B. Gahan	J. Murphy E. Bannion M. Conboy M. Conboy M. Kavanagh M. Conboy C. M. Loughlin M. Scannell M. Manning B. Gahan
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WILLIAM FRY

The above notwithstanding, the NTA Submission fails to adequately address the details and timeline for implementation of this proposal. This creates an unacceptable level of uncertainty regarding access and the avoidance of disruption.

While periods may be necessary where shuttle working and temporary traffic signals are necessary to facilitate construction of the new junction measures, it is essential that the NTA provides sufficient clarity regarding the nature and schedule of all works to ensure that Mr. Collins can minimise disruption to the operations of his tenants and customers.

Access Roadway to be Landscaped/Footpath

Given the modifications proposed at 2.7.2.2 of the NTA Submission, it is submitted that the NTA should provide details of the access roadway which it proposes to landscape/footpath as part of these works. This should include details of interfaces with the accesses on either side of the business park entrance roadway. Details should also be provided regarding the proposed resurfacing extents, and any traffic signals/detector loop subsurface ducting or road drainage gully connections.

Temporary Land Take

As noted in our client's objection dated 18 July 2023, the original notice of the CPO indicated that the NTA proposed to compulsorily acquire a portion of Mr. Collins' lands at the site of Collinstown Business Park on a temporary basis. However, the notice provided no further information in relation to the effect, duration, or likely timing of the CPO.

While 2.7.2.2 of the NTA Submission states that the introduction of an additional signalised junction will not require any lands beyond those specified in the CPO, the NTA Submission once again fails to clarify the extent and duration of this land take. This creates an unacceptable level of uncertainty for Mr. Collins, particularly given the nature of his business operations.

Site Operation

Notwithstanding the provisions of the Environmental Impact Assessment Report ("EIAR"), as cited in Section 2.7.2.2 of the NTA Submission, our client is concerned as to the impact of the subject proposal on their property during both the construction and operational phase.

The proposed works, by reason of dust and air/noise pollution, will serve to compromise the existing working environment during the construction phase with noise impacts continuing into the operational phase. This presents direct concern for our client as to the continued interest of existing commercial tenants in basing their operations at this location and, by association, are considered to compromise the value of Collinstown Business Park.

Two Exit Lanes

Our client's property currently enjoys two exit lanes onto the main road, and these are extremely important for the proper use and enjoyment of our client's property. The proposal is to reduce this to one exit lane which would have a very materially detrimental impact on our client's property, which impact has not been assessed or sought to be assessed by the NTA.

It is noted that multiple other traffic signal junctions (some are existing signals and others are proposed revisions or upgrades from existing priority junctions or roundabouts to new traffic signals arrangements)

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along the R132 corridor are shown in the Scheme drawings as being provided with or retaining a two lane exit operating under signal control.

Examples include:

- R132 Dublin Road/Stockhole Lane/L2020 Naul Road (traffic signals will replace the part signalised Cloghran Roundabout and both Stockhole Lane and the Naul Road will have two lane approaches).
- R132 Swords Road/Turnapin Lane (two lane exit to traffic signals serving Turnapin Lane and the Airways Industrial Estate).
- R132 Swords Road/Shanowen Road (two lane exit from Shanowen Road) and
- R132 Swords Road/Shanrath Road (two lane exit from Shanrath Road).

There are several other signal-controlled junctions with existing three lane exits along the R132 corridor including the AALSA/DAA Red Parking/Rental access, the Coolock Lane junction, and Santry Omni. These are proposed to be retained in the Bus Connects Design drawings.

The updated Design Manual for Urban Roads & Streets ("**DMURS**") and updated National Cycle Manual ("**NCM**") recommend limiting side roads to a single lane exit. However, it is submitted that the DMURS and NCM recommendations apply in the context of an uncontrolled priority junction as two vehicles exiting side by side can impact on intervisibility of approaching traffic, pedestrians and cyclists passing the side road on the major route.

In this instance, the proposed signal-controlled junction would give an unopposed green signal to the side road traffic with all major road traffic, pedestrians and cyclists receiving a red signal and having to wait at the approach stop line or crossing point so the intervisibility issue does not arise when there are two or more exiting lanes.

Temporary Acquisition for an indeterminate duration

Further, while the NTA proposes to temporarily acquire a portion of our client's land, it has again failed to clarify the extent and duration of this land take. This creates an unacceptable level of uncertainty arising from which it is not possible for the NTA to have assessed impacts even if it had sought to do so, which of course was not even attempted.

Yours faithfully

William Fry LLP

William Fry LLP



HUGHES
PLANNING
& DEVELOPMENT CONSULTANTS

Swords to City Centre Core Bus Corridor Scheme Submission (Ref. No. 317121)

Submitted on Behalf of:

Brendan Collins

Collinstown House, Collinstown Business Park, Swords Road, Swords, Co. Dublin

12th September 2023

85 Merrion Square, Dublin 2, D02 FX60

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1.0 Introduction

Hughes Planning and Development Consultants, 85 Merrion Square, Dublin 2, have been instructed by our client, Brendan Collins, to make a submission in respect of the Swords to City Centre Core Bus Corridor Scheme currently being planned by the National Transport Authority (NTA).

This submission, which is accompanied by the relevant submission fee (€50), is made in response to a public notice, available at <https://swordsscheme.ie/>, inviting submissions, up until 12th September 2023, as part of a public consultation process on the route corridor (Ref. No. 317121). The purpose of this submission is to outline our client's concern to ancillary works proposed as part of the subject scheme.

We note the map which presents the location of the route corridor options as presented in Figure 1.0, below.

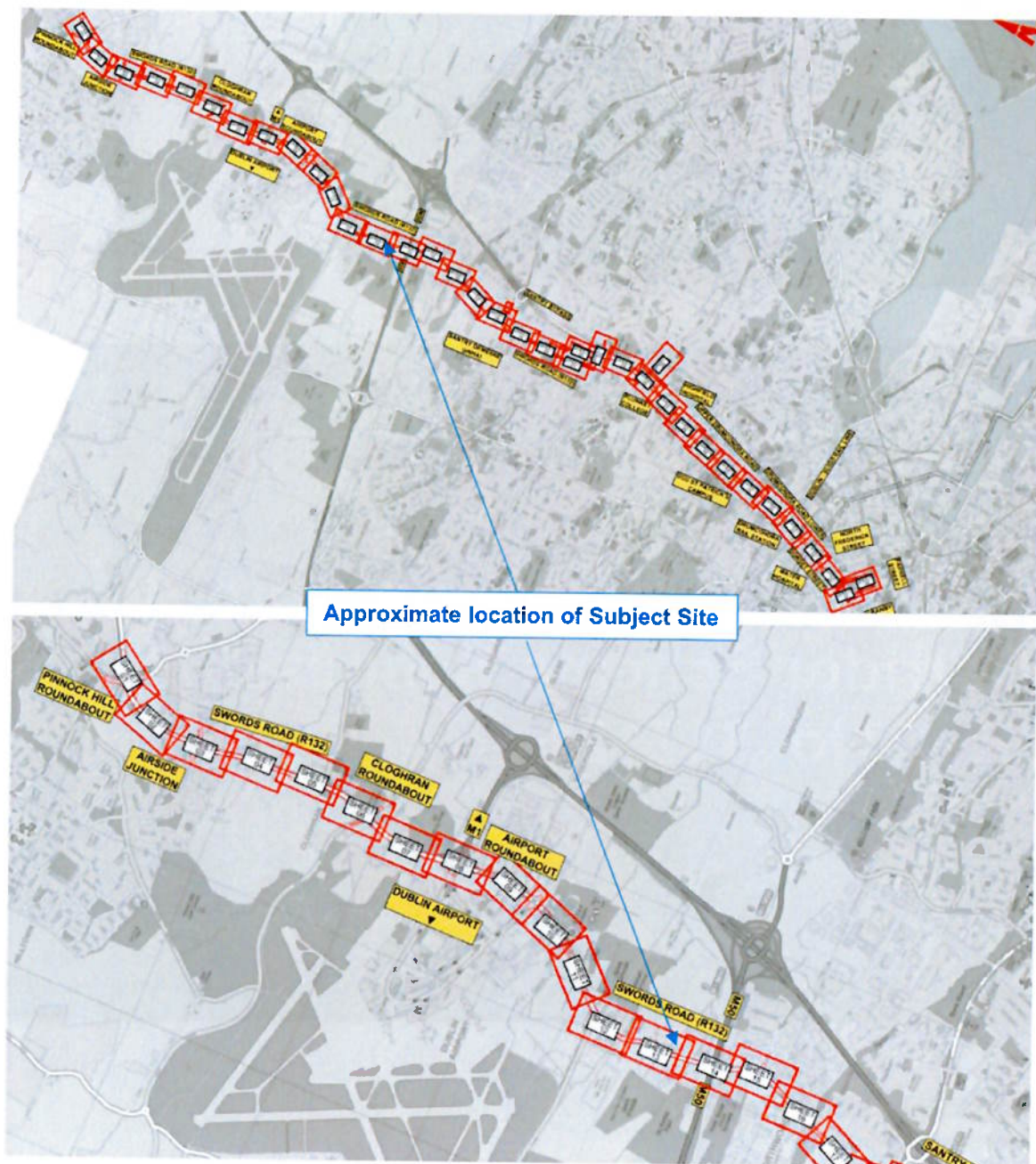


Figure 1.0 Extracts from the proposed scheme boundary illustrating the location of our client's site (blue outline) relative to the intended route option.

2.0 Subject Site

The site to which this submission pertains is located to the south of Dardistown Cemetery. The site fronts onto the Swords Road (R132) and extends eastwards for c. 700m, ultimately presenting road frontage to the M1 Motorway.

Most of the site is occupied by Collinstown Business Park with a significant area of hardstanding accommodating a variety of business operations (**162** no. commercial tenants in total) including logistics, vehicle storage, motor-home rental, coach services, tyre services, fuel suppliers, civil engineering consulting, window suppliers and upholstery. The business park operates 24 hours a day whilst the wider site also accommodates 2 no. residential properties with our client also in the ownership of the residential property to the immediate south of the existing site entrance/exit point. Appendix A of this report provides a list of the extensive number of commercial tenants of Collinstown Business Park.

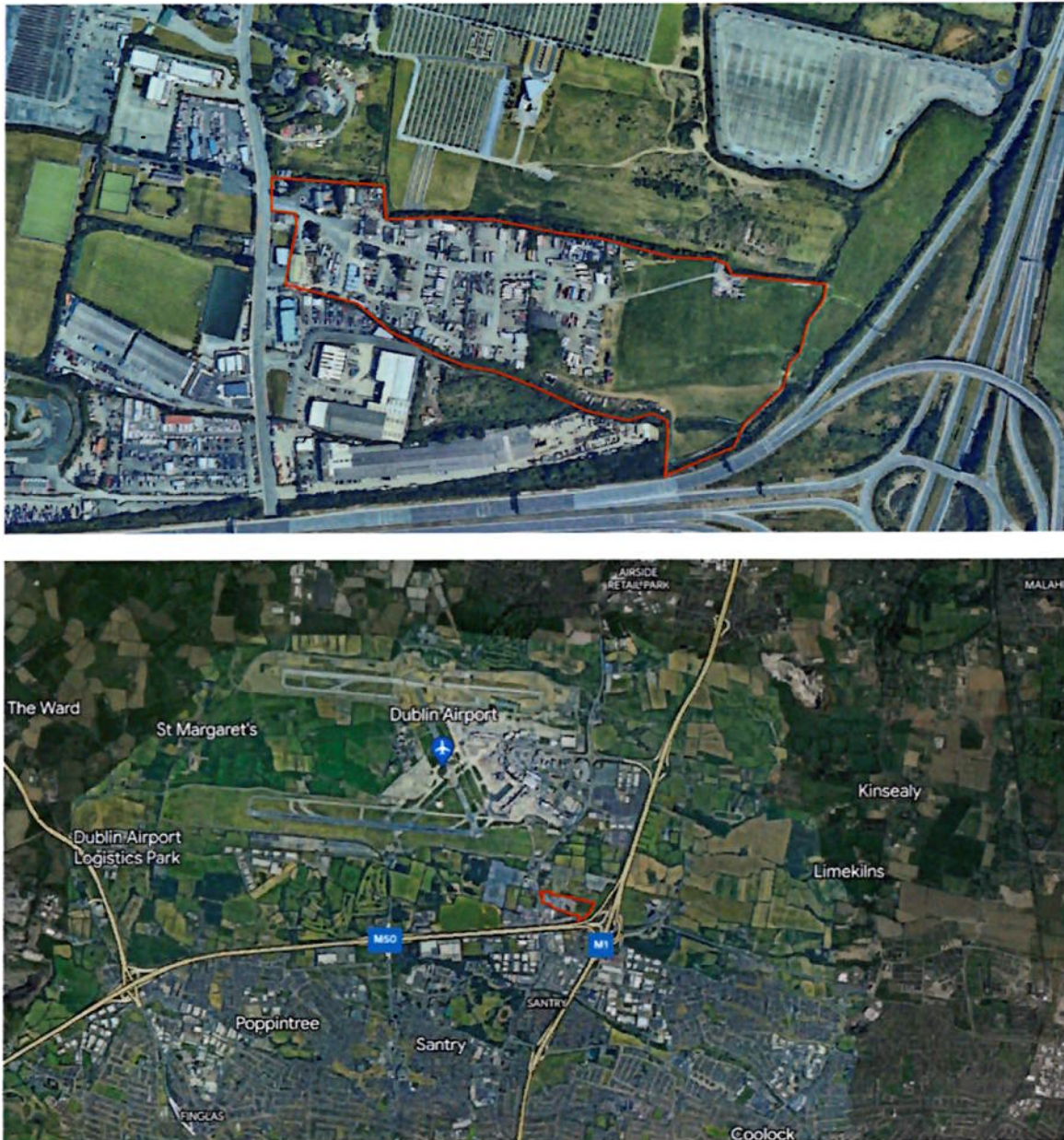


Figure 2.0 Aerial images showing the immediate (top) and wider (bottom) locational context of the subject site (red outline).



Figure 3.0 Street-view images of the subject site, showing the main entrance (top), the residential property to the immediate south of the main entrance (bottom) and internal access roads, hardstanding and commercial premises (bottom).



Figure 4.0 On-site images illustrating hardstanding areas and various commercial operations including fuel services and car rental.

3.0 Site Planning History

A review of the Fingal County planning register has identified several historical planning applications relating to the subject site as detailed below.

Reg. Ref. 92A/2000	Planning permission was refused by Fingal County Council on 15 th February 1993 for the retention of existing structure and change of use to light industrial office and storage use of existing premises and installation of foul water treatment system.
Reg. Ref. 92A/1597	Planning permission was granted by Fingal County Council on 8 th January 1993 for minor revisions to front elevation revised internal layout with utility and sunroom additions to already approved permission for dormer bungalow
Reg. Ref. 93A/0059	Planning permission was granted by Fingal County Council on 29 th April 1993 for extension to rear of already approved house plan for dormer bungalow
Reg. Ref. F94A/0212	Planning permission was granted by Fingal County Council on 8 th July 1994 for the extraction of 500,000 cubic metres of fill material from 22-acre site.
Reg. Ref. F97A/0987	Planning permission was granted by Fingal County Council on 28 th January 1998 for the retention of a canteen facility.
Reg. Ref. F97A/0961	Planning permission was granted by Fingal County Council on 28 th January 1998 for the retention of a canteen facility.

It is submitted that the subject site is operating lawfully under its historically permitted planning applications, and we note historical imagery from google earth confirming no change to the extent of development on site.



Figure 5.0 Google earth image – October 2002.



Figure 6.0 Google earth image – July 2008.

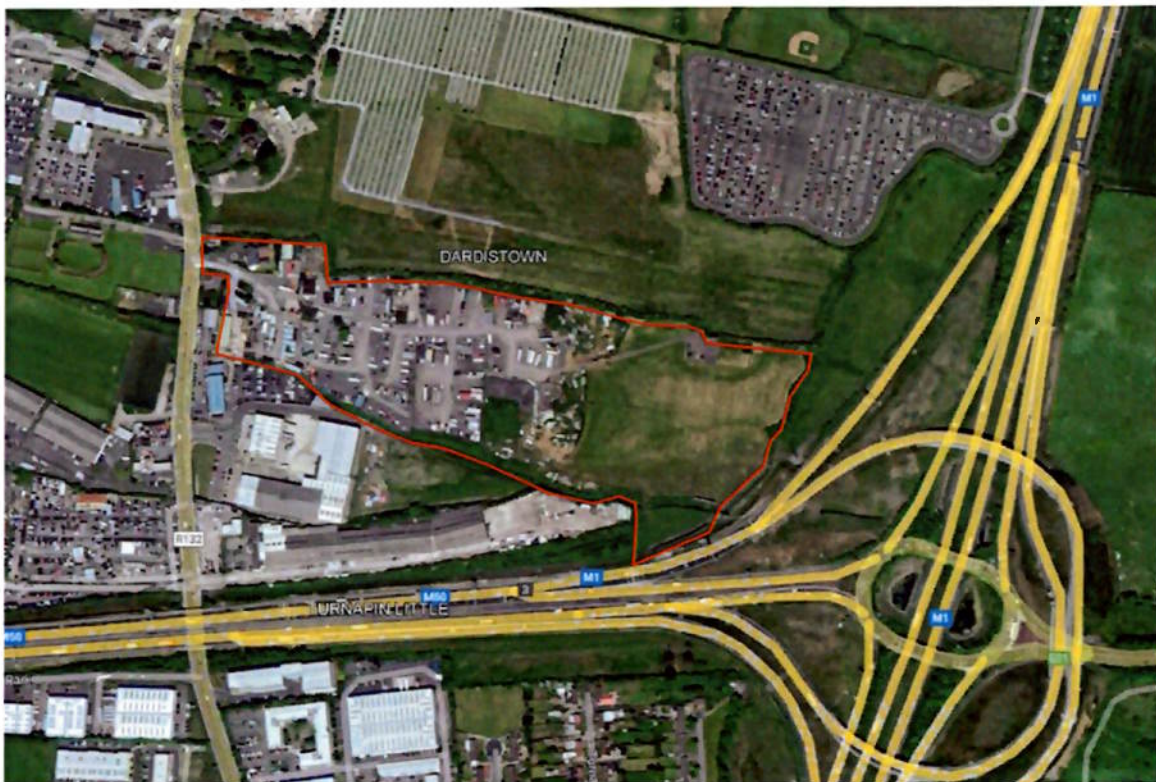


Figure 7.0 Google earth image – May 2013.

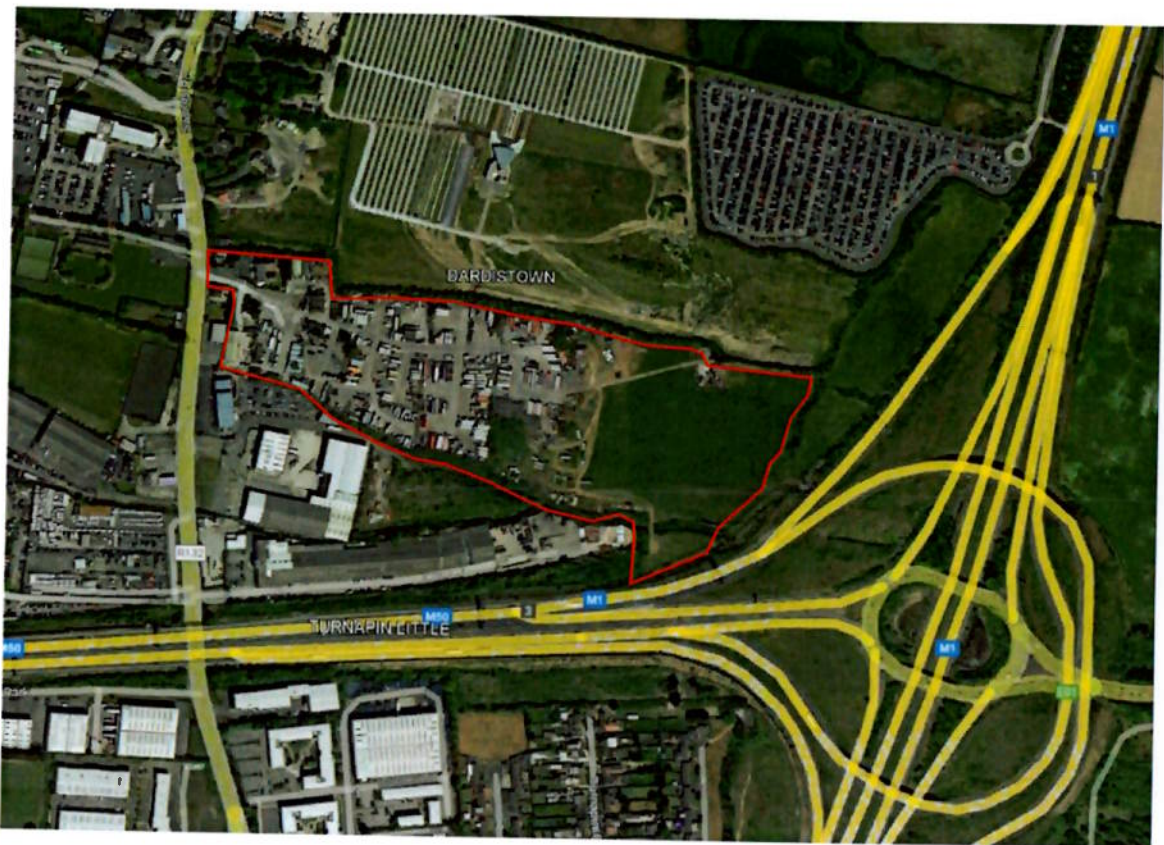


Figure 8.0 Google earth image – May 2017.



Figure 9.0 Google earth image – April 2020.

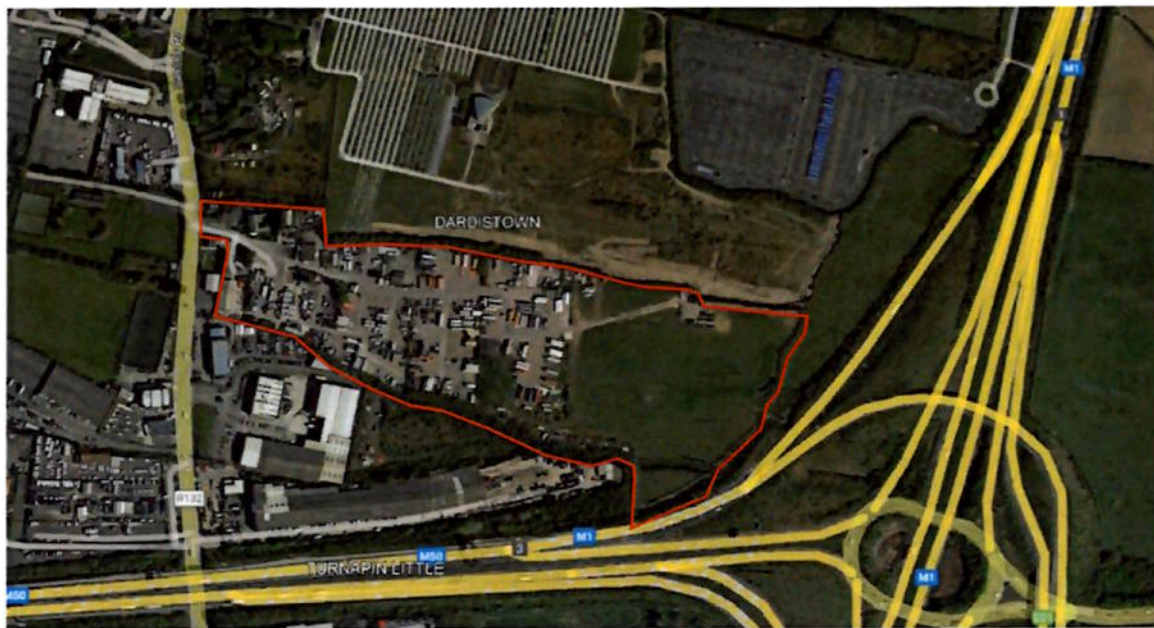


Figure 10.0 Google earth image – April 2021.



Figure 11.0 Google earth image – September 2023.

Whilst we note the extent of planning history available for review in the Fingal Planning register and modern google earth imagery of the site, it is considered prudent to confirm that the existing business park was initially established in 1947 as a haulage business before being expanded in 1969 to include a variety of additional commercial operations.

It is further noted that the original vehicular entrance to the site was upgraded in 1979, to what exists on site today, following consultation with Dublin County Engineers. Currently there are two exiting lanes and a wide entrance lane area to accommodate large HGVs, buses and coaches entering and exiting the access. There is also a dividing barrier between the inbound and outbound lanes to prevent vehicles entering the access from Swords Road and using it to u-turn in the bellmouth area, and some flexipost bollards and associated signage to advise that there is to be no parking in the area between the Swords Road and the setback access gate.



Figure 12.0 Street view images of the entrance/exit arrangement as dated.

4.0 Bus Connects Proposal Relative to Subject Site

As per the documentation available at <https://swordsscheme.ie/>, the Swords to City Centre Core Bus Corridor Scheme will have a significant impact upon our client's site as follows:

1. Significant extent of land acquisition for temporary use – directly compromising the short-term accessibility of Collinstown Business Park; and
2. Revised entrance arrangement to Collinstown Business Park – compromising the long-term accessibility of Collinstown Business Park

Further to the above, the scheme will also provide for a significant revision of existing boundary treatments/planting between the subject site and the adjoining road network along its western boundary.

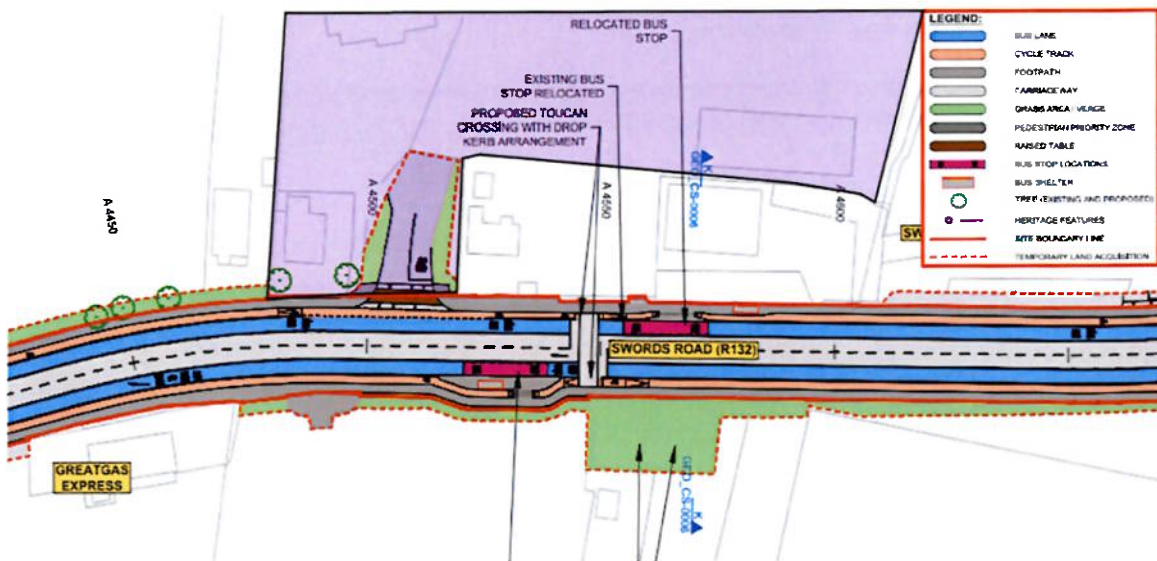


Figure 13.0 Extracts from Sheet 13 of the General Arrangement drawing illustrating the proposed works relative to our client's site (purple fill/black outline).

Whilst we would confirm our client's support for the subject proposal, in the context of improving the immediate area's access infrastructure together with associated improvements to the visual amenity of the immediate area, it is considered that the above concerns together present a material rationale for the seeking of compensation in the event that the National Transport Authority does not see fit to make appropriate amendments to the subject scheme to ensure no detrimental impact to our client's commercial operations and the associated monetary value of same.

5.0 Impact of Bus Connects Proposal on Subject Site

Having regard for the nature of the proposed works and the proximity of these works to our client's site, we would consider the Swords to City Centre Core Bus Corridor Scheme to present direct impacts to the commercial attractiveness of our client's property and, by association, the value of this property.

The following sections of this report will expand upon the impacts which will occur because of the aforementioned scheme.

5.1 Temporary Land Acquisition

As detailed on the applicable general arrangement drawing, a significant area of land contained within the entrance/exit point to our client's wider landholding is to be the subject of a temporary land acquisition. It is noted, upon review of the wider documentation prepared by the NTA that no clarity has been provided as to either an expected time period for when the temporary land acquisition will begin or the length of time the land will be subject to the temporary acquisition.

This lack of clarity is detrimental to ensuring the efficient operation of Collinstown Business Park as the impact of the land acquisition on the entrance/exit point to the Business Park cannot be determined. Moreover, no information can be relayed to commercial tenants of the business park who each have different requirements in terms of when vehicles serving their businesses need to enter/exit the park, the size of such vehicles and the number of such vehicles which enter/exit daily.

Our client urgently requires detailed information regarding the construction management plan, which should confirm details regarding the extent of time for which land upon their site will be the subject of the temporary acquisition. The CMP should also provide details in relation to noise, dust, vibrations and any additional construction elements which may compromise the unobstructed operation of Collinstown Business Park. Until this information is received, our client remains highly concerned about the severe impact the construction phase will have on their revenues and their ability to operate during this time.

5.2 Revised Entrance Arrangement

It is considered appropriate, to best illustrate the impact of the revised entrance arrangement, to present the proposed access arrangements to Collinstown Business Park relative to the existing situation as per Figure 14.0, below.

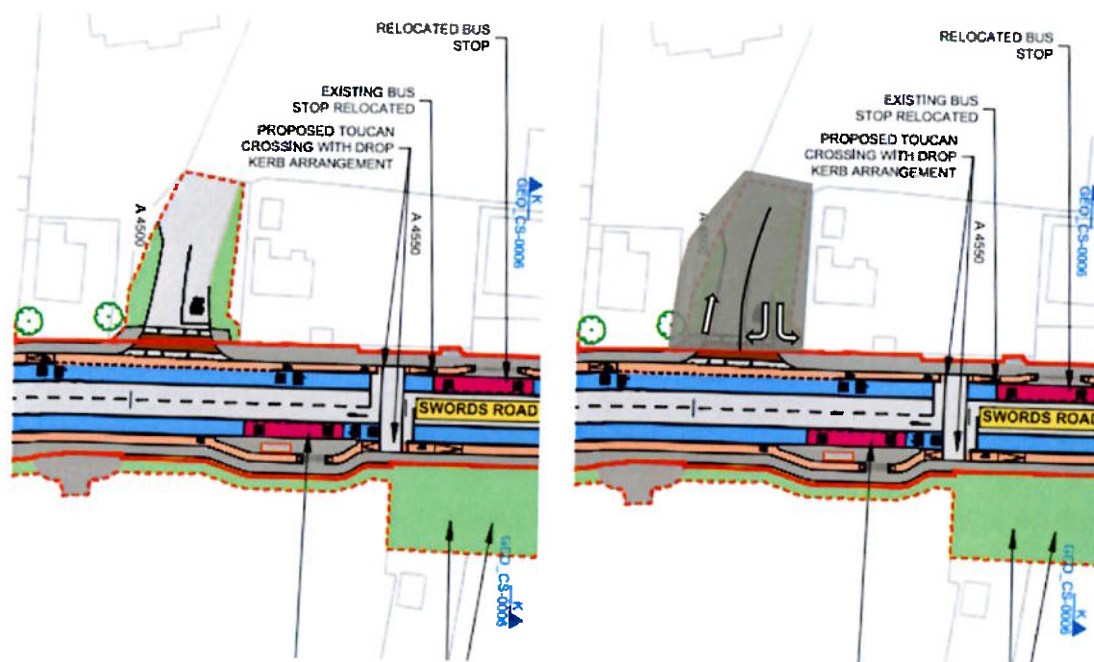


Figure 14.0 Revised entrance/exit arrangement (l) and existing entrance/exit arrangement (r).

It is considered that the revised entrance/exit arrangement provides works upon our client's site which are entirely unnecessary in the context of achieving the wider objectives of the Swords to City Centre Core Bus Corridor Scheme which notably seeks to provide improved 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.

First and foremost, it is intended to remove a significant extent of existing hardstanding directly associated with the existing entrance/exit point and replace same with a large grass verge area with the extent of hardstanding to be removed conservatively estimated to amount to c. 100sq.m. It is not considered that the replacement of a significant area of hardstanding, which contributes to the daily operation of a large-scale business park, with a simple grass verge is required to achieved the primary objective of the Swords to City Centre Core Bus Corridor Scheme. The provision of a grass verge on privately owned lands well set back from the proposed car, bus, cycle and pedestrian infrastructure proposed under the scheme is considered entirely nonessential and unduly restrictive in the context of the long-standing operation of the subject business park.

Further to the replacement of hardstanding with the grass verge area, the proposed works will significantly curtail the ability of the subject site to facilitate access/exit to multiple vehicles at once through the restriction of the entrance/exit points to single lane width. The scheme drawing Sheet 13 of 37 also shows a proposed entry treatment ramp across the reduced width access, with the public footpath crossing point stepped inwards onto the flat zone area of the entry treatment ramp (so that it would be partially behind the site boundary line), and the stopline/stop road marking text has been located to the rear of the inner toe of the entry treatment ramp.

This is significant in that not only can the revised site not facilitate the entrance/exit of multiple vehicle movements, but the works could also result in vehicular queuing both upon the Swords Road and within the subject site, principally in the context of Heavy Goods Vehicles (HGVs). This will present direct impacts to both traffic flow along the Swords Road whilst compromising vehicular movement within Collinstown Business Park and impacting upon the movement of people and goods around the park. It is also considered prudent to note that the works to the entrance/exit arrangement will also affect the accessibility of our client's personal residential property which is accessed from the same vehicular gate off the Swords Road thus compromising the residential amenity of this property.

It is respectfully submitted that the existing entrance/exit arrangement to our client's site represents a significant aspect of the attractiveness of Collinstown Business Park to commercial tenants and that the subject proposal will prove detrimental to the long-term retention of tenants and the potential future growth of the business park. Furthermore, we would ask that the NTA have due regard for the enclosed letter, as prepared by Stephen Reid Consulting, which is included in Appendix B of this report. The letter considers the impact of the proposed scheme on the subject commercial operation and we would note and agree with the following commentary from this letter:

'It is disingenuous for the NTA Bus Connects promoters to claim this is a temporary acquisition when they are proposing wholesale changes to the lands in question and are not reinstating the existing arrangements before returning the lands to the permanent owners. Apart from the arbitrary nature of the proposal to alter a private development access without any form of adequate liaison and discussion with the affected party, it is noted that the proposed works would clearly impact on the existing operations of the Business Park and access to/from the dwelling (which is Mr Collins home).'

6.0 Development Plan Policy

Having regard for the previous sections of this report, it is considered clear to see that the subject proposal will compromise the residential amenity of our client. In this respect we would note that our client's site is zoned, under the current Fingal Development Plan 2023-2029, GE 'General Employment'. The subject site is also noted as being located in the Dublin Airport Noise Zone A and B as designated by Fingal County Council. This zoning provides the following objective which must be considered for any development on/adjoining such sites:

'Provide opportunities for general enterprise and employment.'

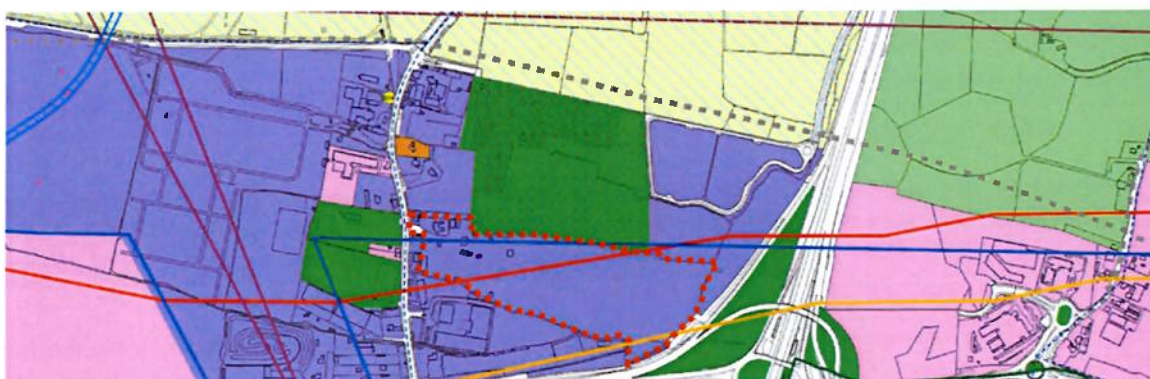


Figure 15.0 Extract from Sheet 11 of the Fingal Development Plan 2023 - 2029 showing the site (dashed red line) situated within lands subject to the zoning objective 'GE'.

The Development Plan outlines uses that are permitted in each Zoning Objective. This is to ensure that lands are used suitably as it promotes the sustainable development and proper planning of an area. Uses deemed as 'permitted in principle' are uses which the Council finds appropriate for the area. Uses permitted in principle for areas zoned as Objective 'GE' include:

'Builders Provider/Yard, Civic Waste Facility, Enterprise Centre, Food, Drink and Flower Preparation/Processing, Fuel Depot/Fuel Storage, High Technology Manufacturing, Industry – General, Industry – Light, Logistics, Office Ancillary to Permitted Use, Open Space, Petrol Station, Research and Development, Restaurant/Café, Retail – Local < 150 sqm nfa, Road Transport Depot, Sustainable Energy Installation, Telecommunications Structures, Training Centre, Utility Installations, Vehicle Sales Outlet – Small Vehicles, Vehicle Sales Outlet – Large Vehicles, Vehicle Servicing/ Maintenance Garage, Warehousing, Waste Disposal and Recovery Facility (Excluding High Impact), Wholesale'

Uses not permitted for areas zoned as Objective 'GE' include:

'Aparthotel Abattoir Aerodrome/Airfield Agri-Tourism Air Transport Infrastructure Amusement Arcade Bed and Breakfast Betting Office Boarding Kennels Burial Grounds Caravan Park – Holiday Caravan Park – Residential Concrete/Asphalt Cultural Facility Dancehall/Nightclub Education Exhibition Centre Farm Shop General Aviation Golf Course Guest House Health Practitioner Holiday Home/Apartments Hospital Hostel Hotel Industry – Extractive / Quarrying Office ≥ 1,000 sqm Place of Worship Public House Residential 28 Residential Care Home/ Retirement Home Residential Institution Retail – Comparison ≤ 500 sqm nfa Retail – Comparison > 500 sqm nfa Retail – Supermarket ≤ 2,500 sqm nfa Retail – Superstore > 2,500 sqm nfa Retail – Hypermarket > 5,000 sqm nfa Retail – Factory Outlet Centre Retail Warehouse Retail – Warehouse Club Retirement Village Sheltered Accommodation Traveller Community Accommodation Waste Disposal and Recovery Facility (High Impact)'

It is respectfully submitted that the subject site is operating lawfully with all existing commercial operations permitted in principle based on the applicable 'GE' zoning objective.

It is thus considered reasonable to request that the NTA duly consider the necessity of the proposed works upon our client's site given the potential impact of the works on the ability of Collinstown Business Park to continue to provide opportunities for general enterprise and employment. Moreover, we would note the extent of zoned land within the balance of the site which is yet to be developed.

7.0 Suggested Amendment

In relation to proposed works on site, it is our position that the existing entrance/exit arrangement should be maintained in situ insofar as the subject site does not prejudice the delivery of the primary objective of the Swords to City Centre Core Bus Corridor Scheme.

In this regard, and in the interest of safeguarding the long-standing entrance/exit arrangement to the subject site, our client would herein confirm their willingness to engage with the NTA in relation to accommodating pedestrian/cycle infrastructure and facilitating the provision of a signalised junction upon lands within their control.

8.0 Mitigation & Compensation

Having regard, for the identified issues which will compromise the accessibility of our client's property on the Swords Road, it is considered reasonable that the National Transport Authority (NTA) engage directly with our client in relation to identifying appropriate mitigation measures to ensure the safeguarding of the commercial viability of their property.

In the absence of comprehensive mitigation measures to prevent undue accessibility impacts arising as a result of the subject scheme, our client would seek compensation to offset potential impacts to the monetary value of their property.

9.0 Conclusion

In conclusion, the lack of clarity provided in relation to the temporary land acquisition sought by the NTA in conjunction with the entirely non-essential works which are proposed upon our client's site and will materially compromise the long-standing entrance/exit arrangement to Collinstown Business Park clearly render the Swords to City Centre Core Bus Corridor Scheme as incompliant with the proper planning and sustainable development of the area as it relates to our client's property on the Sword's Road.

It is considered, for the above reasoning, that the subject scheme will have significant detrimental impacts on our client's business by compromising the accessibility and attractiveness of our client's commercial premises.

In this regard, we would herein confirm our client's willingness to engage with the National Transport Authority (NTA) to identify suitable mitigation measures to ensure the adequate protection of the commercial viability of the extant commercial operations at this location. In the absence of comprehensive mitigation measures, it is considered reasonable that appropriate compensation be afforded to our client.

We trust that the Board will have regard to the contents of this submission in relation to the wider public consultation process on the Swords to City Centre Core Bus Corridor Scheme.



Kevin Hughes MIPI MRTPI
Director for HPDC Ltd.

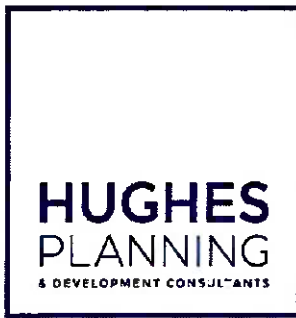
Appendix A Commercial Tenant List – Collinstown Business Park

1. Super Mario Couriers	Office/Shed/6 Trucks/Trailers
2. Brendan Collins Coaches	Office/Container/15 Buses
3. Callanan Construction	Storage Yard
4. Dymon Ways	1 Shed/3 Trucks
5. JS Express	Office/Container/6 Trucks/Trailers
6. Lenmar Developments	Office
7. Liberty Irish Tours	Bus
8. McRent	Office/Shed/6 Campers
9. Northside Upholstery	Office/Showroom/2 Vans
10. New Vintage Transport	Office/Container/25 Trucks/Trailers
11. O'Gradys Coaches	Office/Cabin/23 Buses
12. CPR Transport	Office/Container/Van
13. SFT Transport	Office/Container/29 Trucks/Trailers
14. Voltech Electrical	Office/Container
15. ER Travel	Office/Shed/120 Cars
16. John Cassells	Shed/Yard
17. Global Transport	Office/Container/15 Trucks/Trailers
18. Midland Tyres	4 Sheds(Tyre changing bay)
19. PML Windows	1 Shed
20. Quinlan Safes	Container
21. The Side Gate Man	Workshop/2 Containers
22. Christy Ryan	1 Shed/ 2 Containers
23. Aulden Electrical	Container
24. Apollo Language Centre	Container
25. Philip Bedford	Container
26. Brookstar Construction	Container
27. Daktronics	Container
28. DKF Construction	Container
29. DP Building	Container
30. Eagle Air Conditioning	Container
31. Furniture Showrooms	Container
32. DG Heating & Plumbing	Container
33. Gobjila Construction	2 Containers
34. Elk Electrical	2 Containers
35. Kirwan Air Conditioning	Container
36. Martin Kennedy	Container
37. BMC Minimix	Container/3 Mixer Trucks
38. Scully Engineering	2 Containers
39. Philip Loughran Construction	Container
40. Brendan Place	Office
41. Anthony Doherty	Container/Van
42. Irlanda Tours	Office/5 Buses
43. Westcoast Campers	1 Cabin/Container/7 Campers
44. AJ Grabhire	3 Trucks
45. AJ Transport	1 Truck
46. Alan Nolan Transport	2 Trailers
47. Alpha Storage	2 Trailers
48. AOR International	2 Trucks/Trailers
49. Aries Express	1 Van
50. Boyce Coaches	1 Bus
51. Terry Broughan	2 Buses
52. BR Transport	5 Trucks/Trailers
53. BCDL Tours	1 Bus
54. Bury Engineering	1 Truck
55. Barret Coaches	1 Bus
56. Lillian Berzoi	1 Van

57. Michael Coogan Foods	1 Van
58. Paul Clarridge	1 Bus
59. Callanan Coaches	3 Buses
60. CMB Transport	9 Trucks
61. Capital Logistics	5 Trucks/Trailers
62. Liam Costigan	2 Trucks
63. Castlekeeran	4 Trucks/Trailers
64. Cummins Transport	2 Trailers
65. CLF International	2 Trucks/Trailers
66. Camcar Haulage	2 Trucks/Trailers
67. Circuit Transport	5 Trucks/Trailers
68. Carrera Maintenance	1 Truck
69. Cristian C Irimia	1 Truck
70. DTI	2 Trucks
71. Shanog Transport	2 Trucks
72. Drumsnat Haulage	2 Truck/Trailer
73. Dennis Donovan	1 Trailer
74. David Simon	2 Truck/Trailer
75. Dungarvan Transport	4 Trailers
76. DCS Chauffeurs	2 Buses
77. Dragos Pelin	1 Truck
78. Dskorka Transport	1 Trailer
79. Edrida Transport	1 Trailer
80. Envirogreen Polymers Ltd	2 Truck/Trailer
81. A. Ebner	2 Trailers
82. John Elston	1 Van
83. Freight Management	3 Trucks
84. Richard Fox	1 Truck
85. Fynes Logistics	15 Trucks
86. FCD Transport	2 Buses
87. FNJ Haulage Ltd	2 Truck/Trailer
88. Fastline Transport	12 Trucks & Trailers
89. P & D Foley	2 Trailers
90. Barry Fitzgerald	1 Van
91. Foleys Bus Hire Galway	2 Buses
92. Gerry Goggins	2 Truck/Trailer
93. Granby Ltd	1 Van
94. Green Express Couriers	1 Truck
95. Glen Transport	1 Trailer
96. Dennis Grey	1 Van
97. GMA Transport	13 Trucks/Trailers
98. Simon Herbert	1 Coffee Truck
99. John Philips	6 Trucks/Trailers
100. Jenkinson Transport	2 Trailers
101. Jack Restin Displays	4 Trailers
102. J&C Trailer Hire	2 Trailers
103. John Kearns	7 Buses
104. Selena Kavanagh	4 Trucks/Trailers
105. JJ Kavanagh	8 Buses
106. Paddy Kane	8 Trucks
107. Karm Transport	2 Trucks/Trailers
108. Dennis Kinane	1 Trailers
109. Knights of Old	4 Trailers
110. Eugene Kealey	1 Trailer
111. Martin Lawlor	2 Truck/Trailer
112. Martin Lynch	2 Buses
113. Liberty Irish Tours	1 Bus
114. LKW Royal	1 Trailer
115. Lion Trans	4 Trucks/Trailers
116. Leterkenney Coaches	1 Bus

117. LC Warehousing	2 Trucks
118. Cyril McGuinness	2 Trucks/Trailers
119. Mulligan Transport	7 Trailers
120. McGill Travel	2 Buses
121. Declan Mathews	1 Truck
122. Brian McCormack	1 Bus
123. Mangan Haulage	12 Trucks/Trailers
124. McCaffery Coaches	2 Buses
125. Morgan McLernon	15 Trailers
126. Mount Leinster Transport	5 Trailers
127. Brian McCormack Snr	1 Bus
128. David McEntee	2 Truck/Trailer
129. McCann Freight	3 Trucks
130. Gerard McMahon	1 Truck
131. NJR	2 Truck/Trailer
132. Nika Tours	2 Buses
133. Brendan O'Malley	1 Truck
134. Jer O'Halloran	1 Trailer
135. Satin Drive	2 Buses
136. Penrose Transport	3 Trailers
137. Alex Pizelman	1 Van
138. Pinpoint Drains	1 Van
139. Trevor Ratcliffe	1 Truck
140. Road Truck Services	1 Truck
141. Roadtrain Ltd	7 Truck/Trailers
142. Roisin Dearn	1 Van
143. Royal Truck Ltd	1 Truck
144. Streamline Coaches	3 Buses
145. Spillane Brother	4 Trailers
146. Pat Smith Haulage	2 Trailers
147. SCS Haulage	3 Trailers
148. Top Oil	2 Trucks
149. Topaz Transport	21 Trucks/Trailers
150. TQ Transport/Hendicks	20 Trailers
151. Traqtrans	1 Trailer
152. Conor Treanor Transport	2 Trailers
153. Trandaree Transport	2 Trailers
154. Tuscola/DHL	40 Trucks
155. TIP Trailers	20 Trailers
156. Val Transport Ltd	4 Trucks/Trailers
157. Tomislav Vukovac	1 Truck
158. Arturs Vasilonokos	1 Truck
159. Willsborough Transport	11 Trucks/Trailers
160. Whitechurch Transport	1 Truck
161. Warlen Logistics	4 Trailers
162. Liam Wright Transport	3 Trucks/Trailers

Appendix B Letter prepared by Stephen Reid Consulting Traffic and Transportation Limited



An Bord Pleanála
64 Marlborough Street,
Dublin 1

8th February 2024

RE: Swords to City Centre Core Bus Corridor Scheme Submission (Ref. No. 317121)

Dear Sir/Madam,

Hughes Planning and Development Consultants, 85 Merrion Square, Dublin 2 have been instructed by our client, Brendan Collins of Collinstown House, Collinstown Business Park, Swords Road, Swords, Co. Dublin, to make a submission in relation to the submission dated 23rd November 2023 from the National Transport Authority (NTA) which was prepared in relation to the subject scheme. Appendix A of this report contains a letter from An Bord Pleanála, dated 5th January 2024, inviting this submission.

We would first state, in direct response to Section 2.7.2.2 of the NTA's submission and notwithstanding positive revisions made to the initial scheme, that our client retains their initially expressed concerns in relation to the direct impacts to the subject site which arise on foot of the subject scheme, both in relation to the temporary land acquisition and the revised entrance arrangement, and the associated impact to commercial operations because of same. We would comment on our client's concerns as follows:

Temporary Land Acquisition

As detailed in our client's original submission, the wider documentation prepared by the NTA provides no clarity as to either an expected time-period for when temporary land acquisition will begin or the length of time the land will be subject to the temporary acquisition. As detailed on the applicable general arrangement drawing, a significant area of land contained within the entrance/exit point to our client's wider landholding is to be the subject of a temporary land acquisition.

The subject response from the NTA fails to provide clarity in relation to the timeline for temporary land acquisition to be in effect and, as such, our client remains concerned as to the impact of this period on the efficient operation of Collinstown Business Park. The operation of the park is wholly dependant on unrestricted access to the Swords Road (R132) with all commercial tenants having different requirements in terms of when vehicles serving their businesses need to enter/exit the park, the size of such vehicles and the number of such vehicles which enter/exit daily.

The lack of clarity on this matter restricts our client from preparing a contingency plan for the continued operation of Collinstown Business Park and accurately informing commercial tenants as to any future curtailment of access.

Revised Entrance Arrangement

It is noted that, as per Section 2.7.2.2 the NTA have proposed the revision of the initially proposed revised entrance arrangement to our client's site.

The initial proposal provided for the restriction of the entrance/exit points to single lane width along with the provision of an entry treatment ramp across the reduced width access, with the public footpath crossing point stepped inwards onto the flat zone area of the entry treatment ramp (so that it would be partially behind the site boundary line), and the stopline/stop road marking text has been located to the rear of the inner toe of the entry treatment ramp. The initial proposal also provided for the removal of a significant extent of existing hardstanding directly associated with the existing entrance/exit point and replace same with a large grass verge area with the extent of hardstanding to be removed conservatively estimated to amount to c. 100sq.m.



The current proposal for the site entrance retains the single lane entrance/exit points to the site but incorporates the introduction of an additional signalised junction at the entrance to Collinstown Business Park.

Whilst our client welcomes this revision, which presents a safer access strategy and ensures vehicle priority whilst exiting the site, the fact remains that the loss of the second exit lane will materially impact site exit times which are of critical importance given the nature of the businesses which operate on site. The impact of this loss has not been assessed or sought to be assessed by the NTA.

Furthermore, our client would welcome additional clarity as to the intended landscaping and footpath works which will complement the revised access arrangement. Details should also be provided regarding the proposed resurfacing extents, and any traffic signals/detector loop subsurface ducting or road drainage gully connections.

Site Operation

Notwithstanding the provisions of the Environmental Impact Assessment Report (EIAR), as cited in Section 2.7.2.2 of the NTA Submission, our client is concerned as to the impact of the subject proposal on their property during both the construction and operational phase. The proposed works, by reason of dust and air/noise pollution, will serve to compromise the existing working environment during the construction phase with noise impacts continuing into the operational phase.

This presents direct concern for our client as to the continued interest of existing commercial tenants in basing their operations at this location and, by association, are considered to compromise the value of Collinstown Business Park.

We would herein confirm our client's willingness to engage with the National Transport Authority (NTA) to ensure that the existing commercial operations on site, pursuant to the above comments, are not inappropriately restricted by impacts arising from the subject scheme. In the absence of comprehensive mitigation measures, it is considered reasonable that appropriate compensation be afforded to our client.

We trust that the Board will have regard to the contents of our original submission, as is included in Appendix B of this submission, and we await a favourable outcome in due course. In addition, we ask the Board to have regard for the enclosed letter prepared by William Fry LLP as contained in Appendix C of this submission.

We trust the enclosed is satisfactory and we would be very much obliged if you could provide confirmation of receipt of this submission at your earliest convenience.

A handwritten signature in blue ink, appearing to read "KH", is positioned above the printed name of the signatory.

Kevin Hughes MIPI MRTPI
Director for HPDC Ltd.



Appendix A	Correspondence from An Bord Pleanála Inviting Submission on Submission dated 5th January 2024 as prepared by the National Transport Authority (NTA)
Appendix B	Original Submission by Brendan Collins to An Bord Pleanála (July 2023)
Appendix C1/C2	Original Submission by Hughes Planning & Development Consultants & Stephen Reid Consulting Traffic and Transportation Limited to An Bord Pleanála (September 2023)
Appendix D	Letter Prepared by William Fry LLP

Brendan Collins
Collinstown House
Swords Road
Co. Dublin
0872569293

18 July 2023

An Bord Pleanála
64 Marlborough Street
Dublin 1
D01 V902

Swords to City Centre Bus Corridor Scheme Compulsory Purchase Order 2023 (the "Compulsory Purchase Order")
Brendan Collins – Plot Reference 1096(1).2a (the "Lands")

Dear Sirs

I recently received the letter and notice appended at **Appendix 1** (the "Notice") hereto at my business premises at Collinstown Business Park, Swords, Co. Dublin. The National Transport Authority (the "NTA") has never consulted with or sought to consult with me in relation to the Compulsory Purchase Order.

I am correctly listed as the owner of the Lands. By way of background, the Lands comprise the entire access to a large business park, my family home and other properties at which other members of my family reside. A large number of businesses operate from the business park, with a range of operations primarily in haulage, logistics and public transport/coach hire, etc. As a result of the types of operations being conducted at the business park, a significant number of HGV and coach / bus movements take place across the Lands every day and this is readily apparent from the most basic level of diligence.

As further outlined below, the content of the Notice and accompanying letter is unclear to the point that it is almost completely incomprehensible. I have sought further information from the NTA, but I have not yet received a substantive response. In those circumstances, I reserve my rights to make more detailed submissions in relation to the Compulsory Purchase Order and the proposed Swords to City Centre Bus Corridor Scheme (the "Scheme") at an Oral Hearing. I note that the closing date for submissions in respect of the Scheme pursuant to section 51(3) of the Roads Act 1993 (as amended) has been extended to 12 September 2023.

I object to the confirmation of the Compulsory Purchase Order for a range of reasons which I have summarised below:

1. The content of the Notice and the accompanying letter, while verbose, is unclear to the point that it is almost completely incomprehensible. My advisors have managed to ascertain that the NTA proposes to compulsorily acquire ownership of a portion of my lands at the site of Collinstown Business Park, on a temporary basis, for the purposes of the Scheme. However, the Notice provides no further information in relation to the effect of the Compulsory Purchase Order. By way of example only, the Notice does not

provide any information as to the duration or likely timing of the compulsory temporary acquisition. On its face, I am advised that, legally, this will leave me unable to lawfully gain access to my home and the balance of my property. Similarly, all those that are my tenants/licensees at the Collinstown Business Park will be unable to lawfully gain access to their premises. I am advised, therefore, that the NTA failed to comply with the statutory requirements under the Housing Act 1966 (as amended) to properly set out the effect of the CPO in the Notice.

2. The Notice does not set out any information in relation to any works intended to be carried out on the Lands during the period of the temporary acquisition. I am advised, therefore, that the NTA failed to comply with the statutory requirements under the Housing Act 1966 (as amended) to properly set out the effect of the CPO in the Notice. Given the lack of information in relation to the proposed temporary acquisition, I reserve my rights to make more detailed submissions in relation to the impact of the proposed temporary acquisition on my home, properties and business at an Oral Hearing. However, given that the Lands provide the only access into the business park, my family home, and a number of other properties, the impact of the temporary acquisition of the Lands will be devastating to my business and will prevent me and my family from using my family home for an unascertainable period of time.
3. In breach of the requirements of the Housing Act 1966 (as amended), the NTA failed to serve a statutory notice on every occupier of the lands to which the CPO relates. Collinstown Business Park is a long-established commercial operation and is occupied by a large number of tenants and licensees, only one of whom was served with a notice pursuant to the Housing Act 1966 (as amended). The Lands provide these occupiers with their only access route to and from the business park. A separate notice was served on the business park generally, but it was not addressed to any particular person or entity, but rather was addressed generally to "*Collinstown Business Park*." I am advised that this is not an appropriate manner in which to serve occupiers under the Housing Act 1966 (as amended). I am advised that each and every occupier should have been identified, listed in the Schedule to the Compulsory Purchase Order and served with the required statutory notice. I attach a list of the tenants at **Appendix 2**.
4. In addition, there are a number of houses at which members of my family reside on the site of the business park. However, none of those members of my family were served with a statutory notice, as required. A number of other properties are affected by the proposed temporary acquisition of the Lands, and I understand that no statutory notices have been served in respect of those properties. In those circumstances, I am advised that the requirements of the Housing Act 1966 (as amended) have not been satisfied and, in those circumstances, the Compulsory Purchase Order cannot lawfully be confirmed.
5. Although the information contained in the Environmental Impact Assessment Report ("**EIAR**") is extremely limited, it appears that the Lands are proposed to be temporarily acquired for the purposes of carrying out significant permanent works on the Lands. As stated above, the Lands comprise the entire access to a large business park, my family home and other properties at which other members of my family reside. I obtained a report (the "**Report**") from Stephen Reid Consulting Traffic and Transportation Limited in relation to the impact of the temporary acquisition and the permanent works (which would be carried out as part of that acquisition) on my family home and business. A copy of the Report is included at **Appendix 3**. As is clear from the Report, the temporary acquisition of the Lands (and the significant permanent works proposed to be carried out during the course of that temporary acquisition) would have devastating impacts on the business park and my family home. The permanent works proposed will result in a revised access layout with substantially reduced access width. I am advised that the revised access layout will likely have severe impacts on the ability of HGVs and buses / coaches to use the access layout without causing a traffic hazard. Given the nature of the activities at the business park, there are frequent entry and exit movements by large HGVs and buses / coaches over the Lands every day. Therefore, the proposed revised access layout is clearly unsuitable for the business park and the individuals / businesses who rely on this access route every day. I am advised that the temporary acquisition of the Lands and the proposed permanent revised access layout proposed to facilitate the Scheme would have a severe impact on the

ability of the existing businesses to continue to operate at Collinstown Business Park and would also impact on road user safety and customer / staff safety. These impacts would be devastating to my business, which has been operating from this site for decades. I am advised that these proposed permanent changes to the Lands could render the business park inoperable as the current tenants and licensees will not be in a position to enter or exit the business park without causing a traffic hazard and other safety issues. The proposed temporary acquisition would also prevent us from accessing the fire hydrant on the Lands (which is vital for the running of a fuel depot). In addition, all of the main supply services to the business park and other buildings (water, electricity, phone lines) are contained within the Lands. It is clear from the EIAR that the NTA has not appropriately considered the impacts of the Compulsory Purchase Order on my lands. It appears that the NTA has not considered any other approach or any revised access layouts or traffic management solutions which would have significantly less adverse effects on my lands and business. The NTA has not established that the temporary acquisition of the Lands and / or these permanent works are necessary for the purposes of the Scheme. Therefore, the acquisition would be a disproportionate interference with my property rights. This issue is not simply a matter of compensation, and I am advised that a disproportionate interference with an existing property use can invalidate a scheme. I am advised that the temporary acquisition and the permanent works that would be carried out on foot of the Compulsory Purchase Order would clearly constitute a disproportionate interference with my property rights.

6. In breach of the requirements of the Housing Act 1966 (as amended), the Notice was served on me at my business premises and not at the address at which I ordinarily reside, which address was ascertainable by reasonable inquiry.

In light of all of the above, I am requesting an oral hearing in respect of the application for confirmation of the CPO.

Yours sincerely



Brendan Collins

APPENDIX 1



B. Collins
Collinstown Business Park,
Swords Road,
Swords,
Dublin,
K67C7D0

Dún Scéine, Lána Fhearchair
Balla Átha Cliath 2, D02 WT20

Dún Scéine, Harcourt Lane
Dublin 2, D02 WT20

t 01 879 8300

Info@nationaltransport.ie
www.nationaltransport.ie

Plot List: 1096(1).2a

Thursday 18th May 2023

RE: Swords to City Centre Core Bus Corridor Scheme
Compulsory Purchase Order 2023

Dear Sir/Madam,

The National Transport Authority has submitted an application under Section 51 of the Roads Act 1993 (as amended) in relation to the Swords to City Centre Core Bus Corridor Scheme to An Bord Pleanála and will be submitting the associated application for confirmation of the Swords to City Centre Core Bus Corridor Scheme Compulsory Purchase Order 2023 (CPO) in the coming days. You have been identified as an owner, lessee, or occupier of, or have rights over or an interest in land referred to in the Compulsory Purchase Order.

A number of documents relating to the compulsory purchase order application are enclosed for your attention. These comprise the following:

- Statutory landowner/interested party notice;
- Extracts from the Schedules to the CPO describing the location and extent of the impacted lands and/or rights relating to you;
- Server map(s) showing the location and extent of the impacted land(s) and/or rights; and
- A copy of the National Transport Authority privacy statement.

We recommend that you consider these enclosures carefully.

<p>Important Note: Many of you who receive this letter are owners, lessees or occupiers of portions of multi-occupancy buildings, such as apartment buildings. Please note that there is no intention to acquire the building itself. The buildings themselves will not be directly affected by the CPO. The extents of the CPO are shown on the maps provided.</p>
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Further information relating to the Swords to City Centre Core Bus Corridor Scheme including a copy of the Environmental Impact Assessment Report, Natura Impact Statement and CPO documentation can be found at the National Transport Authority website for the Swords to City Centre Core Bus Corridor Scheme at:

www.swordsscheme.ie

If you have any questions or queries in relation to the above or the information attached, please contact us at 1800 303 653 or at property@busconnects.ie.

Yours Faithfully,

A handwritten signature in black ink, appearing to read 'Aidan Gallagher'.

Aidan Gallagher

Head of BusConnects Dublin Infrastructure
National Transport Authority

To: B. Collins
Of: Collinstown Business Park,
Swords Road,
Swords,
Dublin,
K67C7D0

Plot List: 1096(1).2a

1. The National Transport Authority (hereinafter referred to as the “NTA”) in exercise of the powers conferred upon them by Section 76 of the Housing Act, 1966, and the Third Schedule thereto, as extended by Section 10 of the Local Government (No. 2) Act, 1960 (as substituted by Section 86 of the Housing Act, 1966), amended by the Planning and Development Act 2000 (as amended) and under section 213 of the Planning and Development Act 2000 (as amended), Section 184 of the Local Government Act 2001 and Section 44 of the Dublin Transport Act 2008 (as amended), have made an order entitled as above which is about to be submitted to An Bord Pleanála (hereafter the “Board”) for confirmation.

2. If confirmed, the order will authorise the NTA to acquire compulsorily the land and/or rights described in Part I, Part II and Part IV (Section A) of the Schedule and to extinguish, restrict and/or otherwise interfere with the public rights of way in Part III of the Schedule, restrict and/or otherwise interfere with the private rights in Part IV (Section B) and to temporarily restrict or interfere with the private rights in Part IV (Section C) of the Schedule thereto for the purposes of the construction of the Swords to City Centre Core Bus Corridor Scheme together with all ancillary and consequential works associated therewith for the purposes of facilitating public transport. The Swords to City Centre Core Bus Corridor Scheme will commence south of Swords at Pinnock Hill Junction and travel in a southerly direction along the R132 Swords Road past Airside Retail Park, Dublin Airport and Santry Park. The route will continue on the R132 past Santry Demesne, where the Swords Road joins the R104 at Coolock Lane. The route will continue on the R132 in a southerly direction through Santry village. It will continue along the Swords Road past Whitehall to Griffith Avenue. The route will follow Drumcondra Road Upper past the DCU St Patrick’s Campus to the river Tolka. It will continue through Drumcondra, on Drumcondra Road Lower to Binns Bridge on the Royal Canal. From there it will continue on Dorset Street Lower as far as Eccles Street, from where it will continue on Dorset Street Upper to North Frederick Street and Parnell Square, all in the County of Dublin and within the Fingal County Council (FCC) and Dublin City Council (DCC) administrative areas.

3. A copy of the order and of the maps referred to in it may be seen at:

<p>National Transport Authority Dún Scéine Harcourt Lane Dublin 2D02 WT20</p> <p>Opening Hours Monday to Friday 09:15 to 16:00</p>	<p>An Bord Pleanála 64 Marlborough Street Dublin 1 D01 V902</p> <p>Opening Hours Monday to Friday 09:15 to 17:30</p>
--	--

on working days during the opening hours listed above from Tuesday 23rd May 2023 to Tuesday 18th July 2023.

4. A copy of the Order and map is also available for inspection and downloading on the National Transport Authority website for the Swords to City Centre Core Bus Corridor Scheme at:
www.swordsscheme.ie

5. The Housing Act, 1966, as amended, provides that if an objection is made to the proposed compulsory acquisition of land, the land in respect of which an objection is duly made by any of the persons upon whom notices of the making of the order are required to be served shall not be acquired compulsorily unless the Board makes an order to confirm the compulsory purchase order, unless:-

- (a) the objection is withdrawn, or
- (b) the Board is satisfied that the objection relates exclusively to matters which can be dealt with by the arbitrator by whom the compensation may have to be assessed.

6. The Board cannot, however, confirm: -

- (a) a compulsory purchase order in respect of the land if an objection is made in respect of the acquisition by an owner, lessee or occupier of the land, and not withdrawn;
- (b) an order which authorises the extinguishment of, restriction, or interference with a public right of way if there is an objection to the extinguishment, restriction or interference with a public right of way, which is not withdrawn;
- (c) an order which authorises the acquisition, restriction or interference with a private right if there is an objection to the acquisition, restriction or interference with the private right by an owner, lessee or occupier of the private right which is not withdrawn, until it has considered the objection.

7. An Bord Pleanála has an absolute discretion under Section 218 of the Planning and Development Act 2000 (as amended) to hold an oral hearing.

8. Before making its decision on an application to confirm the Compulsory Purchase Order, the Board must consider any objection made and not withdrawn, any additional submissions or

observations made pursuant to a request by the Board under Section 217A of the Planning and Development Act 2000 (as amended) and any report of the person who held the oral hearing, if such an oral hearing takes place.

9. Any objection to the Order must state in writing the grounds of objection and be sent addressed to An Bord Pleanála (Strategic Infrastructure Division), 64 Marlborough Street, Dublin 1, D01 V902, so as to reach the said Board before 5:30pm on the 18th day of July 2023.

10. An Environmental Impact Assessment Report, and a Natura Impact Statement have been prepared in respect of the development which it is proposed to carry out on the land for which separate public notice has been given. Copies of the Environmental Impact Assessment Report and a Natura Impact Statement are available for inspection at:

<p>National Transport Authority Dún Scéine Harcourt Lane Dublin 2D02 WT20</p> <p>Opening Hours Monday to Friday 09:15 to 16:00</p>
--

<p>An Bord Pleanála 64 Marlborough Street Dublin 1 D01 V902</p> <p>Opening Hours Monday to Friday 09:15 to 17:30</p>
--

on working days during the opening hours listed above from Tuesday 23rd May 2023 to Tuesday 18th July 2023 and at the National Transport Authority website for the Swords to City Centre Core Bus Corridor Scheme at www.swordsscheme.ie and can be purchased at the offices of the National Transport Authority at:-

National Transport Authority
Dún Scéine
Harcourt Lane
Dublin 2

Submissions or observations in relation to (i) the likely effects on the environment of the proposed development, (ii) the implication of the proposed development for proper planning and sustainable development in the area in which it is proposed to situate the proposed development and (iii) the likely significant effect of the proposed development on European Sites, may be made in writing to the Board before 5:30pm on the 18th day of July 2023. Evidence in relation to (i) the likely effects on the environment of the proposed development, (ii) the implication of the proposed development for proper planning and sustainable development in the area in which it is proposed to situate the proposed development and (iii) the likely significant effects of the proposed development on European Sites may be heard at any oral hearing, that may take place.

11. The Board has an absolute discretion at any time before making its decision to request further submissions or observations in relation to the proposed development and/or to hold meetings with the NTA in relation to the proposed development in accordance with Section 217A of the Planning and Development Act 2000 (as amended).
12. The Board, if it thinks fit, may confirm the compulsory acquisition or any part thereof, with or without conditions or modifications, or to annul the compulsory acquisition or any part thereof.
13. If no objection is received to the proposed compulsory acquisition of land, the objection is withdrawn or the Board is satisfied that the objection related exclusively to matters which can be dealt with by the arbitrator by whom the compensation may have to be assessed, the Board shall inform the NTA, which may then confirm the Order with or without modification, or refuse to so confirm it.
14. If land to which the order, as confirmed by either the Board or the NTA, relates is acquired by the NTA, compensation for the land will be assessed in respect of the acquisition as the value of the land at the date that the relevant notice to treat is served.
15. In the opinion of the NTA, no part of the land in which you have an interest consists of a house or houses which is/are unfit for human habitation and not capable of being rendered fit for human habitation at reasonable expense. If the land to which the Order relates is acquired by the NTA, compensation will be assessed in accordance with Part II of the Fourth Schedule to the Housing Act 1966, and the provisions of the Acquisition of Land (Assessment of Compensation) Act 1919 as amended by the Acquisition of Land (Reference Committee) Act 1925, the Property Values (Arbitrations and Appeals) Act 1960 and the Local Government (Planning and Development) Act 1963 (as applied by Section 265(3) of the Planning and Development Act 2000), subject to the modifications contained in the Third Schedule to the Housing Act 1966.
16. Any dispute in relation to compensation shall be referred to and be determined by a property arbitrator appointed under the Property Values (Arbitrations and Appeals) Act, 1960.
17. A claimant for compensation may, at any time after the expiration of fourteen days from the date on which the relevant notice to treat is served, send to the Secretary, the Reference Committee, Four Courts, Dublin, and application in writing for the nomination of a property arbitrator for the purpose of determining the compensation to be paid. The application should be made in accordance with the Property Values (Arbitrations and Appeals) Rules, 1961 (S.I. 91 of 1961).
18. An extract of the Compulsory Purchase Order Schedule and Map indicating lands in which you may have an interest is attached.

19. If you have any questions or queries in relation to the above or attached map, please contact us at 1800 303 653 or at property@busconnects.ie.

Dated this Thursday 18th May 2023.

A handwritten signature in black ink, appearing to read 'Aidan Gallagher', written in a cursive style.

Aidan Gallagher

Head of BusConnects Dublin Infrastructure
National Transport Authority



Údarás Náisiúnta Iompair
National Transport Authority

National Transport Authority

Údarás Náisiúnta Iompair

www.nationaltransport.ie

**FORM OF NOTICE OF THE MAKING OF A COMPULSORY PURCHASE ORDER
UNDER SECTION 76 OF AND THE THIRD SCHEDULE TO THE HOUSING ACT
1966, AS EXTENDED BY SECTION 10 OF THE LOCAL GOVERNMENT (No. 2)
ACT 1960, TO BE SERVED ON OWNERS, LESSEES AND OCCUPIERS IN
ACCORDANCE WITH ARTICLE 4(b) OF THE THIRD SCHEDULE TO THE
HOUSING ACT 1966 AS AMENDED BY THE PLANNING AND DEVELOPMENT
ACT 2000 (AS AMENDED) AND UNDER SECTION 213 OF THE PLANNING AND
DEVELOPMENT ACT 2000 (AS AMENDED), SECTION 184 OF THE LOCAL
GOVERNMENT ACT 2001 AND SECTION 44 OF THE DUBLIN
TRANSPORT AUTHORITY ACT 2008 (AS AMENDED)**

COMPULSORY ACQUISITION OF LAND

**"Swords to City Centre Core Bus Corridor Scheme
Compulsory Purchase Order 2023"**

SCHEDULE

PART II

Lands Being Temporarily Acquired

Land other than land consisting of a house or houses unfit for human habitation and not capable of being rendered fit for human habitation at reasonable expense					
Number on map deposited at NTA	Quantity, Description, and situation of land		Owners or Reputed Owners	Lessees or Reputed Lessees	Occupiers
1096(1).2a	Area (Ha): Area (m2): Description: County: Address:	0.04950 495.0 Access Road Dublin Entrance road to Collinstown Business Park, Swords Road, Dublin 9	B. Collins, Collinstown Business Park, Swords Road, Swords, Dublin, K67C7D0 Collinstown Business Park, Airport Road, Swords, Co. Dublin Fingal County Council, County Hall, Main Street, Swords, Co. Dublin, K67 X8Y2	None	Owner(s) Tedcastle Oil Products Unlimited Company, c/o Top Oil, Block P1, Eastpoint Business Park, Alfie Byrne Road, Dublin 3, D03C825

OSI Mapping has been adjusted in accordance with survey evidence



Legend:



LANDS BEING PERMANENTLY ACQUIRED*

* SCHEDULE PART I (Shaded in Grey)

1001(1).1d



LANDS BEING TEMPORARILY ACQUIRED**

** SCHEDULE PART II (Shaded in Grey)

1001(2).2d



Public rights of way to be
extinguished listed in the
SCHEDULE PART III (Section 1001(3).3d)

NTA

Údarás Náisiúnta Iompair
National Transport Authority

National Transport Authority

**Swords to City Centre
Core Bus Corridor Scheme
Compulsory Purchase Order 2023
Land Acquisition Map**

717154, 741765



rds Road

O.S. Ref:
3084-C

be
the
(Section A)



Public rights of way to be
restricted or otherwise interfered
with listed in the
SCHEDULE PART III (Section B)



Private rights to be acquired
listed in the
SCHEDULE PART IV (Section A)



Private rights to be restricted or
otherwise interfered with
listed in the
SCHEDULE PART IV (Section B)



Private rights to be temporarily
restricted or otherwise interfered
with listed in the
SCHEDULE PART IV (Section C)

Rev.	Date	Description	Appr.
M01	09/05/23	ISSUED FOR PLANNING APPLICATION	SH

Lands to be Compulsorily Acquired Server Map			
© Crown Copyright Ordnance Survey, Belfast, County Council			
Designed: SK	File Name:	Drawing No.	Rev.
Drawn: SK	SC08-CPO-POV_SP-0002_JOL_00-OR-00-0118	0002-844-0118	M01
Checked: IL	Scale: 1:500 (A3)		
Approved: SH	Date: 09/05/23		



LANDS BEING PERMANENTLY ACQUIRED*
• SCHEDULE PART I (Shaded in Grey)

LANDS BEING TEMPORARILY ACQUIRED**
**SCHEDULE PART II (Shaded in Grey)

Public rights of way to be restricted or otherwise interfered with listed in the SCHEDULE PART III (Section B)

Public rights of way to be restricted or otherwise interfered with listed in the SCHEDULE PART IV (Section A)

Public rights of way to be restricted or otherwise interfered with listed in the SCHEDULE PART IV (Section B)

Private rights to be restricted or otherwise interfered with listed in the SCHEDULE PART V

National Transport Authority
náisiúnta Iompair
Transport Authority

Swords to City Centre
Core Bus Corridor Scheme
Compulsory Purchase Order 2023
Land Acquisition Map

Ref.	Date	Description
1001	2023	LANDS BEING TEMPORARILY ACQUIRED
1002	2023	LANDS BEING PERMANENTLY ACQUIRED

Legend

- Public rights of way to be restricted or otherwise interfered with listed in the SCHEDULE PART III (Section B)
- Public rights of way to be restricted or otherwise interfered with listed in the SCHEDULE PART IV (Section A)
- Public rights of way to be restricted or otherwise interfered with listed in the SCHEDULE PART IV (Section B)
- Private rights to be restricted or otherwise interfered with listed in the SCHEDULE PART V

Lands to be Compulsorily Acquired Server

At Callon, Callon Road, Swords, Co. Dub.

Designated	File Name	Designation
Designated	1001-CPD-PPV-2023-00-00-0111	Designated
Checked	1001-CPD-PPV-2023-00-00-0111	Checked
Approved	1001-CPD-PPV-2023-00-00-0111	Approved

National Transport Authority

Privacy Notice for BusConnects Dublin

This Privacy Notice is issued by the National Transport Authority of Dún Scéine, Iveagh Court, Harcourt Lane, Dublin 2 ("NTA", "we", "us", "our").

The BusConnects initiative aims to develop the current bus service network in Dublin to ensure that it can meet increasing public transport needs ("BusConnects Dublin"). In order to build the infrastructure which is required by BusConnects Dublin, it will be necessary for the NTA to acquire certain lands by agreement or by means of compulsory purchase order ("CPO") under section 44(1)(c) of the Dublin Transport Act 2008, as amended.

The purpose of this notice is to inform you of the data relating to you that we may collect and use in connection with any acquisition or potential acquisition of land which is required to deliver BusConnects Dublin (an "Acquisition") and the uses (including disclosures to third parties) we may make of such data.

If you have any questions about our use of your personal data, please contact us at privacy@nationaltransport.ie or you can contact our Data Protection Officer at privacy@nationaltransport.ie.

Personal Data that we Collect and Process

We will collect and process personal data relating to you that you or other people with an interest in the relevant lands provide to us in connection with an Acquisition. We will also collect and process personal data relating to you from publicly available sources such as the Property Registration Authority of Ireland, Land Registry and the Registry of Deeds.

This personal data may include:

- your name and contact details, including your address, phone number and email address;
- your interest in the lands which may be the subject of an Acquisition (the "Lands") (e.g. owner, reputed owner, occupier, reputed occupier etc.);
- details of the Lands including, for example, spatial location, boundary details and folio number (where applicable);
- where applicable, details of any lease or any other interest in the Lands; and
- any other personal data relating to you that you provide to us or that we generate about you in connection with an Acquisition.

Purposes of Processing and Legal Bases

We will use personal data relating to you for the purposes of:

- a) compiling CPO documentation in order to make the CPO and submit same to An Bord Pleanála for confirmation, in which case the legal bases are that it is necessary:
 - i. for the performance of tasks that we carry out in the public interest and the exercise of official authority vested in us by law, including Section 44(1)(c) of the Dublin Transport Authority Act 2008, as amended; and
 - ii. for compliance with the legal obligation that applies to us under the Housing Act 1966 (as amended) and the Planning and Development Act 2000 (as amended) to detail the lands as well as the owners, lessees and occupiers of those lands in the CPO;
- b) publishing details relating to the relevant CPO in a newspaper, in which case the legal basis is that this is necessary to comply with a legal obligation that applies to us under Article 4(a) of the Third Schedule to the Housing Act 1966 (as amended);
- c) publishing the details relating to the relevant CPO on the NTA's website, in which case the legal basis is that it is necessary for the performance of tasks that we carry out in the public interest and the exercise of official authority vested in us by law, including Section 44(1)(c) of the Dublin Transport Authority Act 2008 (as amended);
- d) processing submissions received by the NTA from impacted property owners during a consultation process with us, in which case the legal basis is that it is necessary for the performance of tasks that we carry out in the public interest and the exercise of official authority vested in us by law, including Section 44(1)(c) of the Dublin Transport Authority Act 2008 (as amended);
- e) creating a database to log and manage details of Lands, owners, tenancies, and correspondence and transactions with owners and/or tenants, in which case the legal basis is that this is necessary for the performance of tasks that we carry out in the public interest and the exercise of official authority vested in us by law, including Section 44(1)(c) of the Dublin Transport Authority Act 2008, as amended;
- f) making an Acquisition in which case the legal basis is that it is necessary for the performance of tasks that we carry out in the public interest and the exercise of official authority vested in us by law, including Section 44(1)(c) of the Dublin Transport Authority Act 2008, as amended;
- g) corresponding with you, in which case that the legal bases are that it is necessary:
 - i. for the performance of tasks that we carry out in the public interest and the exercise of official authority vested in us by law, including Section 44(1)(c) of the Dublin Transport Authority Act 2008, as amended;
 - ii. for the performance of our contract with you (in circumstances where an Acquisition will be effected by a contract);

- h) calculating and making payments to you in respect of an Acquisition in which case that the legal bases are that it is necessary:
- i. for the performance of tasks that we carry out in the public interest and the exercise of official authority vested in us by law, including Section 44(1)(c) of the Dublin Transport Authority Act 2008, as amended;
 - ii. for compliance with the legal obligations that applies to us under the Housing Act 1966 (as amended) and the Acquisition of Land (Assessment of Compensation) Act 1919 (as amended); and
- i) establishing, exercising or defending legal claims, in which case the legal bases are that it is necessary:
- i. for the performance of tasks that we carry out in the public interest and the exercise of official authority vested in us by law, including Section 44(1)(c) of the Dublin Transport Authority Act 2008, as amended
 - ii. to comply with our obligations under applicable law, including common law obligations regarding dealing with legal claims.

Recipients of Data

We may disclose your personal data to other people and organisations in connection with the above purposes, including:

- statutory agencies, where required or permitted by law as part of the statutory planning process, including An Bord Pleanála and relevant local authorities;
- outsourced property referencing providers, including the CIÉ Group Property Management department ;
- other third parties who we engage to provide services to us, such as outsourced service providers, IT services providers, professional advisers and auditors;
- other public authorities and bodies where required or permitted by law, such as An Garda Síochána, for the purposes of the prevention, investigation or detection of crime; and
- members of the public where we are required to make information publicly available under applicable law.

Retention

We will not hold your personal data for longer than is necessary. We retain your personal data for as long as we need it for the purposes described in this Notice, or to comply with our obligations under applicable law and, if relevant, to deal with any claim or dispute that might arise between you and us.

The NTA has determined that:

- Compulsory Purchase Order documentation shall be retained for 3 years after completion of all Acquisitions for BusConnects Dublin;
- copies of contracts shall be retained up until all Acquisitions are complete and for 13 years from the expiration of the contract; and
- original contracts shall be retained indefinitely.

Transfers Abroad

In connection with the above, the NTA may transfer your personal data outside the European Economic Area (EEA) to the United Kingdom, which is a jurisdiction that is recognised by the European Commission as providing for an equivalent level of protection for personal data as is provided for in the European Union. This is solely for the purposes of the operation of the scheme specific website (and not for direct marketing purposes).

If and to the extent that the NTA transfers your personal data outside of the EEA to any jurisdiction which is not recognised by the European Commission as providing for an equivalent level of protection for personal data as is provided for in the European Union, we will ensure that appropriate measures are in place to comply with our obligations under applicable law governing such transfers. These may include entering into a contract governing the transfer that contains the 'standard contractual clauses' approved for this purpose by the European Commission. If you would like to receive further details of the measures that we have taken in this regard, please contact us at privacy@nationaltransport.ie.

Your rights

You have the following rights, in certain circumstances and subject to certain restrictions, in relation to your personal data:

- ***Right to access the data*** – You have the right to request a copy of the personal data that we hold about you, together with other information about our processing of that personal data.
- ***Right to rectification*** – You have the right to request that any inaccurate data that is held about you is corrected, or if we have incomplete information you may request that we update the information such that it is complete.
- ***Right to erasure*** – You have the right to request us to delete personal data that we hold about you. This is sometimes referred to as the right to be forgotten.
- ***Right to restriction of processing or to object to processing*** – You have the right to request that we no longer process your personal data for particular purposes, or to object to our processing of your personal data for particular purposes.
- ***Right to data portability*** – You have the right to request us to provide you, or a third party, with a copy of your personal data in a structured, commonly used machine readable format.

Please note that these rights are not absolute, and are subject to certain restrictions and exemptions. For example, the right to erasure of personal data will not apply where we have a legitimate interest to hold such data and we may continue to process your personal data, despite an objection by you, where we have compelling legitimate grounds for the processing which override your interests, rights and freedoms.

If you wish to exercise any of the rights set out above, please contact us at privacy@nationaltransport.ie or you can contact our Data Protection Officer at privacy@nationaltransport.ie.

Updates

We may occasionally update this policy. We encourage you to periodically review this policy for the latest information on our privacy practices at www.busconnects.ie.

Complaints

If you are not happy with the way we are using your personal data or how we facilitate your rights or comply with our obligations under applicable data protection law, you have the right to make a complaint to the Data Protection Commission by using the online web-form available here: <https://forms.dataprotection.ie/contact>

**Collinstown Business Park
Airport Road,
Swords,
Co. Dublin**

Dún Scéine, Lána Fhearchair
Baile Átha Cliath 2, D02 WT20

Dún Scéine, Harcourt Lane
Dublin 2, D02 WT20

t 01 879 8300

info@nationaltransport.ie
www.nationaltransport.ie

Plot List: 1096(1).2a

Thursday 18th May 2023

**RE: Swords to City Centre Core Bus Corridor Scheme
Compulsory Purchase Order 2023**

Dear Sir/Madam,

The National Transport Authority has submitted an application under Section 51 of the Roads Act 1993 (as amended) in relation to the Swords to City Centre Core Bus Corridor Scheme to An Bord Pleanála and will be submitting the associated application for confirmation of the Swords to City Centre Core Bus Corridor Scheme Compulsory Purchase Order 2023 (CPO) in the coming days. You have been identified as an owner, lessee, or occupier of, or have rights over or an interest in land referred to in the Compulsory Purchase Order.

A number of documents relating to the compulsory purchase order application are enclosed for your attention. These comprise the following:

- Statutory landowner/interested party notice;
- Extracts from the Schedules to the CPO describing the location and extent of the impacted lands and/or rights relating to you;
- Server map(s) showing the location and extent of the impacted land(s) and/or rights; and
- A copy of the National Transport Authority privacy statement.

We recommend that you consider these enclosures carefully.

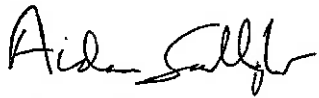
Important Note: Many of you who receive this letter are owners, lessees or occupiers of portions of multi-occupancy buildings, such as apartment buildings. Please note that there is no intention to acquire the building itself. The buildings themselves will not be directly affected by the CPO. The extents of the CPO are shown on the maps provided.

Further information relating to the Swords to City Centre Core Bus Corridor Scheme including a copy of the Environmental Impact Assessment Report, Natura Impact Statement and CPO documentation can be found at the National Transport Authority website for the Swords to City Centre Core Bus Corridor Scheme at:

www.swordsscheme.ie

If you have any questions or queries in relation to the above or the information attached, please contact us at 1800 303 653 or at property@busconnects.ie.

Yours Faithfully,

A handwritten signature in black ink, appearing to read 'Aidan Gallagher', written in a cursive style.

Aidan Gallagher

Head of BusConnects Dublin Infrastructure
National Transport Authority



Údarás Náisiúnta Iompair
National Transport Authority

National Transport Authority

Údarás Náisiúnta Iompair

www.nationaltransport.ie

**FORM OF NOTICE OF THE MAKING OF A COMPULSORY PURCHASE ORDER
UNDER SECTION 76 OF AND THE THIRD SCHEDULE TO THE HOUSING ACT
1966, AS EXTENDED BY SECTION 10 OF THE LOCAL GOVERNMENT (No. 2)
ACT 1960, TO BE SERVED ON OWNERS, LESSEES AND OCCUPIERS IN
ACCORDANCE WITH ARTICLE 4(b) OF THE THIRD SCHEDULE TO THE
HOUSING ACT 1966 AS AMENDED BY THE PLANNING AND DEVELOPMENT
ACT 2000 (AS AMENDED) AND UNDER SECTION 213 OF THE PLANNING AND
DEVELOPMENT ACT 2000 (AS AMENDED), SECTION 184 OF THE LOCAL
GOVERNMENT ACT 2001 AND SECTION 44 OF THE DUBLIN
TRANSPORT AUTHORITY ACT 2008 (AS AMENDED)**

COMPULSORY ACQUISITION OF LAND

**"Swords to City Centre Core Bus Corridor Scheme
Compulsory Purchase Order 2023"**

To: Collinstown Business Park

**Of: Airport Road,
Swords,
Co. Dublin**

Plot List: 1096(1).2a

1. The National Transport Authority (hereinafter referred to as the “NTA”) in exercise of the powers conferred upon them by Section 76 of the Housing Act, 1966, and the Third Schedule thereto, as extended by Section 10 of the Local Government (No. 2) Act, 1960 (as substituted by Section 86 of the Housing Act, 1966), amended by the Planning and Development Act 2000 (as amended) and under section 213 of the Planning and Development Act 2000 (as amended), Section 184 of the Local Government Act 2001 and Section 44 of the Dublin Transport Act 2008 (as amended), have made an order entitled as above which is about to be submitted to An Bord Pleanála (hereafter the “Board”) for confirmation.

2. If confirmed, the order will authorise the NTA to acquire compulsorily the land and/or rights described in Part I, Part II and Part IV (Section A) of the Schedule and to extinguish, restrict and/or otherwise interfere with the public rights of way in Part III of the Schedule, restrict and/or otherwise interfere with the private rights in Part IV (Section B) and to temporarily restrict or interfere with the private rights in Part IV (Section C) of the Schedule thereto for the purposes of the construction of the Swords to City Centre Core Bus Corridor Scheme together with all ancillary and consequential works associated therewith for the purposes of facilitating public transport. The Swords to City Centre Core Bus Corridor Scheme will commence south of Swords at Pinnock Hill Junction and travel in a southerly direction along the R132 Swords Road past Airside Retail Park, Dublin Airport and Santry Park. The route will continue on the R132 past Santry Demesne, where the Swords Road joins the R104 at Coolock Lane. The route will continue on the R132 in a southerly direction through Santry village. It will continue along the Swords Road past Whitehall to Griffith Avenue. The route will follow Drumcondra Road Upper past the DCU St Patrick’s Campus to the river Tolka. It will continue through Drumcondra, on Drumcondra Road Lower to Binns Bridge on the Royal Canal. From there it will continue on Dorset Street Lower as far as Eccles Street, from where it will continue on Dorset Street Upper to North Frederick Street and Parnell Square, all in the County of Dublin and within the Fingal County Council (FCC) and Dublin City Council (DCC) administrative areas.

3. A copy of the order and of the maps referred to in it may be seen at:

**National Transport Authority
Dún Scéine
Harcourt Lane
Dublin 2D02 WT20**

**Opening Hours
Monday to Friday 09:15 to 16:00**

**An Bord Pleanála
64 Marlborough Street
Dublin 1
D01 V902**

**Opening Hours
Monday to Friday 09:15 to 17:30**

on working days during the opening hours listed above from **Tuesday 23rd May 2023 to Tuesday 18th July 2023.**

4. A copy of the Order and map is also available for inspection and downloading on the National Transport Authority website for the Swords to City Centre Core Bus Corridor Scheme at:
www.swordsscheme.ie

5. The Housing Act, 1966, as amended, provides that if an objection is made to the proposed compulsory acquisition of land, the land in respect of which an objection is duly made by any of the persons upon whom notices of the making of the order are required to be served shall not be acquired compulsorily unless the Board makes an order to confirm the compulsory purchase order, unless:-

- (a) the objection is withdrawn, or
- (b) the Board is satisfied that the objection relates exclusively to matters which can be dealt with by the arbitrator by whom the compensation may have to be assessed.

6. The Board cannot, however, confirm: -

- (a) a compulsory purchase order in respect of the land if an objection is made in respect of the acquisition by an owner, lessee or occupier of the land, and not withdrawn;
 - (b) an order which authorises the extinguishment of, restriction, or interference with a public right of way if there is an objection to the extinguishment, restriction or interference with a public right of way, which is not withdrawn;
 - (c) an order which authorises the acquisition, restriction or interference with a private right if there is an objection to the acquisition, restriction or interference with the private right by an owner, lessee or occupier of the private right which is not withdrawn,
- until it has considered the objection.

7. An Bord Pleanála has an absolute discretion under Section 218 of the Planning and Development Act 2000 (as amended) to hold an oral hearing.

8. Before making its decision on an application to confirm the Compulsory Purchase Order, the Board must consider any objection made and not withdrawn, any additional submissions or

observations made pursuant to a request by the Board under Section 217A of the Planning and Development Act 2000 (as amended) and any report of the person who held the oral hearing, if such an oral hearing takes place.

9. Any objection to the Order must state in writing the grounds of objection and be sent addressed to An Bord Pleanála (Strategic Infrastructure Division), 64 Marlborough Street, Dublin 1, D01 V902, so as to reach the said Board before 5:30pm on the 18th day of July 2023.

10. An Environmental Impact Assessment Report, and a Natura Impact Statement have been prepared in respect of the development which it is proposed to carry out on the land for which separate public notice has been given. Copies of the Environmental Impact Assessment Report and a Natura Impact Statement are available for inspection at:

**National Transport Authority
Dún Scéine
Harcourt Lane
Dublin 2D02 WT20**

**Opening Hours
Monday to Friday 09:15 to 16:00**

**An Bord Pleanála
64 Marlborough Street
Dublin 1
D01 V902**

**Opening Hours
Monday to Friday 09:15 to 17:30**

on working days during the opening hours listed above from Tuesday 23rd May 2023 to Tuesday 18th July 2023 and at the National Transport Authority website for the Swords to City Centre Core Bus Corridor Scheme at www.swordsscheme.ie and can be purchased at the offices of the National Transport Authority at:-

National Transport Authority
Dún Scéine
Harcourt Lane
Dublin 2

Submissions or observations in relation to (i) the likely effects on the environment of the proposed development, (ii) the implication of the proposed development for proper planning and sustainable development in the area in which it is proposed to situate the proposed development and (iii) the likely significant effect of the proposed development on European Sites, may be made in writing to the Board before 5:30pm on the 18th day of July 2023. Evidence in relation to (i) the likely effects on the environment of the proposed development, (ii) the implication of the proposed development for proper planning and sustainable development in the area in which it is proposed to situate the proposed development and (iii) the likely significant effects of the proposed development on European Sites may be heard at any oral hearing, that may take place.

11. The Board has an absolute discretion at any time before making its decision to request further submissions or observations in relation to the proposed development and/or to hold meetings with the NTA in relation to the proposed development in accordance with Section 217A of the Planning and Development Act 2000 (as amended).
12. The Board, if it thinks fit, may confirm the compulsory acquisition or any part thereof, with or without conditions or modifications, or to annul the compulsory acquisition or any part thereof.
13. If no objection is received to the proposed compulsory acquisition of land, the objection is withdrawn or the Board is satisfied that the objection related exclusively to matters which can be dealt with by the arbitrator by whom the compensation may have to be assessed, the Board shall inform the NTA, which may then confirm the Order with or without modification, or refuse to so confirm it.
14. If land to which the order, as confirmed by either the Board or the NTA, relates is acquired by the NTA, compensation for the land will be assessed in respect of the acquisition as the value of the land at the date that the relevant notice to treat is served.
15. In the opinion of the NTA, no part of the land in which you have an interest consists of a house or houses which is/are unfit for human habitation and not capable of being rendered fit for human habitation at reasonable expense. If the land to which the Order relates is acquired by the NTA, compensation will be assessed in accordance with Part II of the Fourth Schedule to the **Housing Act 1966**, and the provisions of the **Acquisition of Land (Assessment of Compensation) Act 1919** as amended by the **Acquisition of Land (Reference Committee) Act 1925**, the **Property Values (Arbitrations and Appeals) Act 1960** and the **Local Government (Planning and Development) Act 1963** (as applied by Section 265(3) of the **Planning and Development Act 2000**), subject to the modifications contained in the Third Schedule to the **Housing Act 1966**.
16. Any dispute in relation to compensation shall be referred to and be determined by a property arbitrator appointed under the **Property Values (Arbitrations and Appeals) Act, 1960**.
17. A claimant for compensation may, at any time after the expiration of fourteen days from the date on which the relevant notice to treat is served, send to the Secretary, the Reference Committee, Four Courts, Dublin, and application in writing for the nomination of a property arbitrator for the purpose of determining the compensation to be paid. The application should be made in accordance with the **Property Values (Arbitrations and Appeals) Rules, 1961 (S.I. 91 of 1961)**.
18. An extract of the Compulsory Purchase Order Schedule and Map indicating lands in which you may have an interest is attached.

19. If you have any questions or queries in relation to the above or attached map, please contact us at 1800 303 653 or at property@busconnects.ie.

Dated this Thursday 18th May 2023.

A handwritten signature in black ink, appearing to read 'Aidan Gallagher'.

Aidan Gallagher

Head of BusConnects Dublin Infrastructure
National Transport Authority

SCHEDULE

PART II

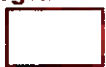
Lands Being Temporarily Acquired

Land other than land consisting of a house or houses unfit for human habitation and not capable of being rendered fit for human habitation at reasonable expense				
Number on map deposited at NTA	Quantity, Description, and situation of land	Owners or Reputed Owners	Lessees or Reputed Lessees	Occupiers
1096(1).2a	<p>Area (Ha): 0.04950</p> <p>Area (m2): 495.0</p> <p>Description: Access Road</p> <p>County: Dublin</p> <p>Address: Entrance road to Collinstown Business Park, Swords Road, Dublin 9</p>	<p>B. Collins, Collinstown Business Park, Swords Road, Swords, Dublin, K67C7D0</p> <p>Collinstown Business Park, Airport Road, Swords, Co. Dublin</p> <p>Fingal County Council, County Hall, Main Street, Swords, Co. Dublin, K67 X8Y2</p>	None	<p>Owner(s)</p> <p>Tedcastle Oil Products Unlimited Company, c/o Top Oil, Block P1, Eastpoint Business Park, Alfie Byrne Road, Dublin 3, D03C825</p>

OSI Mapping has been adjusted in accordance with survey evidence



Legend:



LANDS BEING PERMANENTLY ACQUIRED*

* SCHEDULE PART I (Shaded in Grey)

1001(1).1d



LANDS BEING TEMPORARILY ACQUIRED**

** SCHEDULE PART II (Shaded in Grey)

1001(2).2d



Public rights of way
extinguished listed in
SCHEDULE PART II



National Transport Authority

Údarás Náisiúnta Iompair
National Transport Authority

**Swords to City Centre
Core Bus Corridor Scheme
Compulsory Purchase Order 2023
Land Acquisition Map**

717154, 741768



1096(1).2a

rd's Road

O.S. Ref.
3064-C

to be the (Section A)

Public rights of way to be restricted or otherwise interfered with listed in the SCHEDULE PART III (Section B)

Private rights to be acquired listed in the SCHEDULE PART IV (Section A)

Private rights to be restricted or otherwise interfered with listed in the SCHEDULE PART IV (Section B)

Private rights to be temporarily restricted or otherwise interfered with listed in the SCHEDULE PART IV (Section C)

Rev.	Date	Description	Appr.
M01	08/05/23	ISSUED FOR PLANNING APPLICATION	SN

Lands to be Compulsorily Acquired Server Map			
at Colles, Collesmore Business Park, Fingal County Council			
Designed: SK	File Name:	Drawing No.	Rev.
Drawn: SK	BCDB-CPO-PDV_SF-0002_X01_00-DR-00-0118	0002-SM-0118	M01
Checked: IL	Scale: 1:500 (A3)		
Approved: SN	Date: 08/05/23		

APPENDIX 2

Collinstown Business Park Tenants List as of 26/05/2023

1. Super Mario Couriers - Office/Shed/6 Trucks/Trailers
2. Brendan Collins Coaches - Office/Container/15 Buses
3. Callanan Construction – Storage Yard
4. Dymon Ways - 1 Shed/3 Trucks
5. JS Express – Office/Container/6 Trucks/Trailers
6. Lenmar Developments – Office
7. Liberty Irish Tours – Bus
8. McRent – Office/Shed/6 Campers
9. Northside Upholstery – Office/Showroom/2 Vans
10. New Vintage Transport – Office/Container/25 Trucks/Trailers
11. O'Gradys Coaches – Office/Cabin/23 Buses
12. CPR Transport – Office/Container/Van
13. SFT Transport – Office/Container/29 Trucks/Trailers
14. Voltech Electrical – Office/Container
15. ER Travel – Office/Shed/120 Cars
16. John Cassells – Shed/Yard
17. Global Transport – Office/Container/15 Trucks/Trailers
18. Midland Tyres – 4 Sheds(Tyre changing bay)
19. PML Windows – 1 Shed
20. Quinlan Safes – Container
21. The Side Gate Man – Workshop/2 Containers
22. Christy Ryan – 1 Shed/ 2 Containers
23. Aulden Electrical – Container
24. Apollo Language Centre – Container
25. Philip Bedford – Container
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27. Daktronics – Container
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31. Furniture Showrooms - Container
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118. Cyril McGuinness – 2 Trucks/Trailers
119. Mulligan Transport – 7 Trailers
120. McGill Travel – 2 Buses
121. Declan Mathews – 1 Truck
122. Brian McCormack – 1 Bus
123. Mangan Haulage – 12 Trucks/Trailers
124. McCaffery Coaches – 2 Buses
125. Morgan McLernon – 15 Trailers
126. Mount Leinster Transport – 5 Trailers
127. Brian McCormack Snr – 1 Bus
128. David McEntee – 2 Truck/Trailer
129. McCann Freight – 3 Trucks

- 130. Gerard McMahon – 1 Truck
- 131. NJR – 2 Truck/Trailer
- 132. Nika Tours – 2 Buses
- 133. Brendan O'Malley – 1 Truck
- 134. Jer O'Halloran – 1 Trailer
- 135. Satin Drive – 2 Buses
- 136. Penrose Transport – 3 Trailers
- 137. Alex Pizelman – 1 Van
- 138. Pinpoint Drains – 1 Van
- 139. Trever Ratcliffe – 1 Truck
- 140. Road Truck Services – 1 Truck
- 141. Roadtrain Ltd – 7 Truck/Trailers
- 142. Roisin Dearg – 1 Van
- 143. Royal Truck Ltd – 1 Truck
- 144. Streamline Coaches – 3 Buses
- 145. Spillane Brother – 4 Trailers
- 146. Pat Smith Haulage – 2 Trailers
- 147. SCS Haulage – 3 Trailers
- 148. Top Oil – 2 Trucks
- 149. Topaz Transport – 21 Trucks/Trailers
- 150. TQ Transport/Hendicks – 20 Trailers
- 151. Traqtrans – 1 Trailer
- 152. Conor Treanor Transport – 2 Trailers
- 153. Trandaree Transport – 2 Trailers
- 154. Tuscola/DHL – 40 Trucks
- 155. TIP Trailers – 20 Trailers
- 156. Val Transport Ltd – 4 Trucks/Trailers
- 157. Tomislav Vukovac – 1 Truck
- 158. Arturs Vasilonokos – 1 Truck
- 159. Willsborough Transport – 11 Trucks/Trailers
- 160. Whitechurch Transport – 1 Truck
- 161. Warlen Logistics – 4 Trailers
- 162. Liam Wright Transport – 3 Trucks/Trailers

APPENDIX 3



Stephen Reid Consulting

Traffic and Transportation

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15 July 2023

Mr Brendan Collins
Collinstown Business Park
Swords Road
Dublin 2
K67 C7D0

Ref: Projects/Collinstown, Swords Road – Bus Connects

By email

Dear Brendan

**Traffic Consultant Review of NTA Bus Connects Project Proposals, Swords to City Centre and Impact on:
Plot List: 1096(1).2a – Brendan Collins**

1. Background

Further to your instruction, Stephen Reid Consulting Traffic & Transportation Ltd (SRC) have undertaken a review of the NTA Bus Connects Core Bus Corridor Scheme - Swords to City Centre, and with reference to the roads and traffic aspects of the Environmental Impact Assessment Report (EIAR) and associated General Arrangement drawings, pertaining to the vicinity of the above referenced Compulsory Purchase Order (CPO) plot which can be described as the access junction and entrance to the Collinstown Business Park and adjoining residential dwelling.

As you have advised the Collinstown Business Park is a long-established commercial operation and contains a substantial number of different tenant companies per your list of tenants (appended to this note) with a range of operations primarily in haulage, logistics and public transport/coach hire, showers and associated welfare units for commercial drivers, and facilities including retail diesel pumps (which you have advised would have in the order of 300 customer transactions per day).

Therefore, it is paramount that full and unfettered access is maintained into and out of the Business Park (for all modes of transport) for 24 hours per day, throughout the year.

SRC note that while you welcome the general objective of the NTA to improve bus, cycling and walking infrastructure, there are serious concerns with the impact of the proposed CPO - which is referenced on the NTA documents as a "Temporary Land Acquisition" - on existing operations at the Business Park.

Further to this SRC has carried out this overview of the available documents and drawings on the NTA Bus Connects website for this section of the proposed scheme to establish the scope and scale of construction stage impacts and future operational impacts due to the proposed scheme.



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2. Current Bus Connects Proposals

The current Bus Connects proposals are illustrated in a series of drawings for this section of the route. *General Arrangement Sheet 13 of 37* illustrates this section of the Swords Road. An extract of Sheet 13 of 37 is illustrated in the following Figure 1 and the full Sheet 13 of 37 is appended to this document for your information.

There is a solid red line referenced in the drawing legend as the 'Site Boundary Line' which generally follows the back of footpath/property boundary interface, while a dashed red line extends eastwards into the Collinstown Business Park access (moving away from the Swords Road this is to the rear of the solid red line, encompassing an area over the entire access roadway, from the existing back edge of public footpath/property boundary interface, to the setback access gates into the Business Park, which are setback approximately 33 metres to the east of the eastern edge of the Swords Road, and therefore the area also extends across the access into your dwelling on the northern side of the access roadway.

The legend on the General Arrangement drawing Sheet 13 of 37 refers to this area encompassed between the solid red line and the dashed red line as a 'Temporary Land Acquisition' and this appears to match the plot list red line on the proposed CPO maps, which are called up as 'Lands Being Temporarily Acquired'.

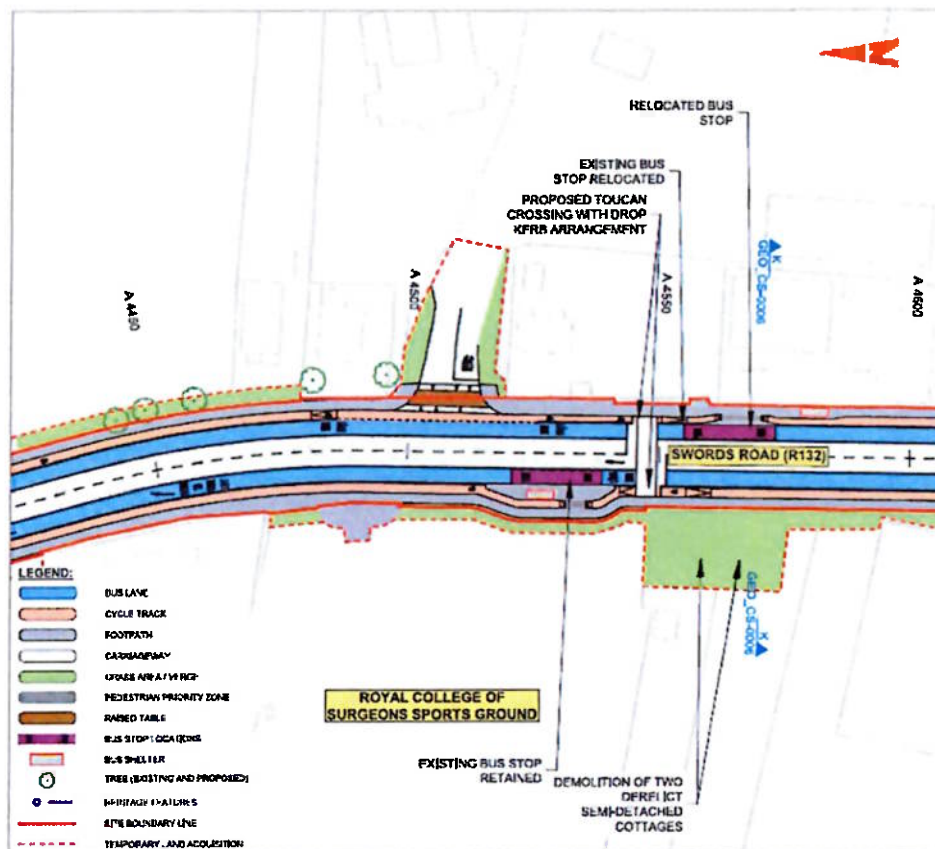


Figure 2: Extract of Sheet 13 of 37 'Swords to City Centre Core Bus Corridor Scheme - General Arrangement' (source: www.busconnects.ie, downloaded July 2023)



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From a review of the EIAR documents and associated drawings the reference to lands being “temporarily acquired” is widely utilised within these documents and drawings.

SRC would submit that it is commonly and generally understood that a temporary acquisition for an infrastructure project would mean the requirement for the land by the scheme promoter is temporary in nature and solely for the purpose of construction works (such as safe working room, site compounds or marshalling areas, or for temporary diversion of utilities, roads or footpaths or in order to build structures such as boundary treatments or retaining walls which require ingress into the lands to the rear of the finished scheme. After these construction works are completed and the area of the construction site is demobilised the land would have to be reinstated to its former condition, or where any changes are made these should be by agreement before the land is returned to the landowner.

Currently the exit from the setback gate to the Swords Road flares out to provide separate left and right exiting (to facilitate left and right turn traffic streams exiting without a right turning vehicle blocking left turners) and a wide entrance lane area.

The current arrangement is necessary to accommodate the swept path spatial requirements of large rigid and articulated HGVs, and PSVs (buses and coaches) entering and exiting the Business Park access junction. There is also a dividing barrier between the inbound and outbound lanes to prevent a historic issue of vehicles entering the access from the Swords Road and using it to undertake a u-turn in the bellmouth area.

There are also flexipost bollards and associated signage to advise that no parking is permitted in the area between the Swords Road and the setback access gate.

From an on-site review SRC have observed the entry and exit movements and the associated swept path requirements for large vehicles. It is noted on site that large coaches can turn into the access from the existing southbound bus lane due to the width of the inbound part of the access at the junction mouth.

What is illustrated on the drawing Sheet 13 of 37 is a revised access layout with a substantially reduced access width formed by new kerblines and landscaping zones extending from the Swords Road junction to the setback gate, with 6 metre left turning corner radii on each side of the access.

It is noted that this is likely to have an impact for large coaches which would be unable to turn left from the bus lane without having to overswing into the adjoining southbound traffic lane (resulting in a traffic hazard) or overswing across the proposed centreline within the Business Park (again resulting in a traffic hazard).

In the case of the latter scenario, while the Design Manual for Urban Roads & Streets (DMURS) would consider side road centreline overswing by occasional larger vehicles to be acceptable in the context of a minor side road such as a residential estate, it is clearly not suitable in this location where there are frequent entry and exit movements by large HGVs and buses/coaches.

In addition, it is noted that drivers of HGVs turning left-in from the southbound Swords Road will take up a ‘defensive’ road position after indicating left, which means they exit from the traffic lane and cross into the southbound bus lane just before the access, which ensures that no vehicle can undertake their vehicle on the inside in the bus lane. The revised access width and 6 metre entry radius is likely to result large HGVs having to stay in the southbound traffic lane until the turn-in point and make the turn across the southbound bus lane or experience the same issue as described above for buses or coaches turning left into the revised access. This could result in increased traffic hazard due to buses, taxis, motorcycles etc approaching in the bus lane.



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The NTA have not provided a full swept path assessment of the proposals to determine the impact on the Business Park access and frequent use by larger vehicles turning in/out of the site, either during the construction stage or during the completed scheme operational state.

The scheme drawing Sheet 13 of 37 also shows a proposed entry treatment ramp across the reduced width access, with the public footpath crossing point stepped inwards onto the 3 metre deep 'flat zone' area of the entry treatment ramp (so that it would be partially behind the site boundary line), and the stopline/Stop road marking text has been located to the rear of the inner toe of the entry treatment ramp.

It is noted that the narrow form of entry treatment ramp proposed on Sheet 13 of 37 comprises 1.2 metre-deep ramps up onto a 3 metre deep flat top zone would result in HGVs, coaches and buses bumping up and down over the ramp, which could have impacts on the drivers and their vehicles and would also result in increased noise impacts on the adjoining residential dwellings.

Apart from the arbitrary nature of the proposal to alter a private development access without any form of adequate liaison and discussion with the affected party, it is noted that the proposed works would clearly impact on the existing operations of the Business Park and access to/from your dwelling.

As you have previously advised, the Business Park requires daily 24-hour access. Therefore, any works which result in limitations to access or compromise the turning manoeuvres of large vehicles to safely enter the Business Park access roadway or exit safely to the Swords Road would have significant repercussions for the tenant companies and operators, and in turn would impact on the commercial viability of the Business Park as tenant companies and operators are likely to seek alternative accommodations during the period of works.

From a review of the EIAR documents, it is noted that this section of the Swords Road is identified as Section 2.c (extending southwards from Collinstown Cross to the Northwood Avenue junction, with a total length of 1.62 kilometres).

Clearly the construction 'start date' for the scheme is subject to the planning and tendering periods, so this is currently an unknown element.

The overall project programme for the Swords to City Centre Core Bus Corridor is given in the EIAR at Section 5.4 'Construction' in Volume 2 of the EIAR as 36 months (3 Years) and the Section 2.c works are programmed for an 18-month period within that programme, starting at Q3 in Year 2 and ending at the end of Q4 in Year 3.

Appendix A5.1 – Construction and Environmental Management Plan (CEMP) notes at Section 5.8 Chapter 5 in Volume 2 of the EIAR that in terms of traffic management during the construction programme that if An Bord Pleanála grants approval, temporary traffic management (TTM) design will be prepared by the Contractor in compliance with Chapter 8 of the Traffic Signs Manual (published by DTTAS). There is no reference to any opportunity for liaison/consultation with affected parties at that stage prior to implementation of the TTM by the Contractor.

At Section 5.8.3 of the EIAR, the following is stated *"The roads and streets along the Proposed Scheme, will remain open to general traffic wherever practicable during the Construction Phase. However, lane closures, road closures and diversions will be necessary to facilitate construction."*

Table 5.7 provides a different direction with regard to the relevant section of the scheme Section 2.c. (Swords Road between Collinstown Cross and Northwood Avenue), noting that there would be no road closures but there



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could be temporary lane closures, closures of bus lane, cycle lane or footpaths, and some use of Stop/Go boards (i.e. shuttle working temporary traffic management).

However, the proposed works required to make alterations to the access in terms of the proposed kerblines to reduce the width of the access roadway and the entry treatment ramp across the access at the junction with the Swords Road would require safe working room and restrictions that would further restrict the width available for larger vehicles to enter and exit the Business Park.

Therefore, it is considered that the proposed 'temporary land acquisition' to facilitate the Bus Connects proposals and revise the Business Park access would have a severe impact on the ability of the existing businesses to continue to operate and would also impact on road user safety and customer/staff safety and potentially result in conflicts with construction traffic and construction operatives during the period of works.

Furthermore, the impacts of the proposed scheme on the future safe operation of the Business Park access have not been properly assessed within the EIAR and scheme proposals.

No alternative options appear to have been considered for the Business Park access, and in this regard SRC notes that there is a proposal on Sheet 13 of 37 to locate a signal controlled 'Toucan' crossing on the Swords Road to the south of the Business Park access, between the existing northbound and relocated southbound bus stops.

SRC would recommend consideration would be given by the NTA to incorporating the proposed crossing into a full traffic signal control design for the Business Park access junction, which would address the issues of safe crossing on the eastern footpath without installing the ramp and would address the turning movements/swept path requirements as stoplines would be set back behind crossing points.

Introducing a controlled traffic signal exit from the Business Park would also improve safety for the frequent movements of larger (and slower moving) exiting vehicles and offset the reduction from two exiting lanes to a single exit lane on the existing Business Park operations. The Business Park exit and the pedestrian/cycle crossing stages would be "demand" stages within the traffic signal operation, so that if these are not called up the northbound and southbound Swords Road traffic movements would continue to run on a green signal, minimising the red signal time these movements would experience.

3. Summary and Conclusions

SRC have carried out this review of the NTA BusConnects proposals for the Swords to City Centre Core Bus Corridor on your behalf as the owner of the site access and the Collinstown Business Park.

SRC submit that the current Bus Connects proposals on General Arrangement Sheet 13 of 37 will have a significant and detrimental impact on the Business Park and the tenant companies by limiting operational and servicing access, with a significant impact on customer and staff safety, and may render the access partially or wholly inoperable for the existing businesses during the works, and will impact on the current arrangements when the proposed works are completed.

SRC recommends the NTA consider an alternative solution with a traffic signal-controlled junction to address the future operational concerns and mitigate possible impacts on the operations of the Collinstown Business Park.

SRC trust this is all clear but if you have any queries, please do not hesitate to contact the undersigned.



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Yours sincerely

Stephen Reid CMILT

Managing Director

Stephen Reid Consulting Traffic and Transportation Limited

Appendix 1 – List of tenant companies and operators at Collinstown Business Park (May 2023)

Appendix 2 - Copy of NTA Bus Connects – Swords to City Centre Core Bus Corridor General Arrangement
Sheet 13 of 37

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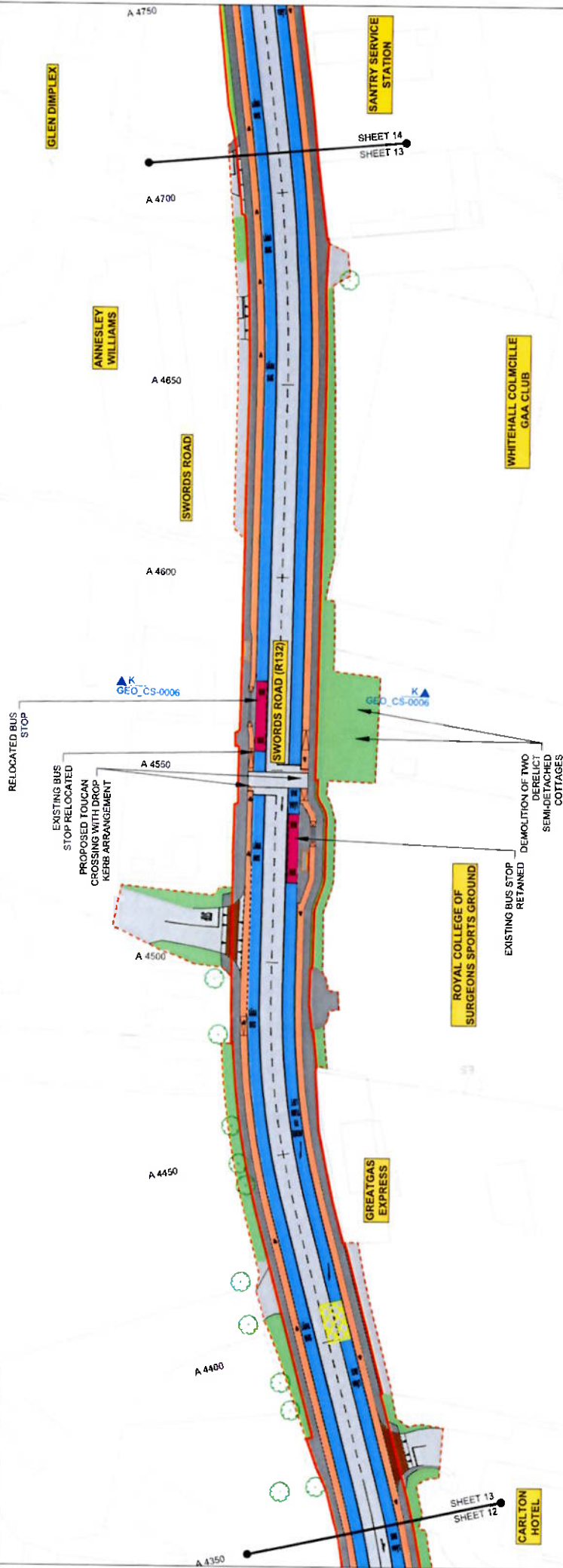
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121. Declan Mathews – 1 Truck
122. Brian McCormack – 1 Bus
123. Mangan Haulage – 12 Trucks/Trailers
124. McCaffery Coaches – 2 Buses
125. Morgan McLernon – 15 Trailers
126. Mount Leinster Transport – 5 Trailers
127. Brian McCormack Snr – 1 Bus
128. David McEntee – 2 Truck/Trailer
129. McCann Freight – 3 Trucks

- 130. Gerard McMahon – 1 Truck
- 131. NJR – 2 Truck/Trailer
- 132. Nika Tours – 2 Buses
- 133. Brendan O'Malley – 1 Truck
- 134. Jer O'Halloran – 1 Trailer
- 135. Satin Drive – 2 Buses
- 136. Penrose Transport – 3 Trailers
- 137. Alex Pizelman – 1 Van
- 138. Pinpoint Drains – 1 Van
- 139. Trever Ratcliffe – 1 Truck
- 140. Road Truck Services – 1 Truck
- 141. Roadtrain Ltd – 7 Truck/Trailers
- 142. Roisin Dearg – 1 Van
- 143. Royal Truck Ltd – 1 Truck
- 144. Streamline Coaches – 3 Buses
- 145. Spillane Brother – 4 Trailers
- 146. Pat Smith Haulage – 2 Trailers
- 147. SCS Haulage – 3 Trailers
- 148. Top Oil – 2 Trucks
- 149. Topaz Transport – 21 Trucks/Trailers
- 150. TQ Transport/Hendicks – 20 Trailers
- 151. Traqtrans – 1 Trailer
- 152. Conor Treanor Transport – 2 Trailers
- 153. Trandaree Transport – 2 Trailers
- 154. Tuscola/DHL – 40 Trucks
- 155. TIP Trailers – 20 Trailers
- 156. Val Transport Ltd – 4 Trucks/Trailers
- 157. Tomislav Vukovac – 1 Truck
- 158. Arturs Vasilonokos – 1 Truck
- 159. Willsborough Transport – 11 Trucks/Trailers
- 160. Whitechurch Transport – 1 Truck
- 161. Warlen Logistics – 4 Trailers
- 162. Liam Wright Transport – 3 Trucks/Trailers

- LEGEND:**
- BUS LANE
 - CYCLE TRACK
 - FOOTPATH
 - LANEWAY
 - GRASS AREA / VERGE
 - PEDESTRIAN PRIORITY ZONE
 - PAVED TABLE
 - BUS STOP LOCATIONS
 - BUS SHELTER
 - TREE (EXISTING AND PROPOSED)
 - HERITAGE FEATURES
 - SITE BOUNDARY LINE
 - TEMPORARY LAND ACQUISITION

0 5.0 10.0 20.0 30.0 40.0 50.0m
SCALE 1:800 @ A1 1:800 @ A3

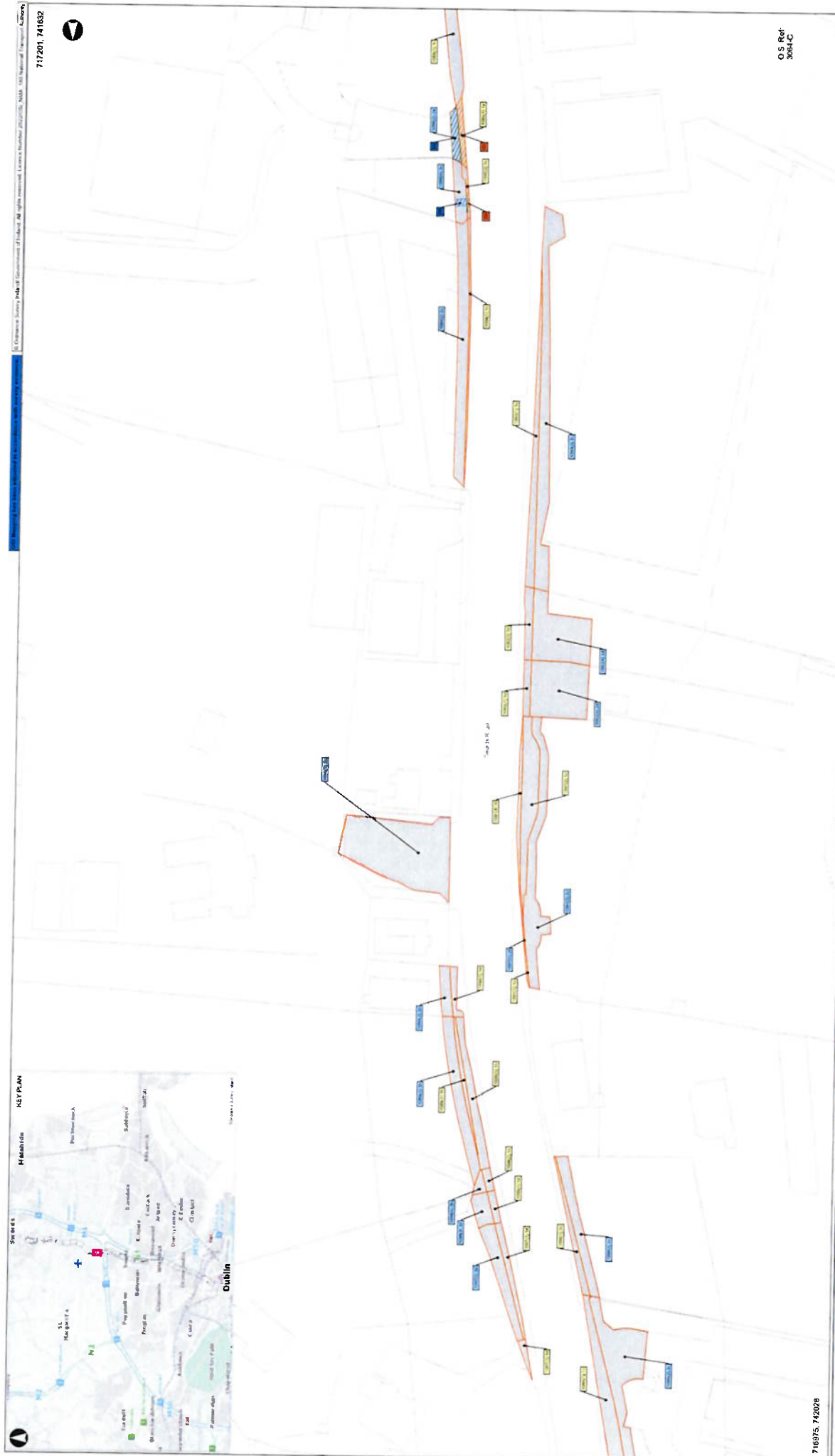


NOTES

1. ADDITIONAL PROPOSED SCHEME INFORMATION IS AVAILABLE IN THE ENVIRONMENTAL IMPACT STATEMENT REPORT (EIS).
2. WHERE PROPERTY LINE ADJUSTMENTS ARE PROPOSED, NEW CONVEYANCES WILL BE REQUIRED TO BE REGISTERED AT THE LAND REGISTRY.

<p>Project Ireland 2040</p>		<p>NTA National Transport Authority National Transport Planning Unit</p>		<p>Jacobs</p>		<p>BUSCONNECTS DUBLIN CORE BUS CORRIDORS INFRASTRUCTURE WORKS</p>		<p>GENERAL ARRANGEMENT</p>		<p>Sheet Number 13 of 37</p>		<p>Scale A</p>		<p>Revision M01</p>	
<p>Rev</p>		<p>Date</p>		<p>Drawn</p>		<p>Checked</p>		<p>Approved</p>		<p>Project Name BUSCONNECTS DUBLIN</p>		<p>Project Code B00B-JAC-GE0_GA0002_KX_00-CR-0013</p>		<p>Revision M01</p>	
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DO NOT SCALE USE FIGURED DIMENSIONS ONLY



Private rights to be temporarily restricted or otherwise interfered with listed in the SCHEDULE PART IV (Section C)

Private rights to be retained or
otherwise interfered with
tabular in the

Private rights to be covered
listed in the
SCHEDULE PART IV (Section A)

Public rights of way to the residence
is otherwise interfered
with, listed in the

able. Rights of way to be
improved listed in the
FEDERAL ROAD BILL (Section A)

TEMPORARILY ACQUIRED
RIGHT II (Situated in Grey)

DATE ACQUIRED
of in Cary

LANDSLIDE