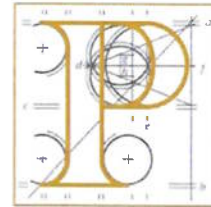


**Our Case Number:** ABP-317121-23

**Your Reference:** O'Scanail Veterinary Surgeons



**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,

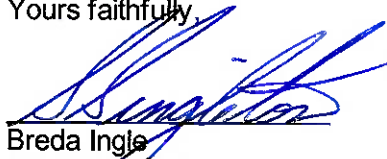
An Bord Pleanála has received your recent submission in relation to the above-mentioned proposed road development and will take it into consideration in its determination of the matter.

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](mailto: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**  
**Ríomhphost**

**Tel** (01) 858 8100  
**LoCall** 1800 275 175  
**Fax** (01) 872 2684  
**Website** [www.pleanala.ie](http://www.pleanala.ie)  
**Email** [bord@pleanala.ie](mailto: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 10:28  
**To:** Sinead Singleton  
**Subject:** FW: ABP Ref. 317121 - Swords to City Centre Core Bus Corridor Scheme Submission - O'Scanaill Veterinary Surgeons  
**Attachments:** NTA Response Submission - O'Scanaill Veterinary Surgeons - 317121 - Appendix A.pdf; NTA Response Submission - O'Scanaill Veterinary Surgeons - 317121.pdf; NTA Response Submission - O'Scanaill Veterinary Surgeons - 317121 - Appendix B.pdf; NTA Response Submission - O'Scanaill Veterinary Surgeons - 317121 - Appendix D.pdf; NTA Response Submission - O'Scanaill Veterinary Surgeons - 317121 - Appendix D1.pdf; NTA Response Submission - O'Scanaill Veterinary Surgeons - 317121 - Appendix C.pdf

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

---

**From:** Breda Ingle <[breda.ingle@pleanala.ie](mailto:breda.ingle@pleanala.ie)>  
**Sent:** Friday, February 9, 2024 10:21 AM  
**To:** Breda Ingle <[breda.ingle@pleanala.ie](mailto:breda.ingle@pleanala.ie)>  
**Subject:** FW: ABP Ref. 317121 - Swords to City Centre Core Bus Corridor Scheme Submission - O'Scanaill Veterinary Surgeons

---

**From:** LAPS <[laps@pleanala.ie](mailto:laps@pleanala.ie)>  
**Sent:** Friday, February 9, 2024 9:21 AM  
**To:** Breda Ingle <[breda.ingle@pleanala.ie](mailto:breda.ingle@pleanala.ie)>  
**Subject:** FW: ABP Ref. 317121 - Swords to City Centre Core Bus Corridor Scheme Submission - O'Scanaill Veterinary Surgeons

---

**From:** Ger Harris <[ger.harris@hpdc.ie](mailto:ger.harris@hpdc.ie)>  
**Sent:** Thursday, February 8, 2024 3:35 PM  
**To:** LAPS <[laps@pleanala.ie](mailto:laps@pleanala.ie)>  
**Cc:** Bord <[bord@pleanala.ie](mailto:bord@pleanala.ie)>  
**Subject:** ABP Ref. 317121 - Swords to City Centre Core Bus Corridor Scheme Submission - O'Scanaill Veterinary Surgeons

**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, C, D1 & D2) 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**

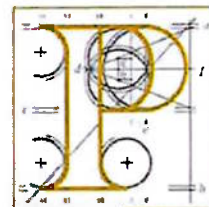
Hughes Planning & Development Consultants  
85 Merrion Square  
Dublin 2  
D02 FX60

T 00 353 (0)1 539 0710  
E [ger.harris@hpdcc.ie](mailto:ger.harris@hpdcc.ie)  
W [www.hpdcc.ie](http://www.hpdcc.ie)

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**Our Case Number:** ABP-317121-23

**Your Reference:** O'Scanaill Veterinary Surgeons



**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](http://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.

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

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**  
**Glao Áitiúil**  
**Facs**  
**Láithreán Gréasáin**  
**Ríomhphost**

**Tel** (01) 858 8100  
**LoCall** 1800 275 175  
**Fax** (01) 872 2684  
**Website** [www.pleanala.ie](http://www.pleanala.ie)  
**Email** [bord@pleanala.ie](mailto:bord@pleanala.ie)

64 Sráid Macilbhríde  
Baile Átha Cliath 1  
D01 V902

64 Marlborough Street  
Dublin 1  
D01 V902

Mr Kevin Hughes

Hughes Planning,  
85 Merrion Square S,  
Dublin,  
D02 FX60

Ref: 23060-X-XX-RP-TNT-T-0005 -  
O'Scanaill Veterinary Surgeons

Date: 8th of February 2024

Dear Mr Hughes,

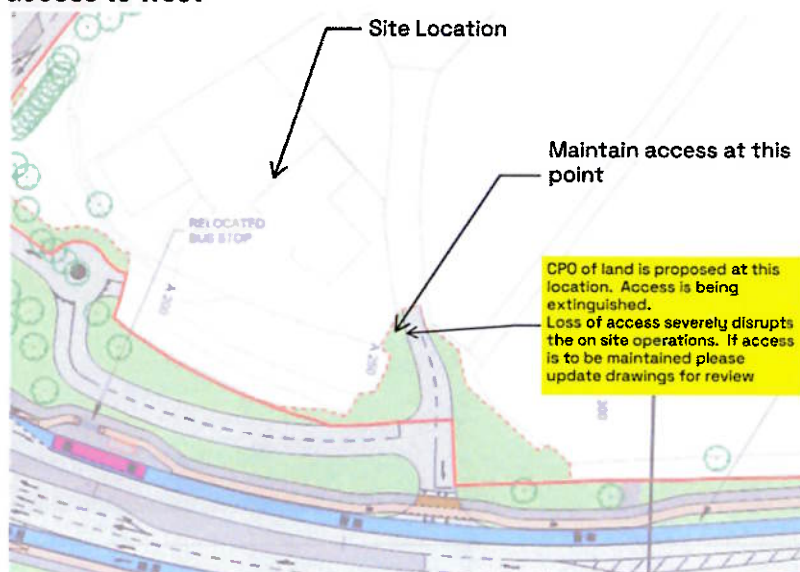
Tent Engineering is acting on behalf of Conor O'Scanaill, O'Scanaill Veterinary Surgeons, and O'Scanaill Veterinary Surgeons. We have reviewed the NTA observations on the proposed scheme submission dated November 2023.

This document attempts to provide a direct response to the NTA items raised on pages 243-245 (Conor O'Scanaill, O'Scanaill Veterinary Surgeons) & 295-299 (O'Scanaill Veterinary Hospital).

We have serious concerns regarding the significant impacts remaining on our clients' property and the vagueness of the responses. We kindly request inclusion in the Oral hearing process to clarify the critical matters noted below.

We refer to the responses to Conor O'Scanaill, O'Scanaill Veterinary Surgeons as detailed in section 2.7.5 on pages 243 - 245 of the NTA submission. In our submission 23060-TNT-XX-XX-RP-T-00001 dated 17/07/23, we identified how the existing western exit of the veterinary practice is being removed, highlighted in fig 1.

Fig 1 - Loss of site access to west



The loss of this exit has a significantly negative impact on the facility's operation. The reasons for this negative impact are clearly communicated in our submission dated 17/07/2023 (appended to this note).

The NTA have made the following response:

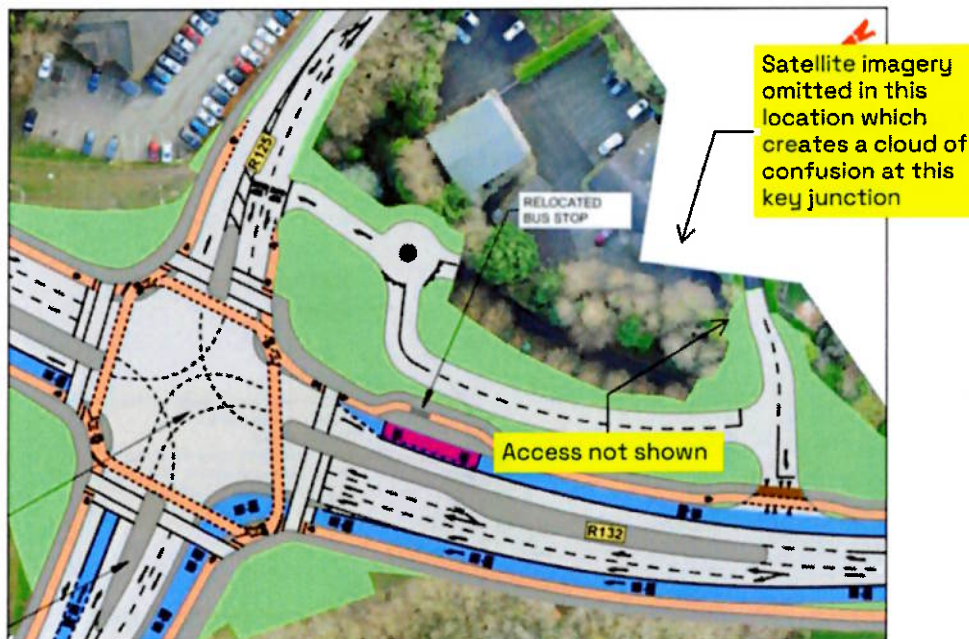
*Vehicles will not be required to reverse to exit the premises. Access to the practice will continue to be maintained from the R132 as requested in the submission. This will also ensure that the access to the paddocks will be maintained.*

- The existing access/egress to the Swords Veterinary Hospital at the Pinnock Hill roundabout is to be extinguished under the Proposed Scheme. Alternative access and egress will be provided by means of upgrading the existing R132 access, which will serve both the business and residential properties, and the creation of a new exit onto the R125, as indicated in Figure 2.118**

*Under the Proposed Scheme, a mini roundabout will tie in with the existing access to the car park of the veterinary practice along with a new 2-way access road that will link the mini roundabout to the R132 access/exit. . All vehicles will thus be able to continue to execute the manoeuvres described in the Impact Report presented with the submission.*

*HGVs can continue to enter the practice via the existing R132 access under the Proposed Scheme, but instead of exiting via the proposed mini roundabout as described in the submission, they will leave through the proposed R125 exit.*

Fig 2- Fig response received from NTA - failing in this fig highlighted in yellow.

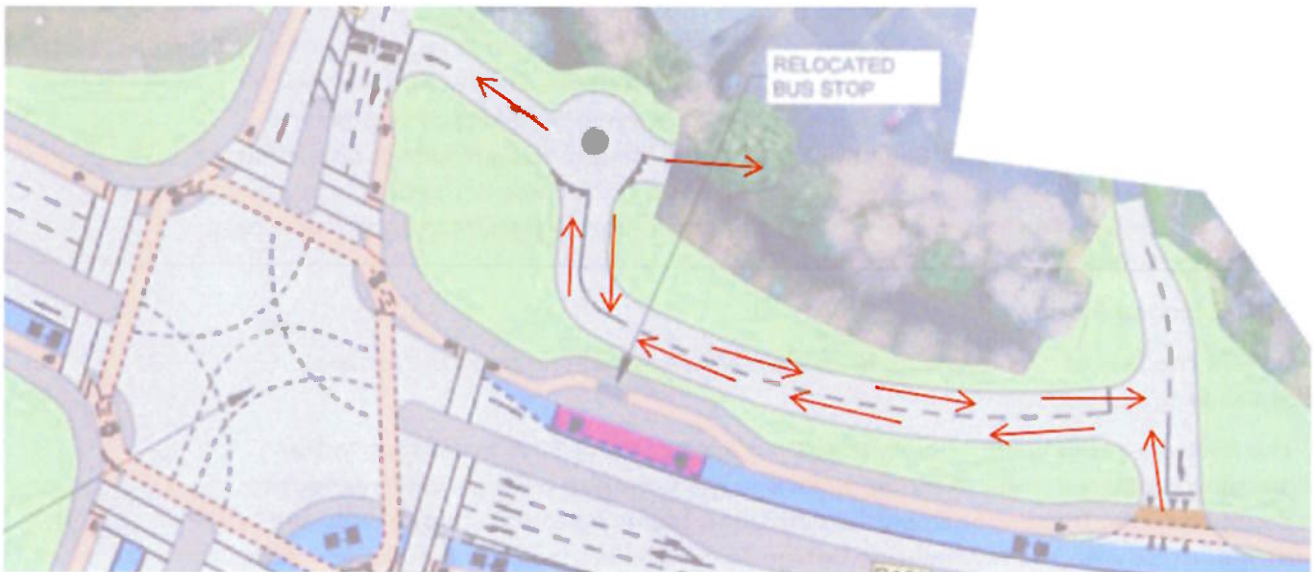




The NTA has used a lot of words in their response while simultaneously avoiding confirming whether the existing car park entrance will be maintained, as indicated in fig 2. It is highly concerning that the drawings provided in figure 2.118 of the NTA response does not explicitly show this access point remaining.

The response given can be interpreted to suggest the access arrangements will operate as described in fig 3, which would be wholly inadequate for our client for all the reasons set out in our original submission. We require clear confirmation if this access will indeed remain and request an updated drawing to be presented for our consideration. If the NTA cannot provide this confirmation, we respectfully note serious concerns, as outlined in our submission 23060-TNT-XX-XX-RP-T-00001, have not been addressed, and the NTA's response is thus misleading. For the reasons stated above, we request inclusion in the oral hearing process to clarify this significant matter.

Fig 3- Interpretation of planned access to facility. To be clarified by NTA.



### Noise and Vibration

The information detailed in all documentation related to noise, dust, and vibration is largely generic and offers no comfort to our client. The response may satisfy certain land use classes; however, it cannot be considered adequate in the context of our client's land use as a veterinary clinic. In our submission 23060-TNT-XX-XX-RP-T-00001 dated 17/07/23, we requested detailed information regarding the construction management plan to control adverse impacts. The response received does not provide an adequate response and makes no reference to the severe distress it will cause, particularly in the treatment of sensitive animals such as dogs and cats. We kindly request an oral hearing to allow our veterinary expert to detail to the inspector how the impact from noise and vibration will significantly and severely affect the facility.



We refer to the responses to O'Scanail Veterinary Hospital as detailed in section 2.7.15 on pages 295 - 299 of the NTA submission. The NTA has provided nearly identical responses to those set out in section 2.7.5. Again, it appears the NTA has used a lot of words to avoid confirming if the existing car park entrance will be maintained. We require clear confirmation if this access will indeed remain and request an updated drawing to be presented for our consideration. If the NTA cannot provide this confirmation, we respectfully note serious concerns as set out in our submission 23060-TNT-XX-XX-RP-T-00001 have not been addressed, and the NTA has been misleading in their response. For the reasons set out above, we request inclusion in the oral hearing process to clarify this significant matter

### **Noise and Vibration**

The information detailed in all documentation related to noise, dust, and vibration is largely generic and offers no comfort to our client. The response may satisfy certain land use classes; however, it cannot be considered adequate in the context of our client's land use as a veterinary clinic. In our submission 23060-TNT-XX-XX-RP-T-00001 dated 17/07/23, we requested detailed information regarding the construction management plan to control adverse impacts. The response received does not adequately address our concerns and fails to acknowledge the severe distress it will cause, particularly in the treatment of sensitive animals such as dogs and cats. We kindly request an oral hearing to allow our veterinary expert to detail to the inspector how the impact from noise and vibration will significantly and severely affect the facility.

### **Active Communication**

The NTA has stated the following on pages 245 and again on page 295 of their response to our submission:

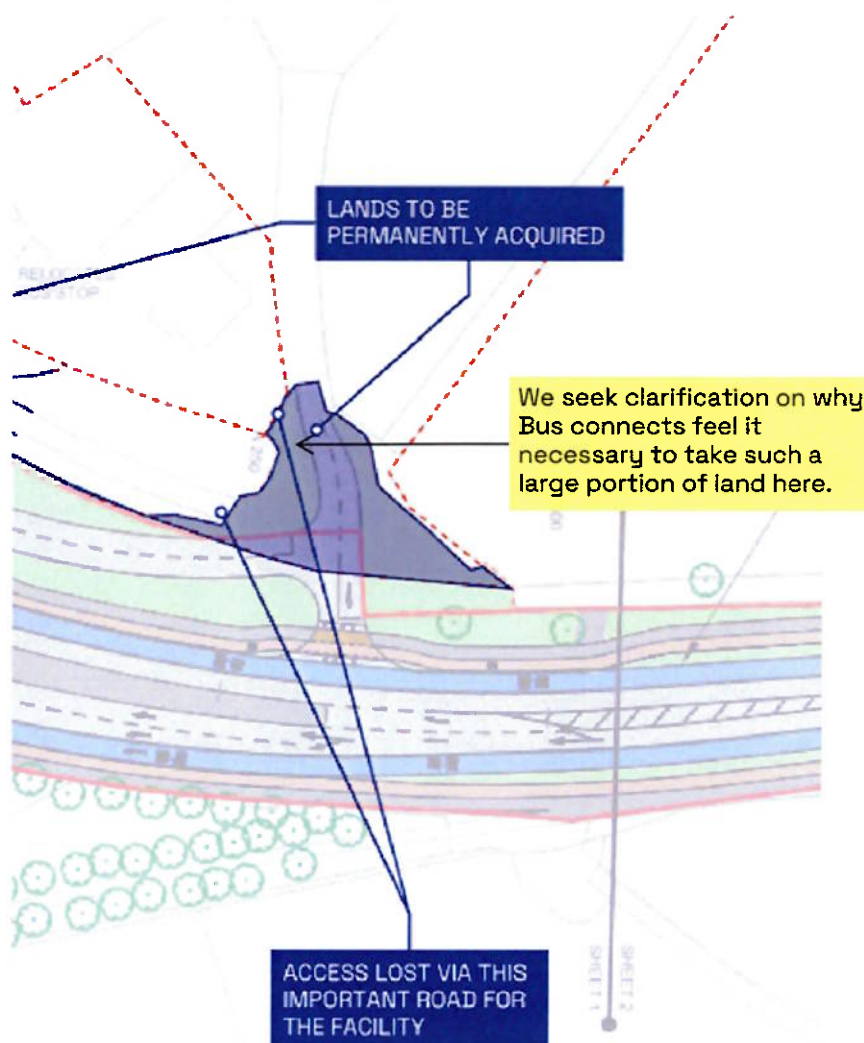
**"The NTA has actively engaged with the landowner since 2018 in respect to the Emerging Preferred route at Pinnock Hill and will continue to do so with respect to specific details. This engagement has included Teams meetings, phone calls and on-site meetings with the engineering design team relating to access provisions with revisions made to the Proposed Scheme to take account of concerns"**

We have reviewed the contemporaneous meeting notes and all formal correspondence kept by our client. It is clear that the communication has not been active; rather, it has been tokenistic in nature, which has created a cloud of confusion. This is evident again in the most recent response, where we, representing the client in a technical capacity, still struggle to understand the proposed access arrangements. We kindly request an oral hearing to facilitate active engagement in the process.

### Coordination with Metro North extent of lands subject to CPO.

We append our report 23060-TNT-XX-XX-RP-T-00001 prepared for this site in relation to Metro North. It can be seen from this document the additional follow-on impact planned from future upgrade works associated with Metro North. On one hand, it is clear there is a coordinated approach between both the Metro North and Bus Connects design development; however, on the other hand, there is no effort to coordinate the compound impacts on our client's lands. The extent of lands subject to CPO for Bus Connects appears to largely serve the potential planned future works associated with the Metro Link. Fig 4 below outlines the extent of land to be permanently acquired at the western entrance. It is unclear why Bus Connects would like to acquire such a large extent of land. We seek an oral hearing to allow this point to be clarified.

Fig 4- Extent of lands to be permanently acquired.



**Conclusion:**

The responses received from NTA to our submission document 23060-TNT-XX-XX-RP-T-00001 are vague and do not provide suitable clarification on all the points raised. We reject the assertion that communication has been active to date, and we request the opportunity for an oral hearing to allow the full details to be understood, as well as the true implications of the planned works on and adjacent to our client's facility.

**Enclosed:**

23060-TNT-XX-XX-RP-T-00001 - Bus Connects Dublin Swords to City Centre Impact on O'Scanaill Veterinary Surgeons

23060-TNT-XX-XX-RP-T-00002 - MetroLink Dublin Swords to City Centre Impact on O'Scanaill Veterinary Surgeons

**Diarmuid Healy** Co-founder | Director  
BEng Hons CEng MIEI FStructE



Tent Engineering Ltd  
32 Francis Street  
Dublin, D08NN96



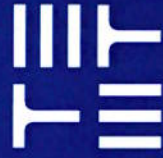
MetroLink Dublin

Swords to City Centre

Impact on O'Scanaill Veterinary  
Surgeons

20.07.2023

23060-TNT-XX-XX-RP-T-000002



TENT ENGINEERING

Site Address:

O' Scanaill Veterinary Surgeons,  
Miltown Fields,  
Swords, Co Dublin

Client:

O' Scanaill Veterinary Surgeons,  
Miltown Fields,  
Swords, Co Dublin

Office Address:

Tent Engineering Ltd.  
32 Francis Street  
Dublin, D08 NN96, IE

## Revision and Review

This report has been prepared for the sole benefit, use and information of the client. The liability of Tent Engineering with respect to the information contained in this report will not extend to any third party.

### REVISION(S)

Rev.	Description	Date
P01	1st issue	20.07.2023

### AUTHOR(S)

Name and qualifications
Abel Toaci Engineer

### REVIEWER(S)

Name
Diarmuid Healy Co-founder, Director
BEEng (Hons) MIEI CEEng MStructE FStructE

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3 MetroLink & Impact on O'Scanail Veterinary Surgeons	5
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3.3 Description of Proposed Changes on MetroLink to the O'Scanail Veterinary Surgeons	7
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6 Changes required to the permanent scheme to facilitate ongoing successful operation	23
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# 1 Executive Summary

We, Tent Engineering, have been appointed by O'Scanail Veterinary Surgeons, a well-established and highly successful business located adjacent to the Pinnock Hill Roundabout, which is undergoing significant upgrade works as part of the proposed MetroLinks - Swords to City Centre project.

In this report, we have conducted a thorough assessment of the impact that the alterations to facilitate the Metro Link will have on the existing operations of O'Scanail Veterinary Surgeons. Our analysis aims to identify the current functioning of the Veterinary facility and its interactions with the surrounding road network. Additionally, we highlight the anticipated negative effects of the planned improvement works, emphasizing that without fundamental changes to accommodate the veterinary surgeons' on-site operations, the business will suffer a severe disruption in its successful operation.

Given the highly sensitive nature of the equine-related activities conducted at this facility, we present evidence in this report indicating a high probability of a sudden decrease in customer numbers during the construction phase.

This decline is expected due to the potential disturbances caused by the upgrade works.

Furthermore, this report acknowledges that lands controlled by O'Scanail Veterinary Surgeons are subject to both temporary and permanent acquisition. We have determined that the impact on the business resulting from these acquisitions will be significant.

In summary, our study demonstrates that the proposed MetroLinks project will severely impact the existing facility, leading to a decrease in customer numbers. Therefore, it is crucial to address these issues and make necessary adjustments to mitigate the adverse effects on O'Scanail Veterinary Surgeons.

Fig 1.0 - Site location in relation with the existing road network





## 2 Description of the O'Scannail Veterinary Surgeon Lands

The veterinary services offered from this location have been continuously provided for over seventy years since the establishment of the practice in 1949. Currently, the hospital employs a total of over 20 staff members, including 8 vets. The number of registered clients from 2022 to 2023 amounts to 7,213. It is important to note that the primary mode of transportation for all clients is by car, SUV, or LGV.

While we acknowledge that the proposed schemes will improve transportation options for businesses along the route, it is essential to consider the unique nature of this veterinary business. Our client is not aware of a single client who transports their sick or injured animals via public transport to the facility. Access through public transport is highly unusual in this case.

The facility currently has 23 designated number of parking spaces available to accommodate its clients. This number can decrease depending on the type of vehicles entering the property. The existing parking facility is already at capacity, leaving no room for a reduction in parking facilities. To better understand the parking arrangement and its significance, please refer to Figure 2, which illustrates the parking layout, access arrangements, and the crucial role the surrounding roads play in the successful operation of the existing facility.

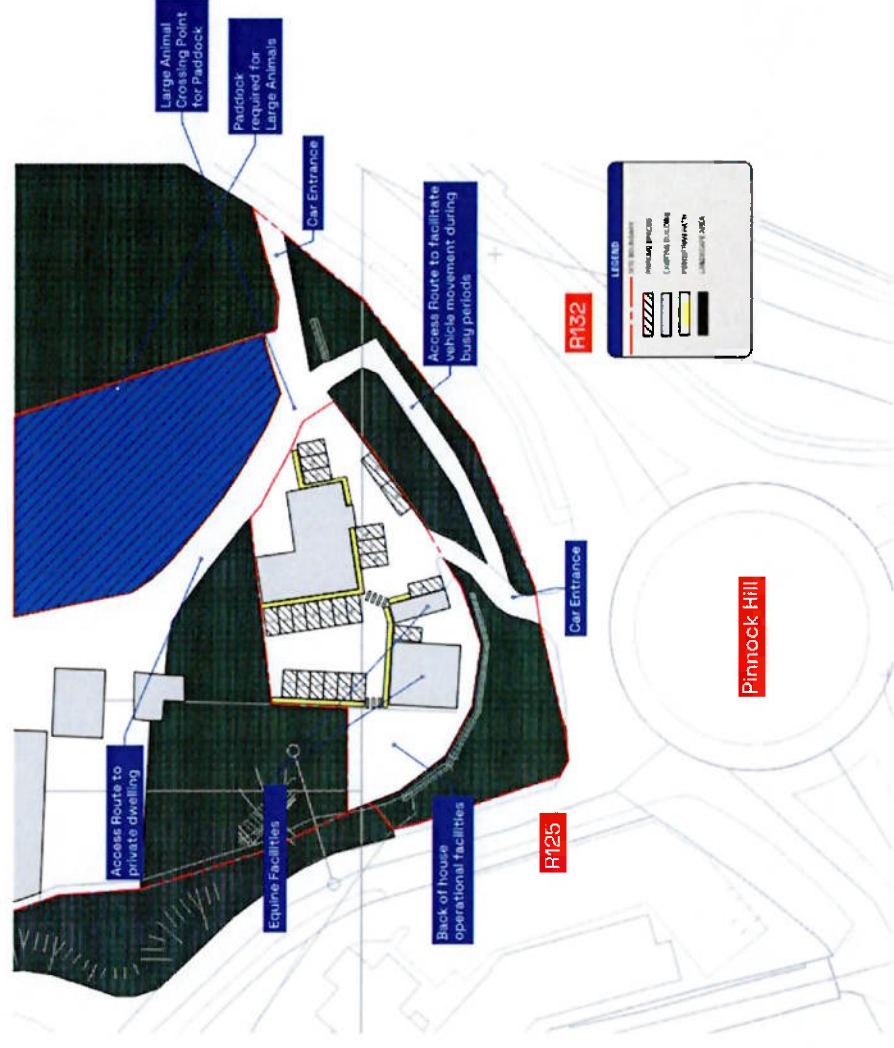
Additionally, it is important to note that the lands immediately adjacent to the practice are owned by the immediate family of O'Scannail Veterinary Surgeons. The veterinary surgeon has enjoyed access through these lands since the inception of the practice, and all investment and spatial planning of their facility to date have relied on this access. Thus any works on these adjacent land should carefully consider the impacts on the Veterinary Hospital.

The paddock, highlighted in Figure 2.0 with blue hatching, is an integral and necessary part of the veterinary hospital. It serves as a recuperation facility for sick and recovering large animals such as horses, cattle, goats, and sheep. The paddock is utilized on a daily basis and is accessed through the internal roadway that connects it to the veterinary hospital premises. Any interference with or loss of use of this connecting roadway or the paddock itself would render the operation of the veterinary hospital impossible. This would not only question the viability of the business but also jeopardize the livelihoods of the skilled employees working there.

Over the years, with the population growth in the surrounding areas and the expansion of local infrastructure, the Pinnock Hill Roundabout has undergone significant augmentations. During each upgrade, careful consideration was given to ensure that the successful operation of the facility was not negatively impacted.

Our client seeks to ensure that their business is afforded the same level of respect and consideration during this round of upgrade works. They believe it is essential that the impact on their operations is thoroughly assessed and appropriate measures are taken to mitigate any potential negative effects on their business.

Fig 2.0 - MetroLink Scheme



# 3 MetroLink & Impact on O'Scanail Veterinary Surgeons

## 3.1 Background

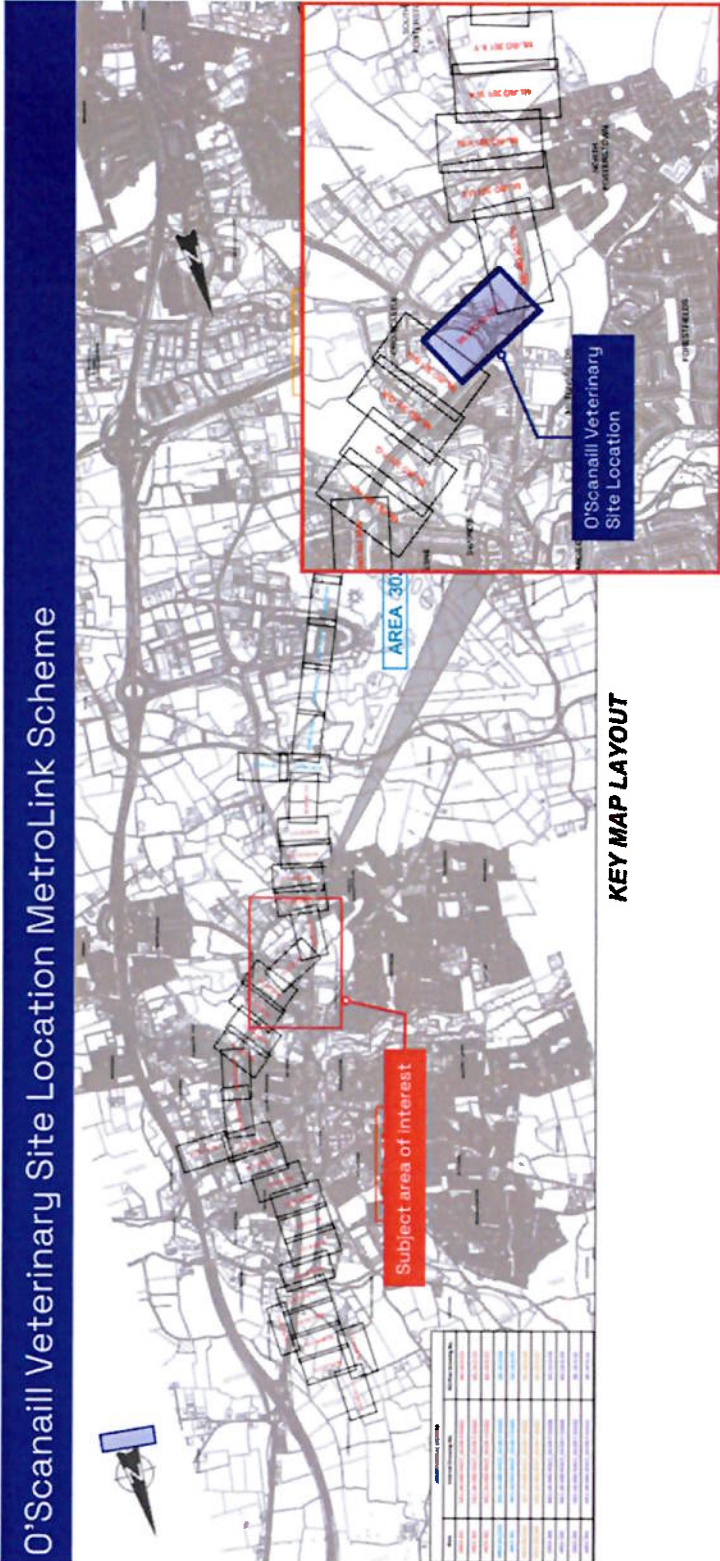
In September 2019 the National Transport Authority (NTA) published the Alignment Details Book. The report was a discussion document outlining proposals for the delivery of a core metro network across Dublin. It set out the vision for the provision of 19kms of dedicated metro lines with 16 stations in total.

## 3.2 MetroLink Scheme

Our site location was identified along this scheme at the beginning of the route, as shown in Fig. 3.0.

For the purpose of assessing the impact on our site location, the highlighted area in red was investigated.

Fig 3.0 - MetroLink Scheme 2022





[illegible]

### 3.3 Description of Proposed Changes on MetroLink to the O'Scanail Veterinary Surgeons

Figure 3.2 provides a visual representation of the proposed changes to the access for our client, which will result in a significant modification, reducing the facility's access points from two to a single access point. This change is a departure from the access configuration that has been in place for over 70 years since the facility's inception.

It is imperative to recognize the heavy reliance of the facility on the existing dual access and the current arrangements to ensure the smooth functioning of the parking arrangement, which is already operating at full capacity. Any alteration to these access points could have severe implications for the facility's ability to maintain its parking operations effectively.

Figure 3.4 sets out the relationship between the existing roundabout and access as well as the lands which are within the control of our client to be acquired.

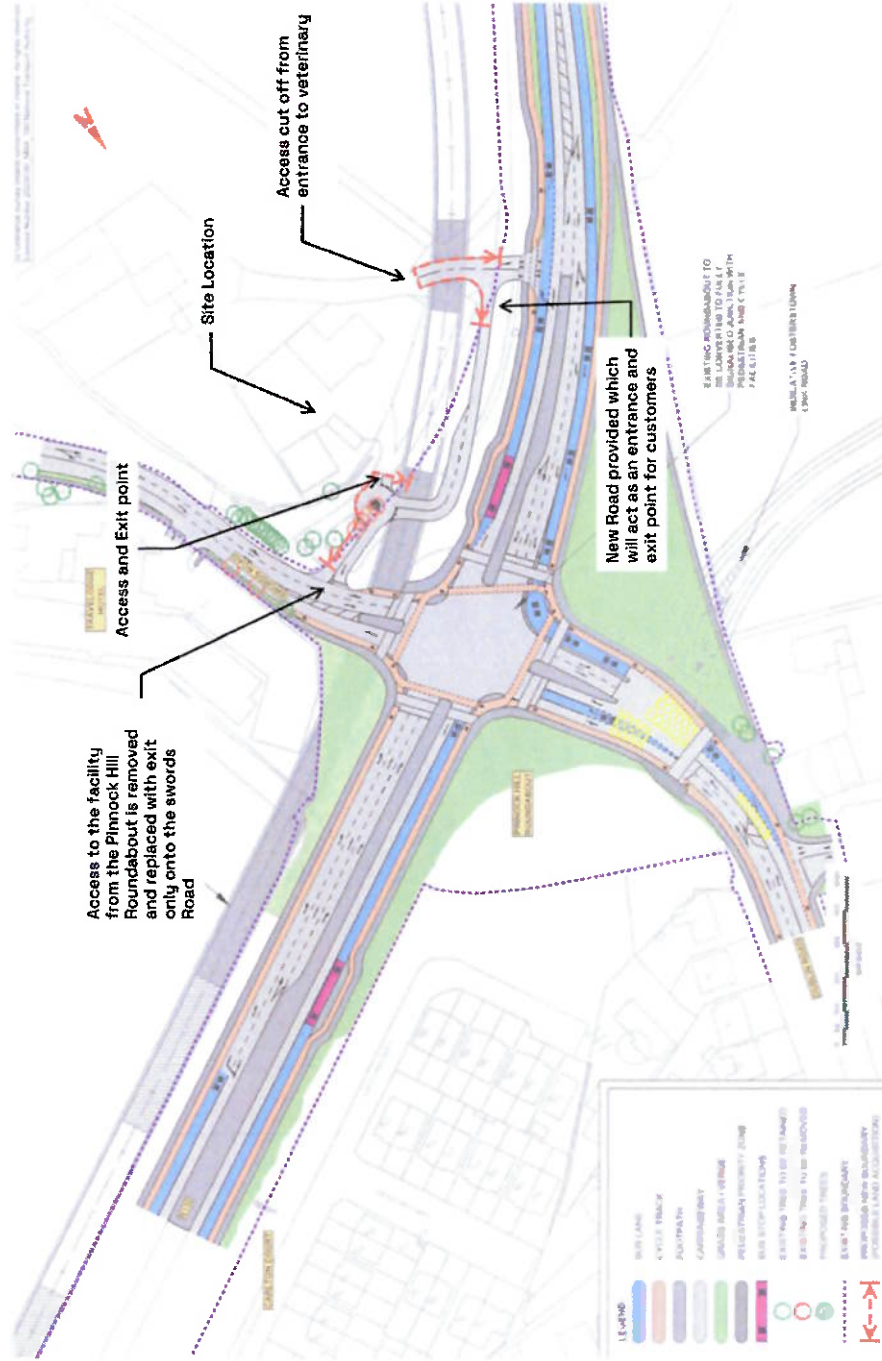
Figures 3.5, 3.6, 3.7, 3.8, 3.9, 3.10, 3.11, 3.12 & 3.13 illustrate how the existing facility operates from a parking and vehicles manoeuvrability perspective. It is evident that both entrance and exit points play a vital role in the facility's successful operations. Any disruption to the roundabout, entrance point, or exit point has the potential to cause significant disruption to the facility operational system.

Furthermore, Figure 3.14 clearly illustrates the limitations of accessing the property by a HGV due to the absence of a secondary exit route. This issue not only impedes our clients' ability to bring in larger animals, such as horses, but also affects their potential to attract more customers. Consequently, our client is deeply concerned about the future success of their business and the potential ripple effects it may have.

This change is predicted to result in the loss of six valuable parking spaces. More importantly, it will require all vehicles to perform excessive reverse manoeuvres, creating a traffic hazard. Our client is deeply concerned about the safety of their clients and the potential knock-on effects it may have on their insurance premiums. Given the potential risks and disruptions posed by these proposed changes, it is of utmost importance to conduct a comprehensive evaluation of alternative solutions. This

evaluation should aim to address the concerns raised and safeguard our client's business, allowing it a reasonable prospect of survival despite the negative impacts of construction works and the proposed augmentation. Completely removing one of the existing access points poses a significant threat to our client's business continuity. This action has the potential to "extinguish" their business altogether, making it an unacceptable situation which needs to be addressed as this stage.

Fig 3.2 - Description of changes to the existing junction



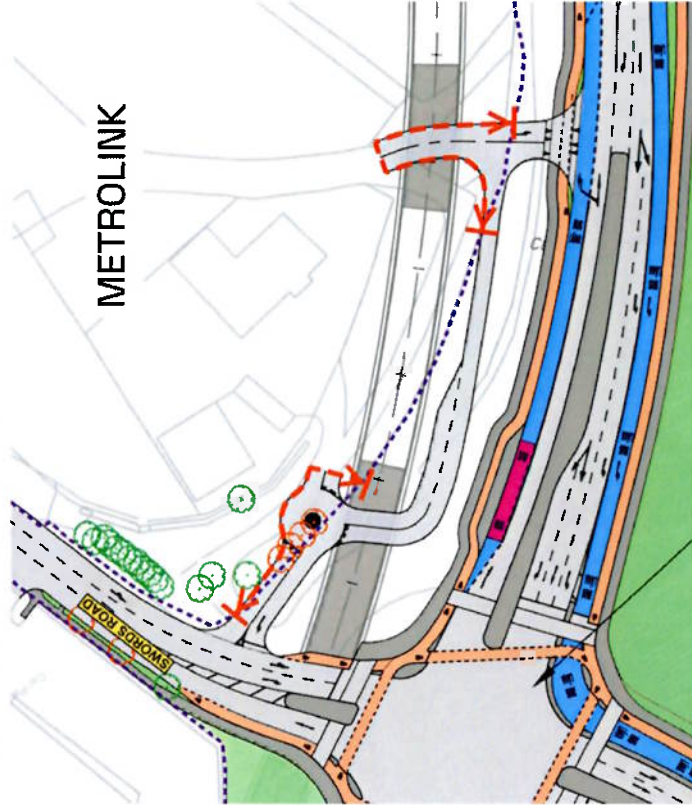
### 3.4 Conflicting Information

In Fig 3.3, a visual depiction reveals a significant discrepancy between the published documents of Metrolink and Bus Connects. Upon an in-depth analysis of the Metrolink plans, it is evident that they have made provisions for a two-way entrance and exit from Swords Road into the property. Contrarily, in a subsequent document published by Bus Connects, this junction to the property becomes exit only.

This contradictory information gives rise to significant concerns and necessitates urgent clarification. Resolving this inconsistency is paramount for our client to understand the extent of permanent impact his business may suffer. A comprehensive understanding of the access points is crucial for safeguarding the optimal functioning of the property and maintaining a smooth flow of traffic.

Fig 3.3 - Discrepancy between Metrolink and Bus Connects Scheme

Extract published by Metrolink on August 2022



Extract published by Bus Connects on April 2023





[illegible]



Fig 3.5 - Autotracking for existing situation

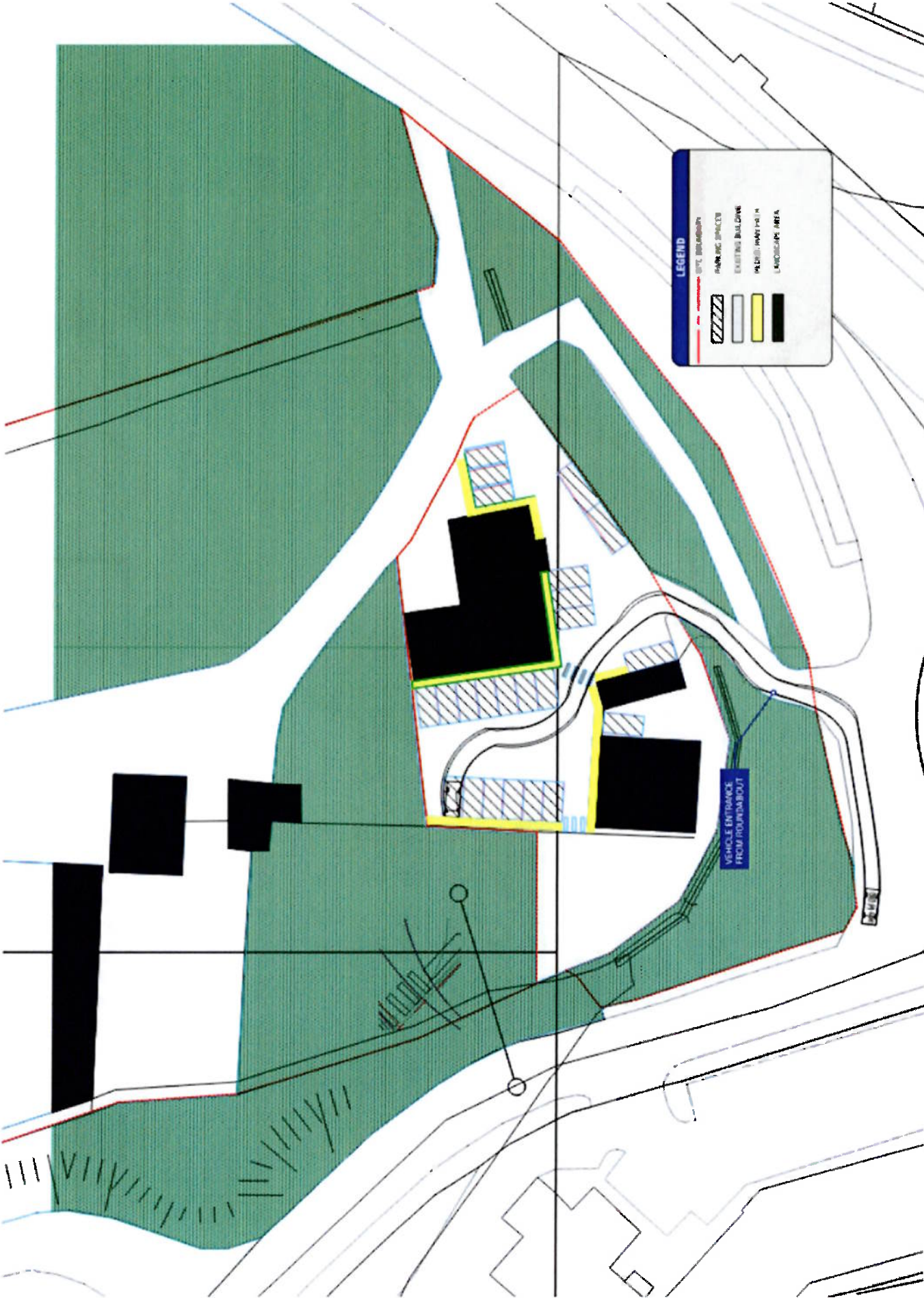




Fig 3.6 - Autotracking for existing situation

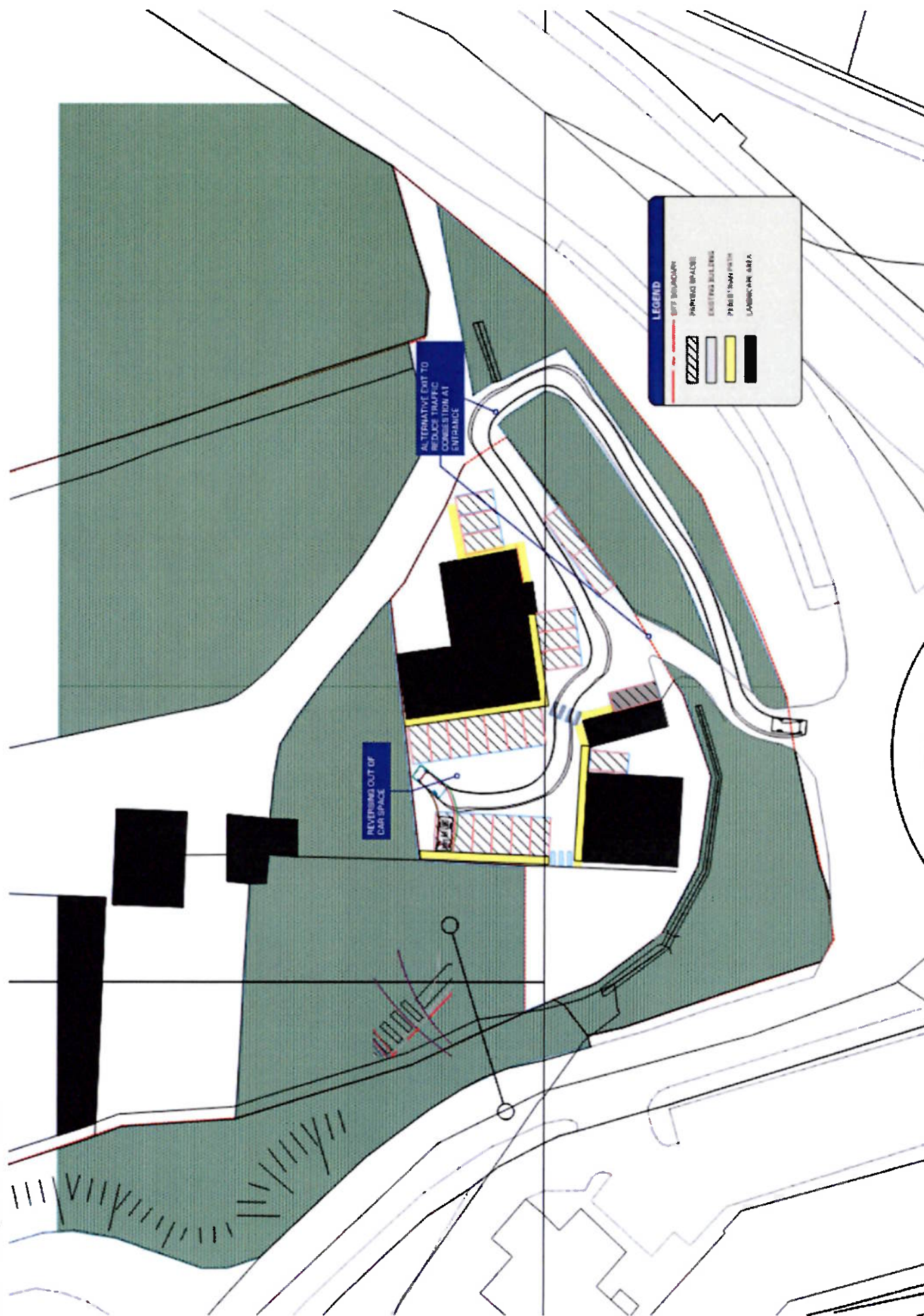




Fig 3.7 - Autotracking for existing situation

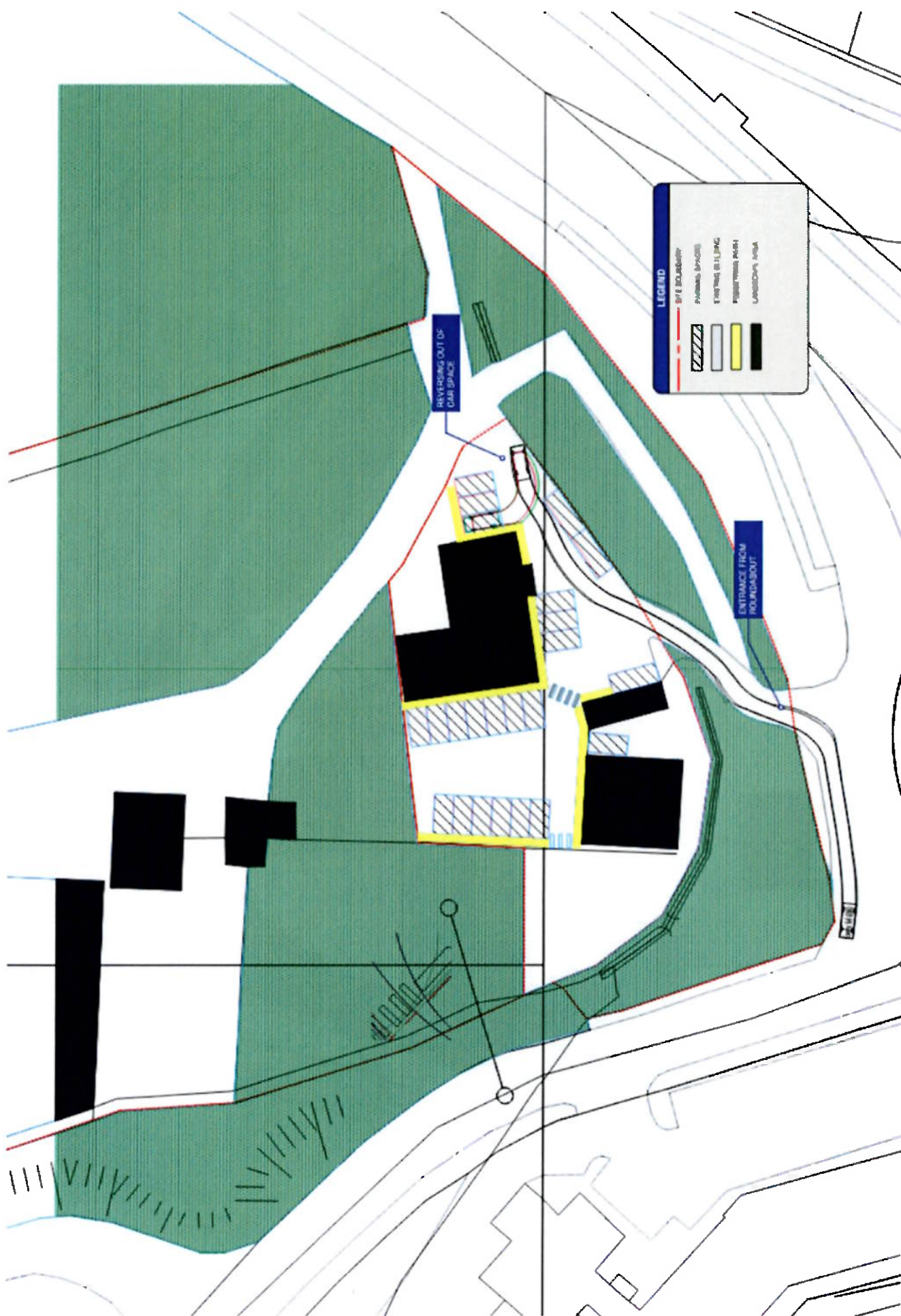




Fig 3.8 - Autotracking for existing situation

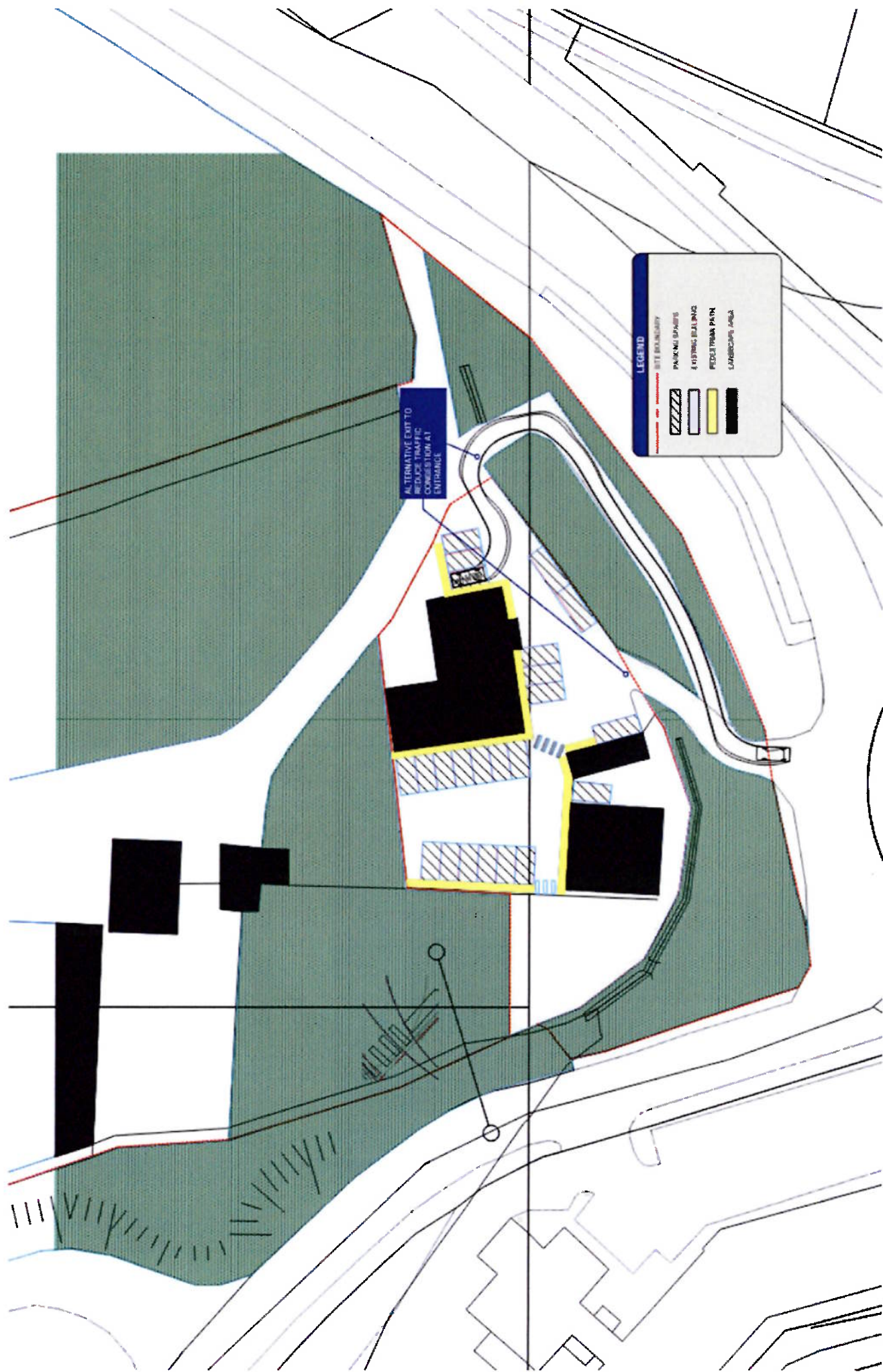




Fig 3.9 - Autotracking for existing situation

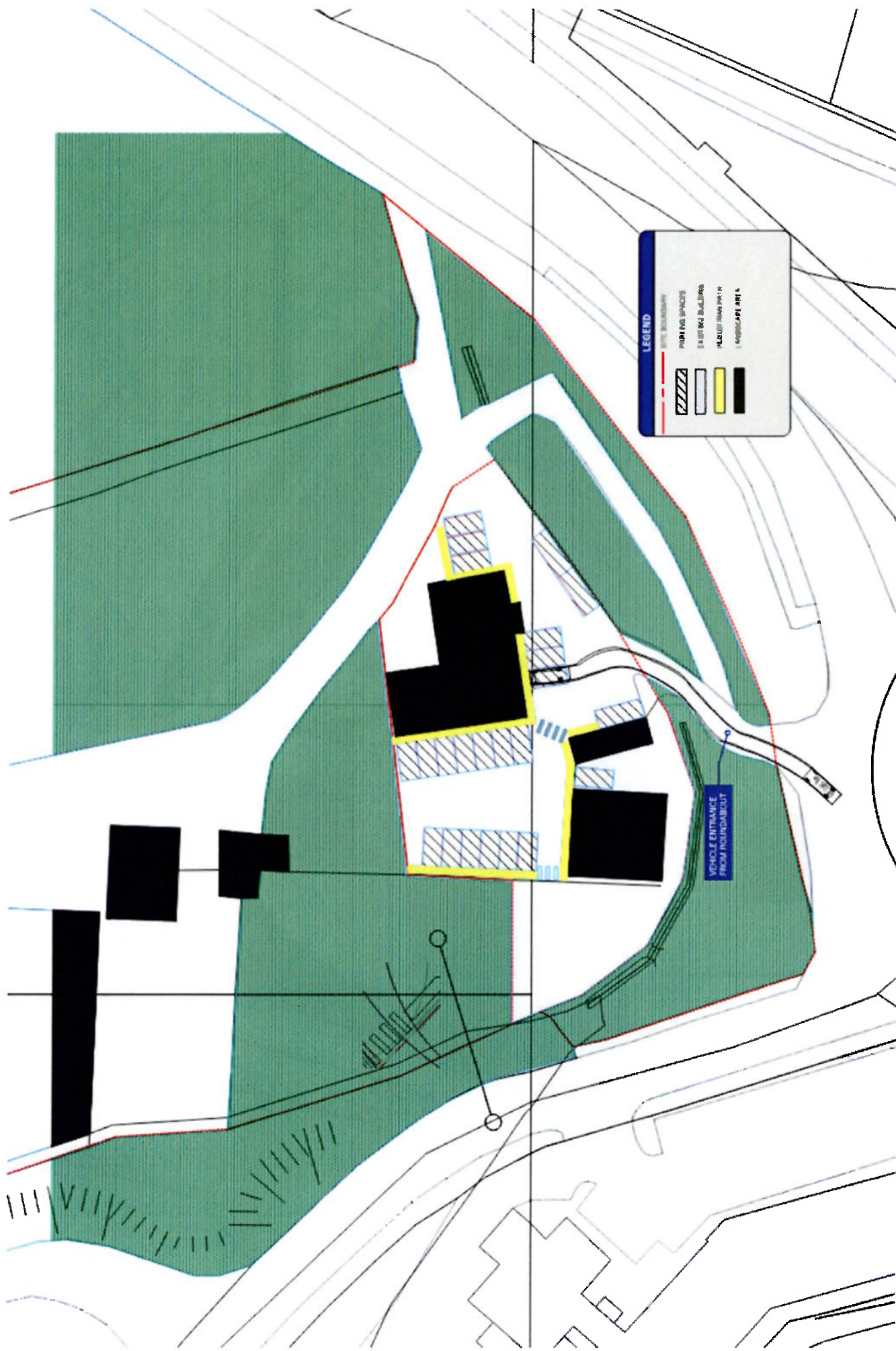




Fig 3.10 - Autotracking for existing situation

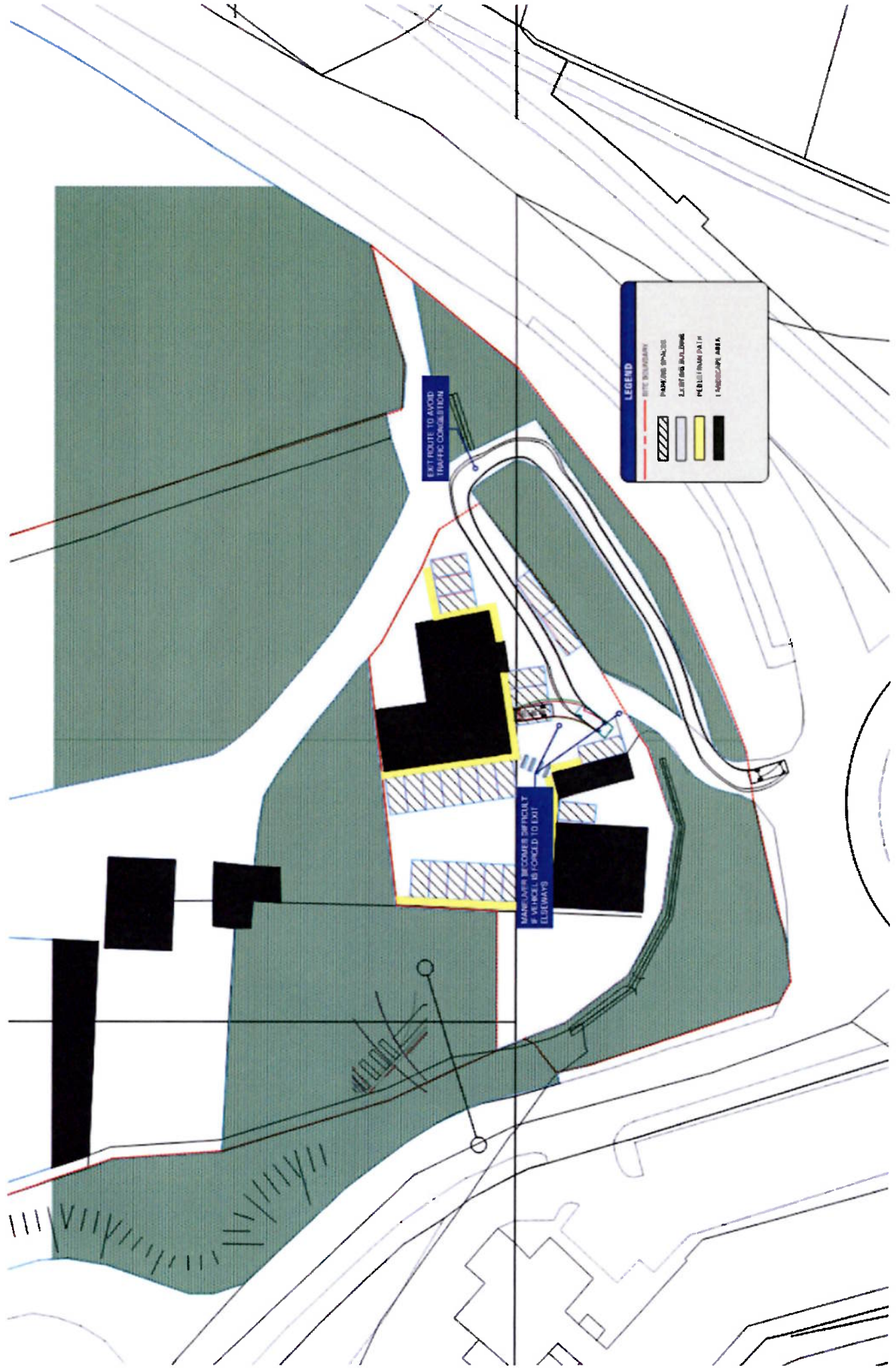




Fig 3.11 - Autotracking for existing situation

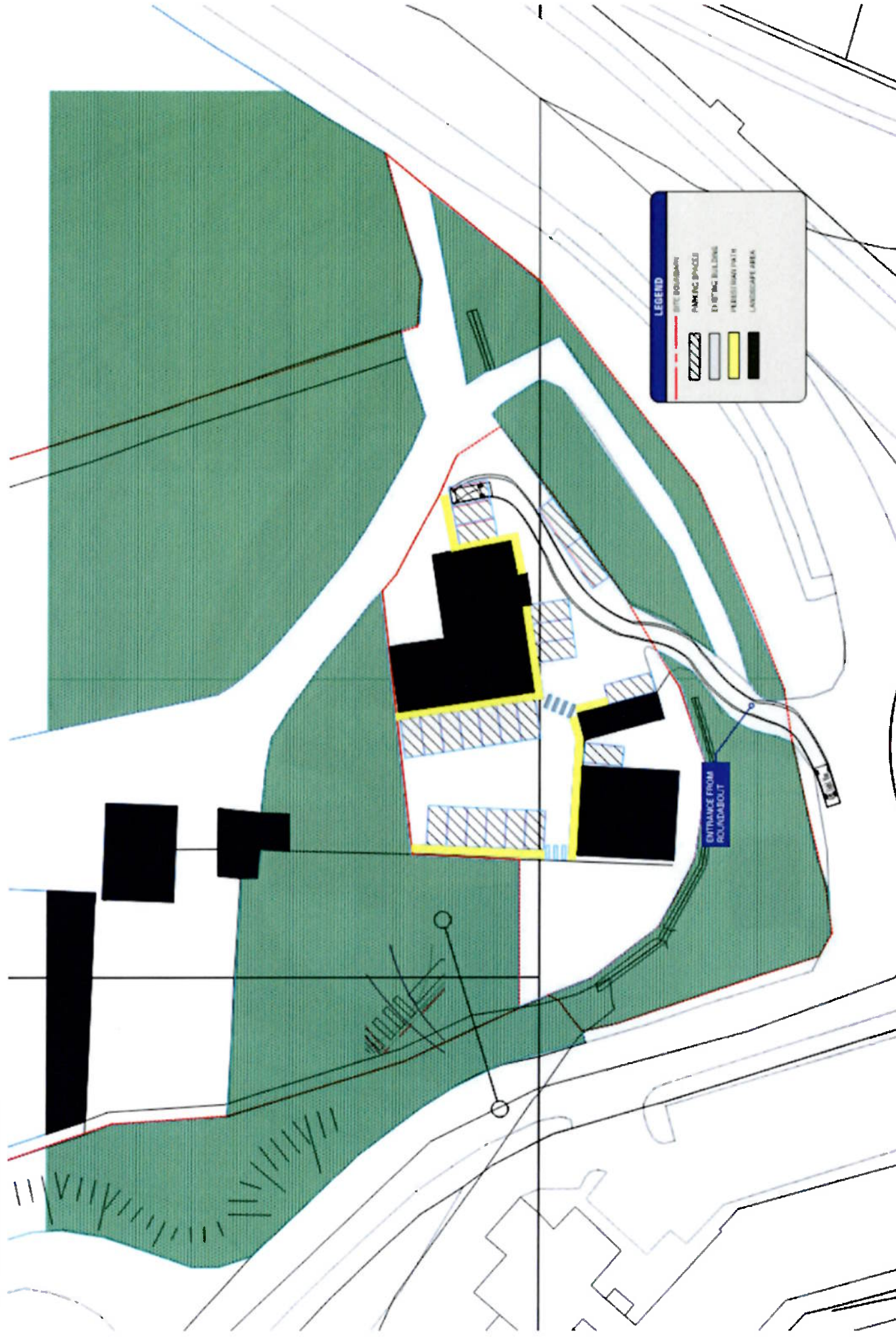




Fig 3.12 - Autotracking for existing situation

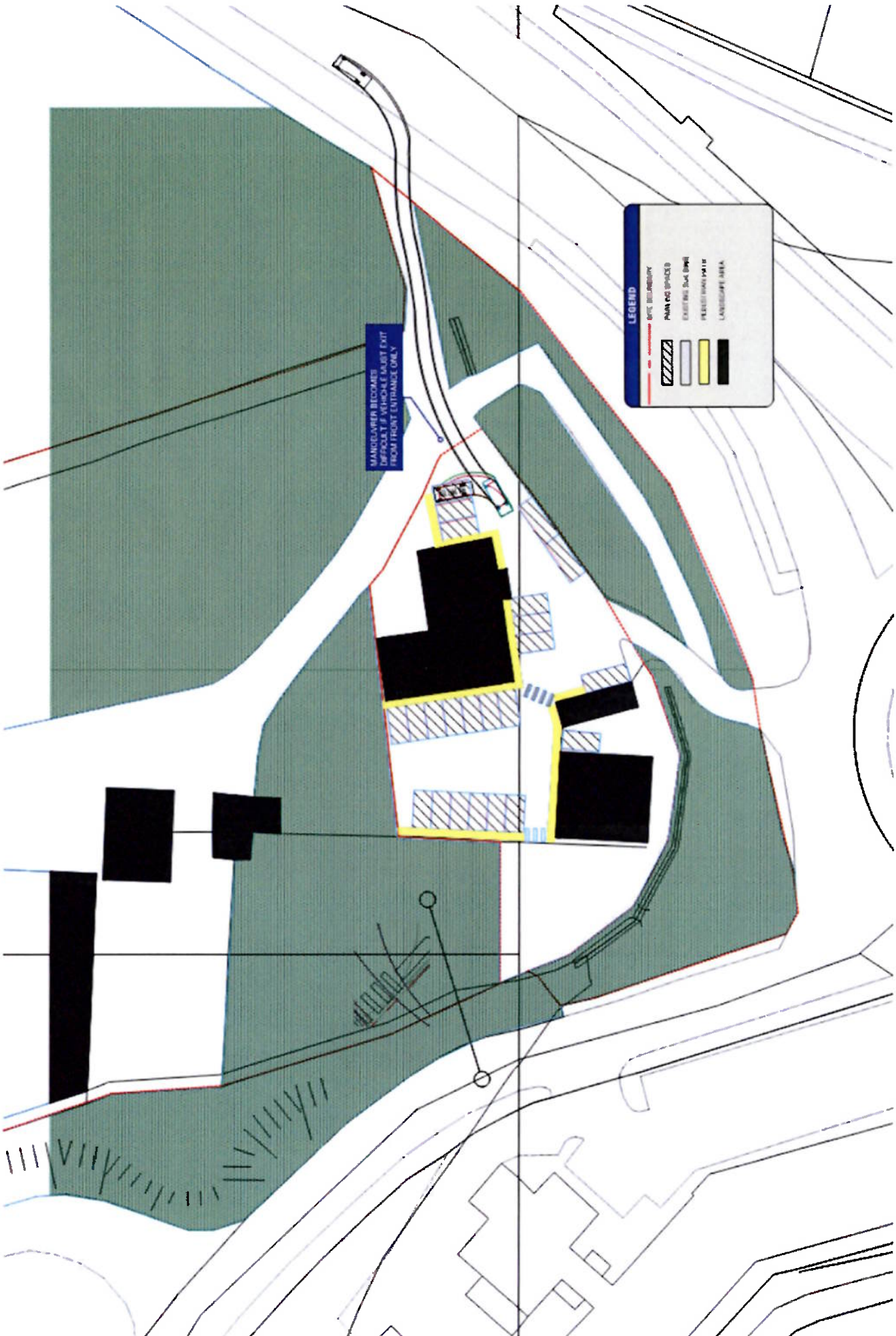


Fig 3.13 - Autotracking for existing situation

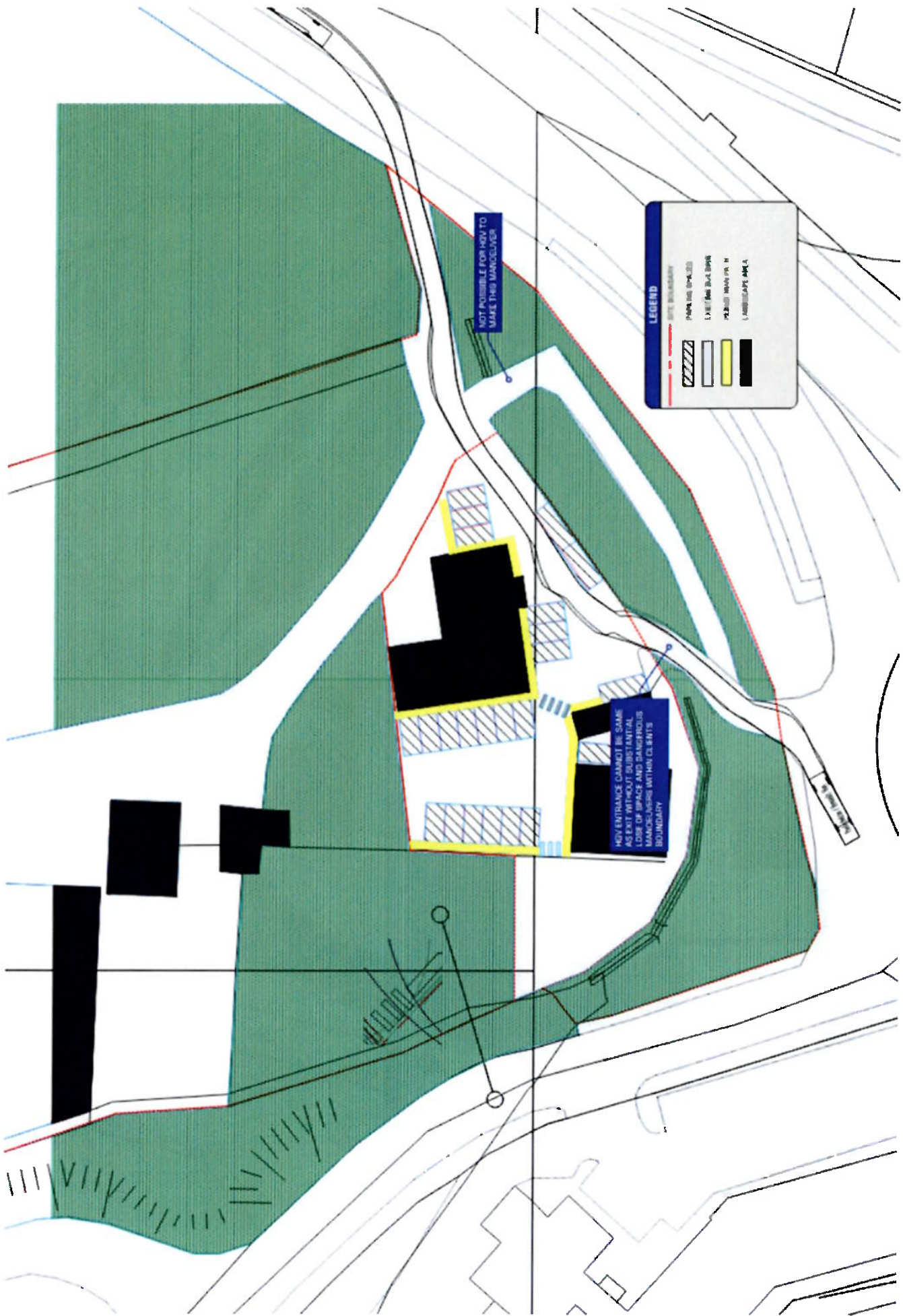
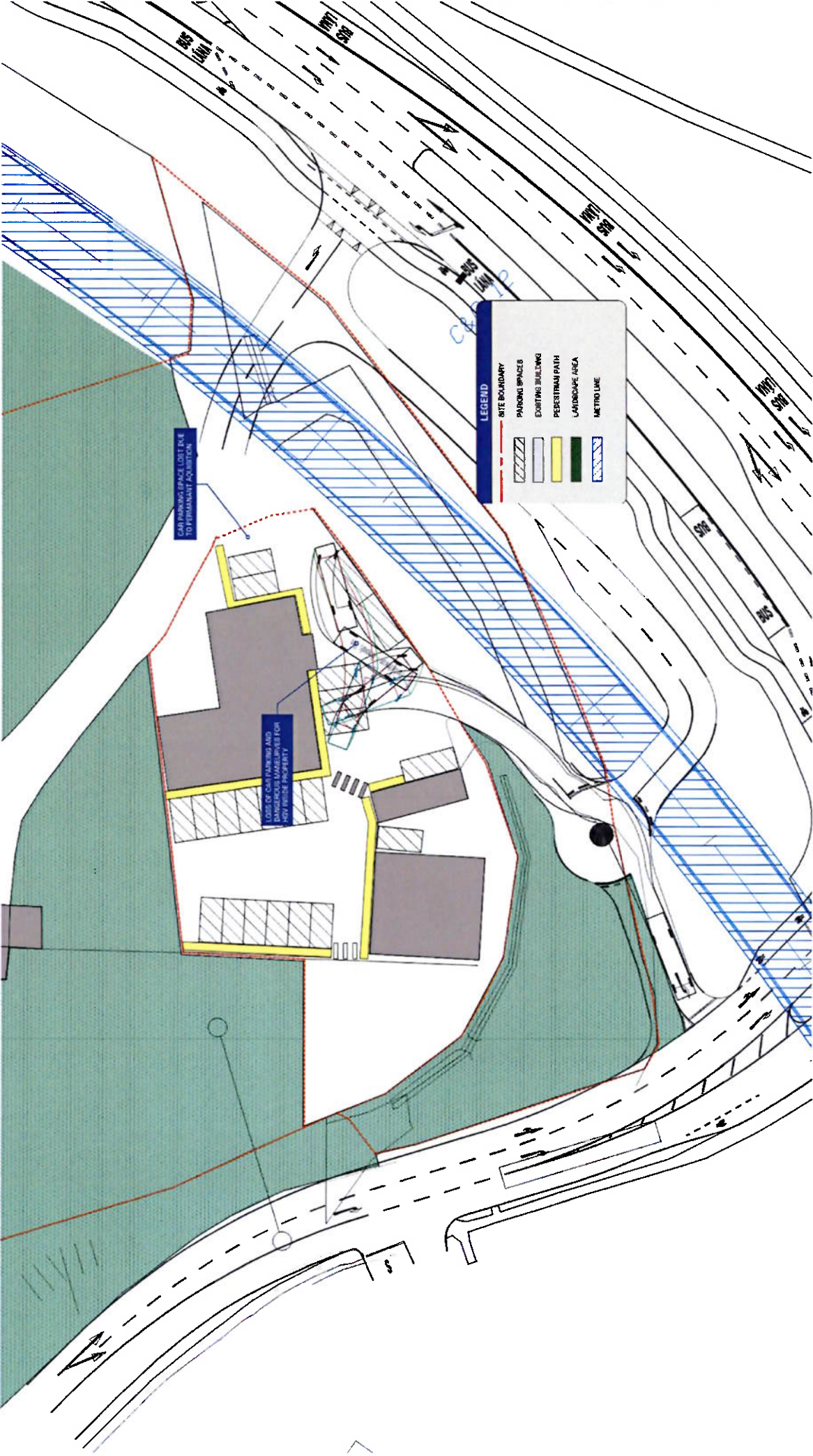




Fig 3.14 - Autotracking showing the proposed situation and the impact on the car parking





## 4 Construction Related Impacts

Volume 3 – Book 3: Material Assets, Waste and Materials Management, Cultural Heritage, Landscape and Risk Chapter 23: Agronomy notes the following:

*The veterinary hospital located just off Pinnock Hill Roundabout in Swords will be directly impacted during the Construction Phase. Direct impacts include disruption to access, noise, vibrations, dust. There is 0.99ha of grassland associated to the veterinary hospital, used as a recovery paddock for large animals. Disruption to access and land-take will affect the recovery paddock, during the Construction Phase it may not be possible to utilise the recovery facilities due to sporadic noise from construction which may cause stress or fright to the animal. The veterinary practice and its handling facilities for large animals are located <50m from the centre of the alignment of the proposed*

*Project. Handling facilities for large animals are located outside. Large animals which use the recovery paddock consist of horses and young cattle. Stables are also present on-site and are available to horses in recovery. Animals may use the recovery paddock and/or stables for only a few hours, or up to a few days. Animals treated by the veterinary hospital are visiting and may be affected by construction noise which may cause them fright. In some cases, there may be a potential impact from dust nuisance e.g., where animals are confined to stables during recovery. Generally, animals in recovery, depending on the severity of the procedure, would be housed on-site for a short period (i.e., up to 24 hours or longer perhaps up to one week). A separate detailed assessment has been undertaken to assess the impacts the proposed Project will have on the veterinary hospital and associated grounds.*

While there has been some minor references noted to the impact on the hospital in the various publicly available information studied there appears to be no document available that matches the description of "detailed assessment"

The construction works described in the available documentation are projected to last for a duration of several years. These works are expected to generate significant noise, dust, and further restrictions on access. It is important to note that a large proportion of our clients' customers rely on our support for their equine animals, and horses specifically require calm and tranquil environments.

The equine facility is located in close proximity to the Pinnock Hill Roundabout, as depicted in Figure 5. Our client urgently requires detailed information regarding the construction management plan, which should outline the expected extent of noise and dust, as well as temporary access arrangements for customers.

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. There is a significant risk of experiencing a substantial reduction in customers from the equine trade, as well as customers who may become frustrated with the difficulties of accessing the facility during the prolonged construction period.

In recent weeks, construction works have taken place in close proximity to our client's property. The noise associated with these works has resulted in the hospital's inability to treat horses in the core equine treatment area. This disruption severely impacted the smooth and successful operation of their facility.

Fig 4.1 demonstrates how the existing car parking arrangement is seriously impacted as a result of the proposed temporary land take. All spaces to the front of the hospital will be unworkable. The spaces to the main car park will need to be reconfigured and significantly reduced to accommodate an appropriate turning circle for a HGV.

Fig 4.0 - Change required to this scheme

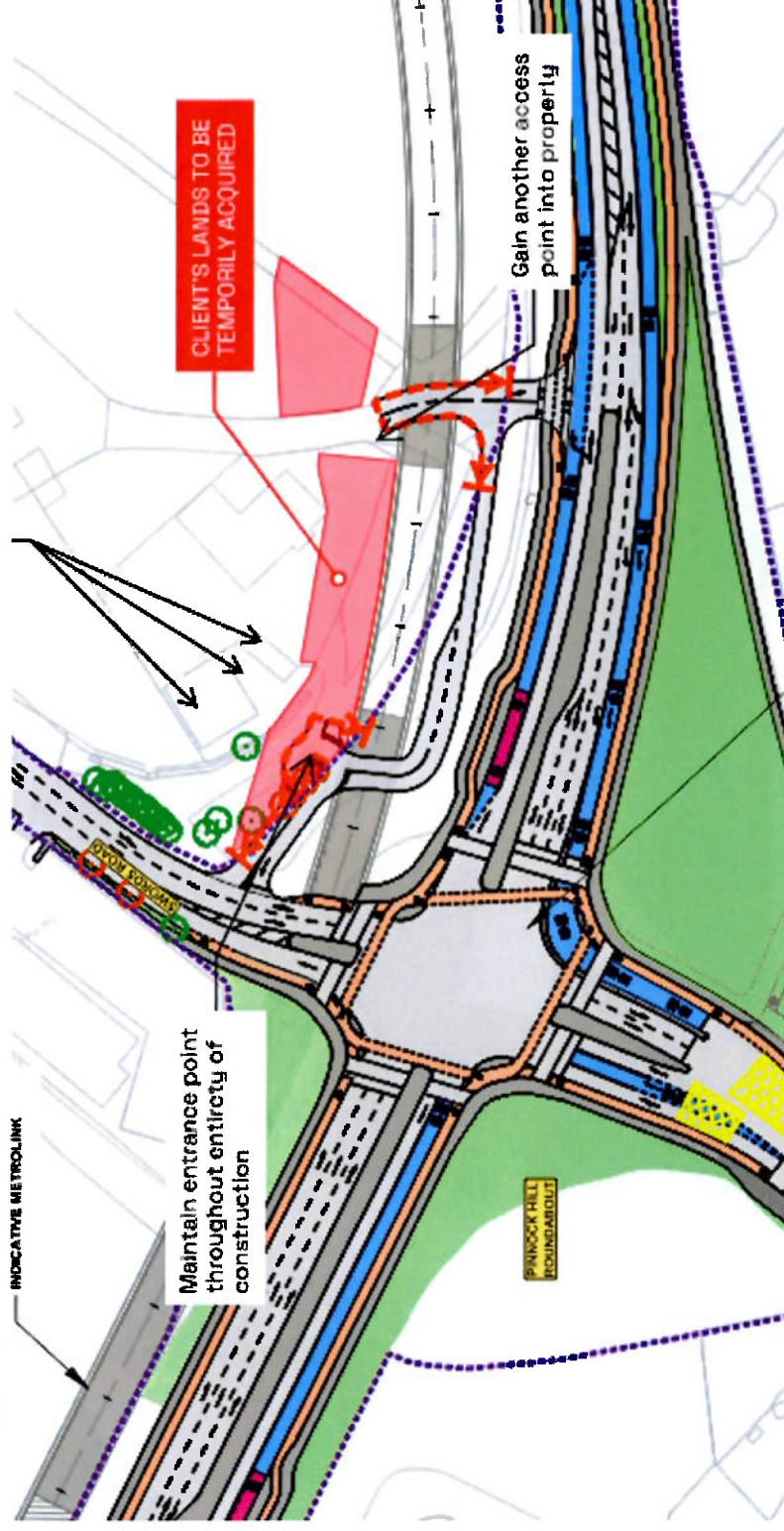
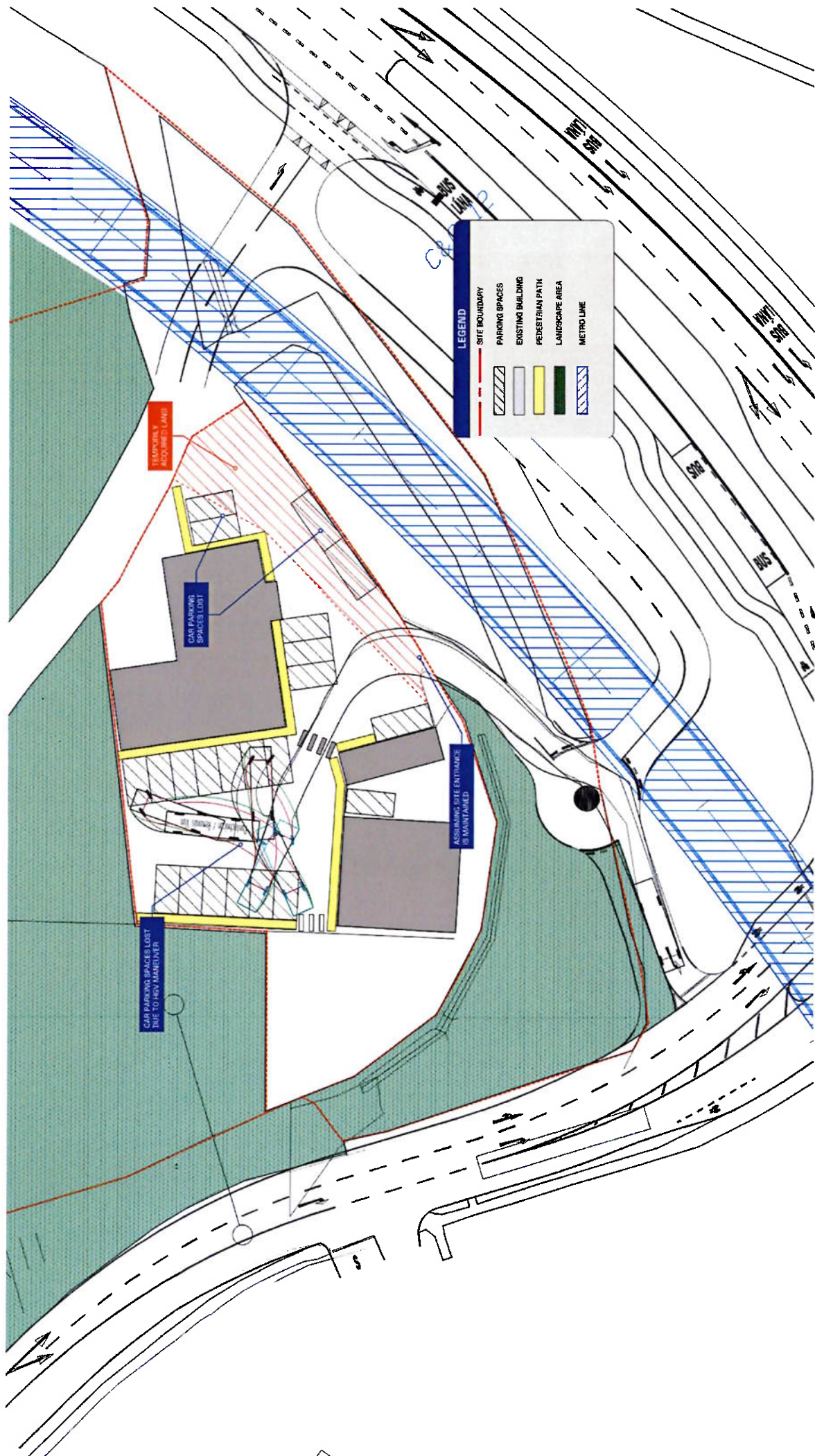




Fig 4.1 - Autotracking showing impact on the car parking during construction stage



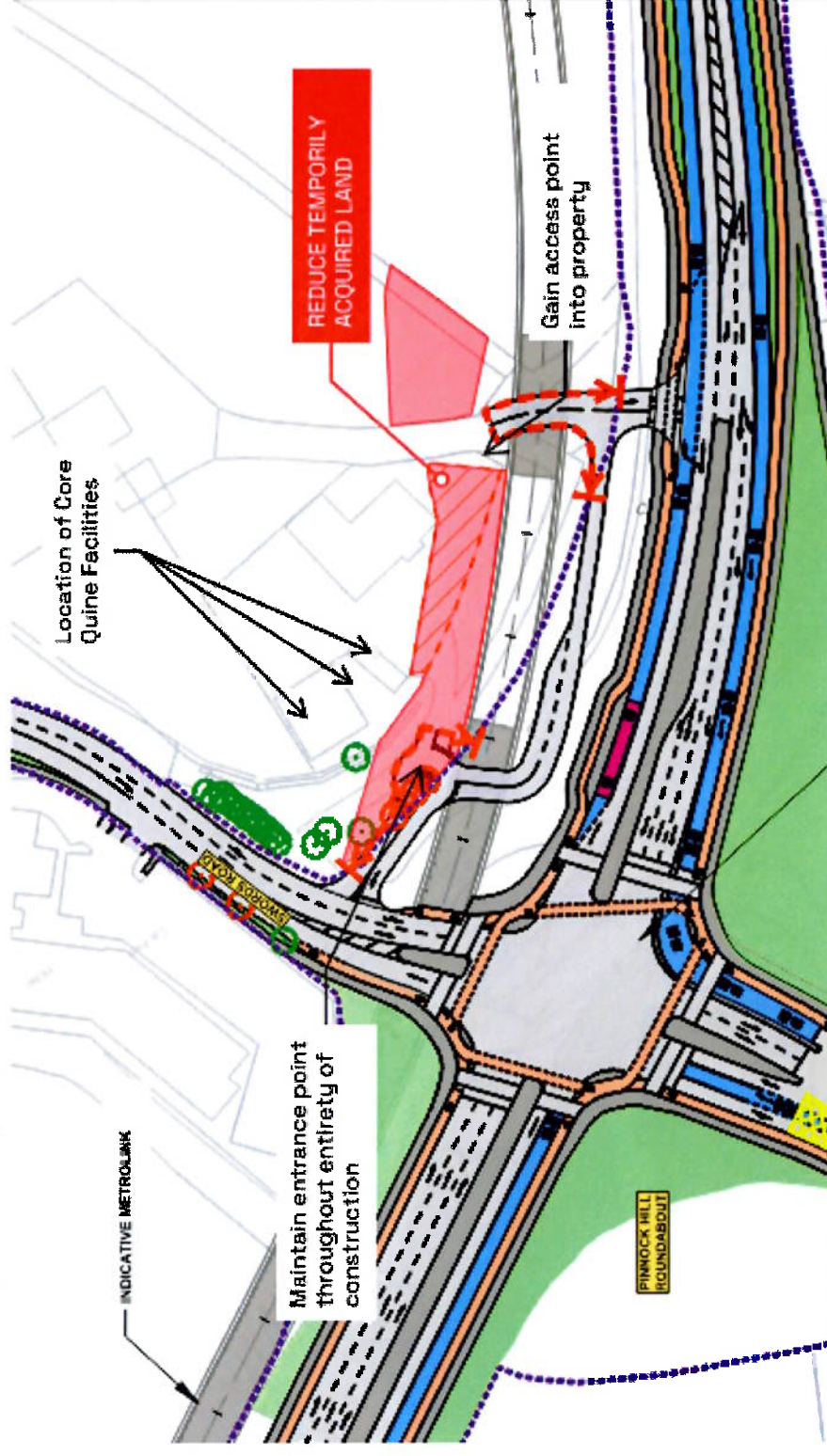


## 5 Changes required to the construction phase to facilitate ongoing successful operation

Figure 5.0 presents a visual representation of the necessary changes for the facility to operate. The temporary land acquisition should be limited to our property's boundary line. The temporary land take will paralyse the business by making parking near impossible as demonstrated in fig 4.1, as it affects a significant number of car parking spaces.

Our client stands to lose the majority of their essential parking spaces which is deemed unacceptable and could severely impede the operations of their business and in-turn significantly impact their revenues. Furthermore, the property must be accessed via the paddock to facilitate an efficient flow of traffic which is highly important for larger vehicles entering.

Fig 5.0 - Changes required to construction phase

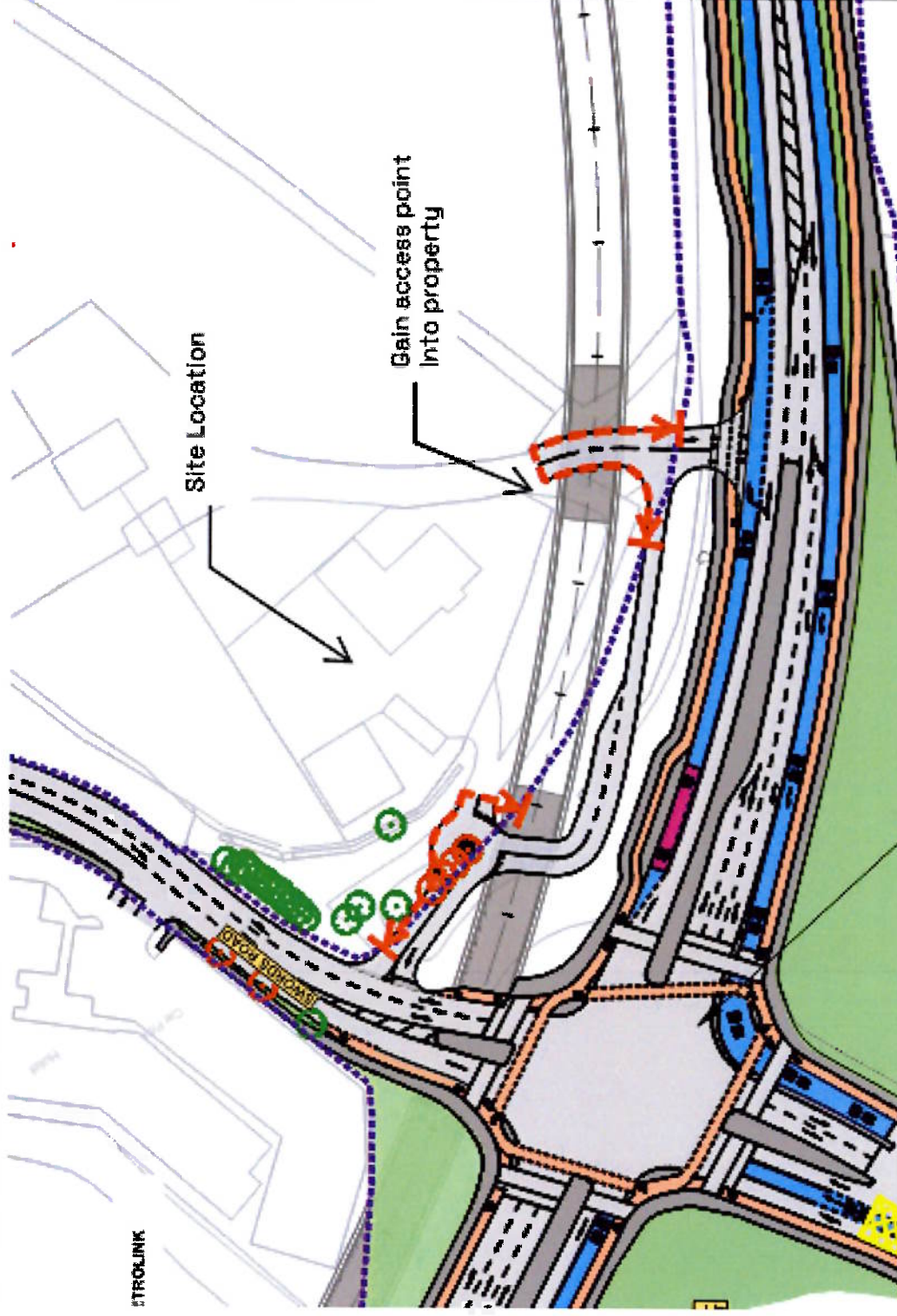


## 6 Changes required to the permanent scheme to facilitate ongoing successful operation

Figure 6.0 illustrates the necessary changes our client requires to ensure smooth operations. Failing to address these modifications may result in a highly negative visitor experiences which poses a real risk to a drop in customer numbers.

In summary all existing access points should be maintained for vehicles entry and exit points. Any variation on this has a significant impact on the successful operation of the business.

Fig 6.0 - Changes required to permanent scheme



## 7 Conclusion

In this report, we have conducted a comprehensive assessment of the impact that the proposed alterations for Metro Link both during and after construction will have on the existing operations of O'Scanail Veterinary Surgeons. Our analysis thoroughly examined the current operations of the facility, emphasizing the importance of on-site parking and its interaction with the surrounding road network.

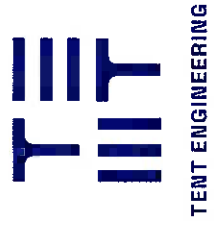
Furthermore, we have highlighted the anticipated negative effects of the planned improvement works, underscoring the need for fundamental changes to accommodate the veterinary surgeons' on-site operations and prevent severe disruptions to their successful functioning. Given the highly sensitive nature of the equine-related activities conducted at this facility, we have identified a high probability of a sudden decrease in customer numbers during the construction phase.

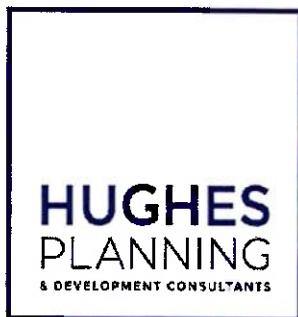
To adequately assess the potential disruptions faced during the scheduled construction phase, we have requested evidential construction management plans from the relevant authorities. These plans will enable our client to fully evaluate the extent of the disruption and devise strategies to mitigate its impact. These plans should take consideration of the highly sensitive nature of the facility and the importance of on-site parking for customers.

Additionally, we acknowledge that lands controlled by O'Scanail Veterinary Surgeons are subject to permanent and temporary acquisition. Our evaluation concludes that the impact on the business resulting from these acquisitions will be highly significant. As a result, we have highlighted the need for fundamental changes to the scheme to ensure the continued operation of the facility.

In summary, our study demonstrates that the proposed MetroLink project will severely impact the existing facility, leading to a decrease in customer numbers. It is therefore crucial to address these issues and make necessary adjustments to mitigate the adverse effects on O'Scanail Veterinary Surgeons







An Bord Pleanála  
64 Marlborough Street,  
Dublin 1

8<sup>th</sup> 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, O'Scanail Veterinary Surgeons of Milton Fields, Pinnockhill, Swords, Co. Dublin (Eircode Nos. K67 A4A8 & K67YX67, to make a submission in relation to the submission dated 23<sup>rd</sup> 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 5<sup>th</sup> January 2024, inviting this submission.

We would first state, in direct response to Section 2.7.15 of the NTA's submission, that our client retains their initially expressed concerns in relation to revised access arrangements and the loss of vehicular parking. These issues present a direct challenge to the operation of our client's commercial business with the lack of clarity over the precise details and timeline for works upon our client's property providing further uncertainty and preventing the preparation of a contingency plan to ensure no undue impact to the commercial business on site.

Further to the above, we would respectfully ask the Board to have due regard for our client's initial submission on this scheme as contained in Appendix C of this report.

With regards to the NTA's response in relation to direct queries made in our client's initial submission, we would ask the Board to have due regard for the letter prepared by TENT Engineering as included in Appendix B of this submission. As detailed in the aforementioned letter, the NTA has declined to provide direct confirmation as to whether the existing carpark on site is to be maintained whilst the drawings referenced by the NTA in response to direct queries on this matter would suggest that the access point to the carpark will not be retained. Furthermore, and again noting the absence of direct confirmation on this point, the drawings referenced in the NTA submission present a wholly inadequate new access arrangement for our client's commercial operation.

In reviewing the submission prepared by the NTA, our client would take exception with the following commentary from Section 2.7.15.2 of this submission, the wording of which is as follows:

*'The NTA has actively engaged with the landowner since 2018 in respect to the Emerging Preferred route at Pinnock Hill and will continue to do so with respect to specific details. This engagement has included Teams meetings, phone calls and on-site meetings with the engineering design team relating to access provisions with revisions made to the Proposed Scheme to take account of concerns.'*

It is respectfully submitted that the NTA has not actively engaged with our client in relation to the subject scheme. Whilst correspondence has been issued to our client in the past, it has provided limited detail as to the specific works relative to our client's site with no finishing details or measurements illustrated on any drawings. The drawings received to date can be considered representative of wholly indicative plans which are not sufficient in the context of planning the future operation of our client's site which is notably entirely dependent on vehicular access and vehicular parking to facilitate clients.



The reliability of these indicative drawings is further questioned given the lack of any direct references to plans and particulars as they relate to the Metrolink project, despite obvious intrinsic links between these infrastructural projects.

It is considered prudent to note that our client attended an on-site meeting with the NTA as recently as 28<sup>th</sup> July 2022. It was learned at this meeting that the engineer for the subject scheme had not previously engaged with the engineer for the Metrolink project even though both projects are occurring at the same time and have obvious intrinsic links. We would further note that whilst the NTA engineer attended the on-site meeting, they simply observed proceedings rather than inform our client as to the exact changes which would occur on site because of the altered access arrangements.

For ease of reference, we would ask the Board to have due regard for the timeline which has been prepared by our client and is presented, see Appendix C of this report, alongside correspondence received to date in relation to the subject proposal. It is considered that this correspondence does not represent active or useful engagement on the part of the NTA. Accordingly, we reject the assertion that communication has been active to date, and we request the opportunity for an oral hearing to allow the full details to be understood, as well as the true implications of the planned works on and adjacent to our client's facility.

We would herein confirm our client's willingness to engage in meaningful discussion with the National Transport Authority (NTA) to ensure that commercial operations upon the subject site, pursuant to the above comments, are not inappropriately compromised 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 D of this submission, and we await a favourable outcome in due course.

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 5<sup>th</sup> January 2024 as prepared by the National Transport Authority (NTA)**
- Appendix B**    **Letter Prepared by TENT Engineering**
- Appendix C**    **Timeline of Correspondence with NTA**
- Appendix D**    **Original Submission by Hughes Planning & Development Consultants & TENT Engineering to An Bord Pleanála (September 2023)**

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

**Submitted on Behalf of:**  
**O'Scanaill Veterinary Surgeons,**  
**Milton Fields, Pinnockhill, Swords, Co. Dublin (Eircode Nos. K67 A4A8 & K67YX67)**

**12<sup>th</sup> September 2023**

85 Merrion Square, Dublin 2, D02 FX60  
+353 (0)1 539 0710  
info@hpdc.ie  
www.hpdc.ie



## 1.0 Introduction

Hughes Planning and Development Consultants, 85 Merrion Square, Dublin 2, have been instructed by our client, O'Scanail Veterinary Surgeons, 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 12<sup>th</sup> 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 the intended route option.

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

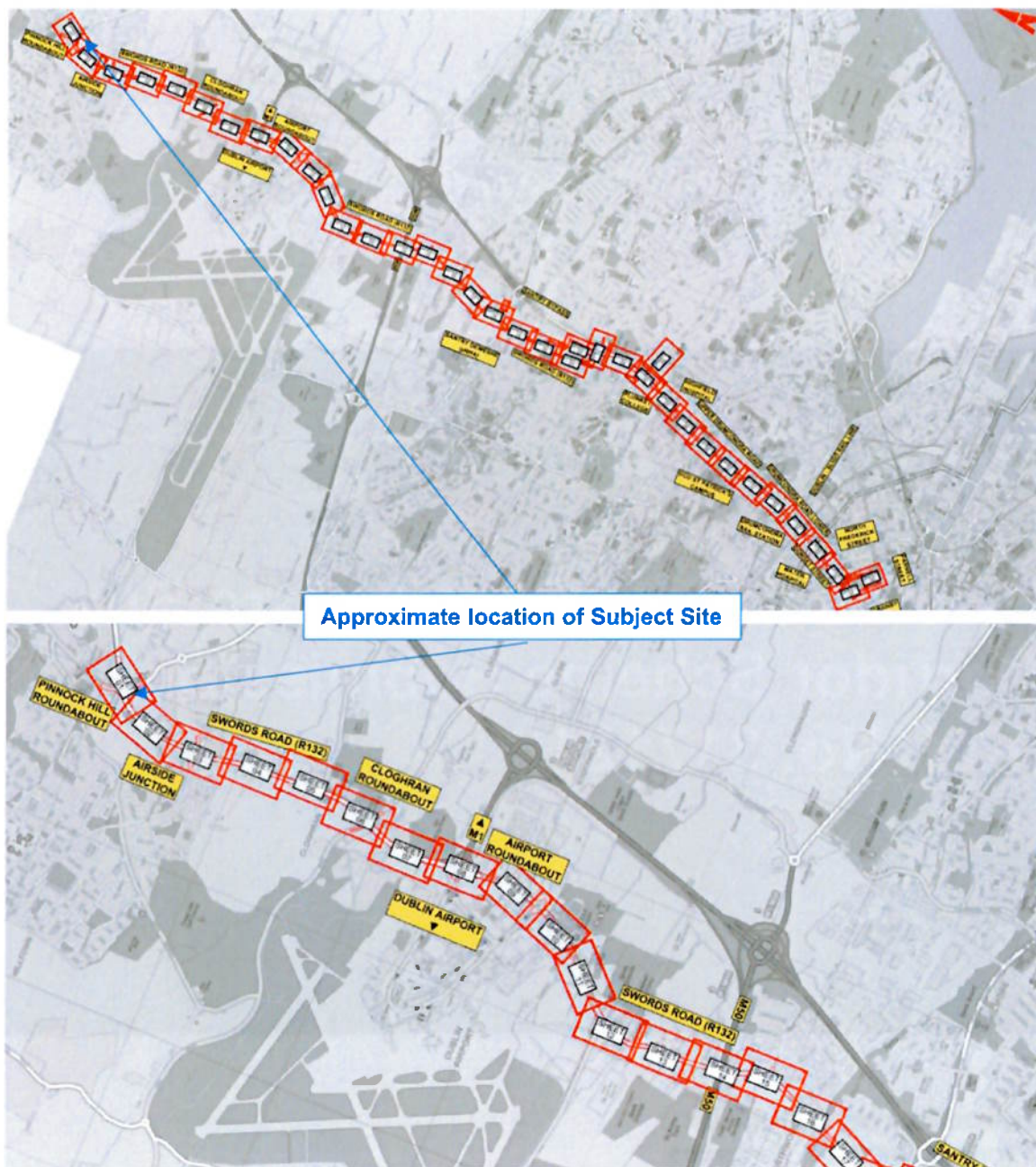


Figure 1.0 Extracts from the proposed scheme boundary illustrating the location of our client's site (blue outline) relative to the intended route option.



## 2.0 Subject Site

The site to which this submission pertains is located to the immediate south of the Pinnockhill Roundabout to which it is accessed from directly. The site also presents an extent of road frontage to the R125 along its eastern boundary.

The site's boundaries are comprised of dense vegetation behind a low-level wooden fence. Notwithstanding the dense nature of the vegetation which separates the site from the surrounding road network, the position of the site and the level of traffic utilising the roundabout results in near-constant background noise generated by vehicular traffic on this roadway.

The site is occupied by 2 no. buildings from which the O'Scanail Veterinary Hospital has operated from since 2001 whilst this family business has been located at this site for in excess of 70 no. years. It is noted that the number of registers clients from 2022-2023 amounts to 7,213.



Figure 2.0 Street-view image of the subject site illustrating the context of the site relative to the Pinnock Hill Roundabout.



Figure 3.0 Aerial image illustrating the immediate locational context of the subject site (indicative red outline).



### 3.0 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;
2. Significant extent of land acquisition (on permanent basis) for delivery of new slip road; and.
3. Construction of new bus lane, cycle lane and bus stop to the immediate north of the site.

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 northern and eastern boundaries.



Figure 4.0 Extracts from Sheet 01 of the General Arrangement drawing illustrating the proposed works relative to our client's site (purple fill).

### 4.0 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 viability of our client's business through compromising the accessibility of the site and, given the sensitive nature of the commercial operation, compromising the standard of healthcare which can be offered by our client to the animals of their customers. The following sections of this report will expand upon the impacts which will occur as a result of the aforementioned scheme.

#### 4.1 Revised Access

As detailed on the general arrangement drawings, the subject scheme will compromise the accessibility of the site through the omission of 1 no. of the 2 no. longstanding vehicular access points to the site. The removal of a vehicular access point to the site is considered a critical impact of the subject scheme given the fact that only a handful of local customers travel to the facility by foot with no customers travelling by public transport as can be expected given the nature of the facility. The subject facility has enjoyed access through these lands since the inception of the practice, and all investment and spatial planning of their facility to date have relied on this access.

The proposed revision to the existing access arrangement will compromise the ability of HGVs to enter the site and transport larger animals for veterinary care. Consequently, our client is deeply concerned about the future success of their business and the potential ripple effects it may have.

Completely removing one of the existing access points poses a significant threat to our client's business continuity. This action has the potential to "extinguish" their business altogether, making it an unacceptable situation which needs to be addressed at this stage.

#### **4.2 Loss of Vehicular Parking**

It is noted that the existing facility has only 23 no. vehicular parking spaces with these spaces routinely occupied at full capacity over the course of a typical working day. It is considered that the works illustrated on the general arrangement drawings will result in the loss of 6 no. vehicular parking spaces and, more importantly, it will require all vehicles to perform excessive reverse manoeuvres, creating a traffic hazard. Our client is deeply concerned about the safety of their clients and the potential knock-on effects it may have on their insurance premiums.

#### **4.3 Construction Stage Impacts**

The construction works described in the available documentation are projected to last for a duration of several years. These works are expected to generate significant noise, dust, and further restrictions on access. It is important to note that a large proportion of our client's customers rely on our support for their equine animals, and horses specifically require calm and tranquil environments.

#### **5.0 Mitigation & Compensation**

Having regard, for the identified issues which will compromise the accessibility of our client's property at Pinnockhill, 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 adequate protection of residential amenity at this location. In the absence of comprehensive mitigation measures to prevent undue visual, vibrations, lighting and noise 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.

#### **6.0 Conclusion**

In conclusion, the undue visual impact, the vibrations, the significant increase in noise pollution and light pollution when combined all clearly render the Swords to City Centre Core Bus Corridor Scheme as non-compliant with the proper planning and sustainable development of the area as it relates to our client's commercial business at Pinnockhill. It is considered, for the above reasoning, that the subject scheme will be detrimental to the accessibility of our client's commercial premises, will unduly compromise the standard of healthcare which can be provided to the animals of our client's customers and will directly affect the value and viability of the extant and longstanding family business on site.

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 residential amenity at this location. In the absence of comprehensive mitigation measures, it is considered reasonable that appropriate compensation be afforded to our client. It is requested that the NTA have due regard for the Impact Report prepared by TENT Engineering which is contained within Appendix A of this report in its assessment of this submission.

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    Impact Report prepared by TENT Engineering**



6th February 2024.

Dear Diarmuid,

Firstly thank you for answering our texts on Saturday, it was appreciated. Thank you also for meeting us at short notice this morning.

We have gone through the Bus Connects file and have attached only a few documents, but we feel they will help you get a clearer picture of the dialogue, or lack thereof.

1. Letter from NTA 9/11/18 re Bus Connects with attached map dated 9th November 2018.
2. Letter from NTA 2/3/20 re Bus Connects saying they have reviewed our suggestions and have a new preferred route and that they were going to public consultation, a brochure would follow by post.
3. Letter from NTA (Bus Connects) 24/8/20 advising that Hugh O'Sullivan is working for their service provider, Jacobs. Asking us to enter talks with him.
4. On the 25/9/20 we had an on-site meetin with J. Fleming and O. Wynne.
5. 2/11/20 Letter from NTA suggesting that we would by then have engaged with Jacobs in recent months.
6. 11/11/20 - Our letter to NTA putting on record we had no communication or engagement with Jacobs as suggested in theirs of the 2nd of November.
7. 28/1/21 - Minutes of Zoom meeting.
8. 26/5/21 - Letter from us to NTA with enclosure.
9. 9/7/21 - Ltr from Jacobs. They refer to us having received separate correspondence from Metro. They refer to our access suggestion also.
10. There was an on-site meeting on 28th July 2022.  
In those minutes which were sent to Suzanne Anglely of TII we brought it to their attention that we had only one site meeting with Bus Connects and that was on the 25th of September 2020. No further progress, access maps or discussion was forthcoming from that meeting.
11. Email from John Fleming 3rd August 2022, refers to 'his colleagues from Metrolink'.

I've also attached a document here with some of my notes which I hope are of assistance to you also.

Please feel free to get in touch with Gillian or I as much as you need.

Thank you.

Is mise,

Conor.

SWORDS VETERINARY HOSPITAL  
MILTON FIELDS  
PINNOCKHILL  
SWORDS  
CO. DUBLIN  
K67 YX67



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

Date: 9<sup>th</sup> November 2018

Ref: 2-01

**Re: BusConnects  
Swords to City Centre Core Bus Corridor Project**

Dear Property Owner / Occupier,

The National Transport Authority (NTA) has been tasked with delivering the BusConnects Dublin programme, which is a set of proposals to transform Dublin's bus system, so that journeys by bus will be fast, reliable, punctual, convenient and affordable. It will enable more people to travel by bus than ever before, providing an alternative to congested car journeys.

From the perspective of public transport, congestion is a major problem. On the busiest bus routes, bus lanes are only in place for less than one third of the corridor. This means that for most of the journey, buses are competing for space with general traffic and so are also affected by the increasing levels of congestion.

A key part of the BusConnects programme is the development of "Core Bus Corridors", effectively the delivery of continuous bus lanes, on the key bus routes across the city. Sixteen corridors are included in BusConnects Dublin.

Initial work has been undertaken on these corridors to identify an Emerging Preferred Route for each corridor. The Emerging Preferred Route is the proposal which, subject to a public consultation process, is considered to offer the best solution to improve the bus and cycle network.

The purpose of this letter is to inform you that the proposals contained in the Emerging Preferred Scheme for the Swords to City Centre Core Bus Corridor may impact on part of your property. An extract from a layout map showing an indicative layout of the scheme in the vicinity of your property is attached. The plan shows where the car lanes, bus lanes, cycle lanes and footpaths will be. Areas where land may be potentially impacted are marked with red dashed lines.

A complete public consultation document, which contains all of the relevant maps for this corridor, will be sent to you next week.

**We do wish to reiterate that these are proposals only which are not fixed or finalised.** They will be published in full shortly to get public feedback in relation to them. No decisions have been made to proceed with these proposals, and none would be taken until we have concluded the consultation process.

Any decision to proceed with this overall project would be subject to a statutory planning process, which would involve an application for planning consent to An Bord Pleanála. That planning application would not be made before 2020. If any garden portion or land was ultimately necessary to be acquired from your property, appropriate compensation would have to be paid in addition to the rebuilding of new garden walls, fences, gates and driveways, plus landscaping works to the residual area.

The NTA would welcome the opportunity to meet with you in relation to these proposals. That would give us the opportunity to discuss with you on a one-to-one basis, what this may mean for you and what the next steps will be over the coming months and years. If you wish to avail of this meeting please call **1800 303 653** to arrange a time and date at your earliest convenience.

Yours sincerely,

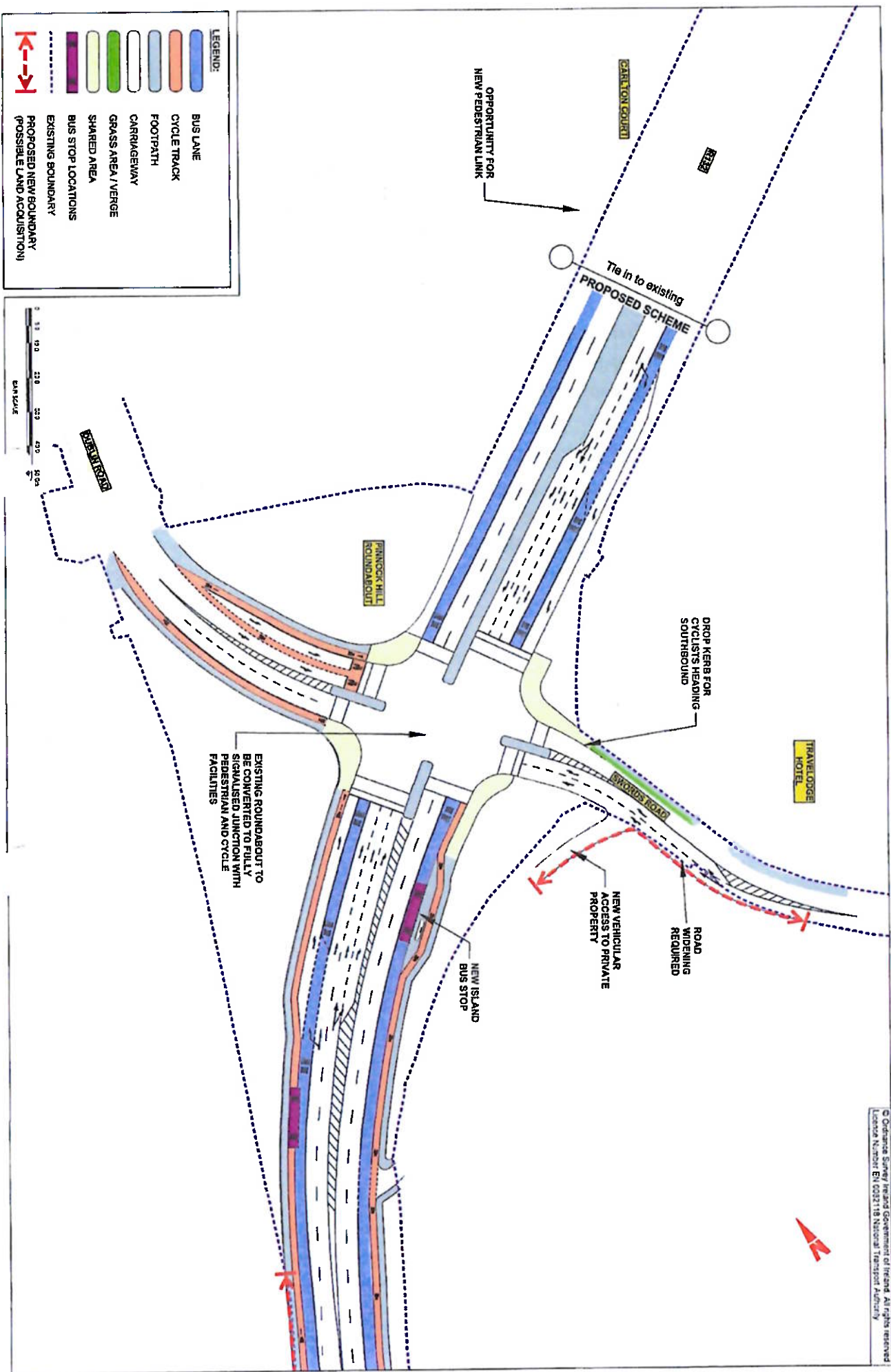
BusConnects Dublin,

National Transport Authority



**MAP 1: Emerging Preferred Route**

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Licence Number: EN 0082118 National Transport Authority



OWNER/ OCCUPIER  
SWORDS VETERINARY HOSPITAL  
MILTON FIELDS  
PINNOCKHILL  
SWORDS  
CO. DUBLIN  
K67 YX67



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

Date: 2<sup>nd</sup> March 2020

## **INFORMATION NOTICE**

### **Re: Swords to City Centre Core Bus Corridor**

Dear Property Owner/Occupier,

The National Transport Authority (NTA) has been tasked with delivering the BusConnects Dublin programme, which is a set of proposals to transform Dublin's bus system, so that journeys by bus will be fast, reliable, punctual, convenient and affordable. It will enable more people to travel by bus than ever before, providing an alternative to congested car journeys.

Congestion is one of the most significant challenges facing the Dublin region and needs to be addressed to safeguard the growth of the Dublin region and keep people moving. At present bus lanes are in place for less than one third of a bus journey on the busy corridors. A key part of the BusConnects project is the development of sixteen "Core Bus Corridors" or CBCs. These corridors will effectively deliver continuous bus lanes, on the key bus routes across the city along with improved pedestrian and cycling facilities along these Core Bus Corridors, building a sustainable city and addressing climate change.

A consultation on an Emerging Preferred Route for each corridor concluded in 2019. Following this public consultation process the NTA and its service providers have reviewed the submissions from the public to consider any changes appropriate to the Core Bus Corridor proposals. This review coupled with updated topographical survey information has led to changes to the proposals culminating in a Preferred Route proposal.

A letter was previously sent to this property advising that it was identified as being potentially impacted by the project, and an opportunity was given to meet NTA personnel to discuss the potential impacts. **The purpose of this letter is to inform you that the proposals contained in the Preferred Route Option for the Swords to City Centre Core Bus Corridor may continue to impact on part of the property.** A layout map showing an indicative layout in the vicinity of the property can be found on Map 1 of the Public Consultation Document, which will be published on our website [www.busconnects.ie](http://www.busconnects.ie) on 4 March 2020, and a brochure will be sent to you shortly.

The plan shows where the car lanes, bus lanes, cycle tracks and footpaths will be. Areas where land may be potentially impacted are marked with red dashed lines.

**Please note these are proposals only and as such are not fixed or finalised.**

The new proposals will be published on our website [www.busconnects.ie](http://www.busconnects.ie) on 4 March 2020, at which point the NTA will be welcoming feedback as part of the public consultation process. **No decisions have been made to proceed with these proposals, and will not be made until we have concluded the consultation process.**

Any decision to proceed with this project will be subject to a statutory planning process, which would involve an application for planning consent to An Bord Pleanála. The proposal is still subject to final detailed design, an environmental and transport impact assessment. The statutory planning application will not be made before the fourth quarter of 2020. Should the statutory planning application be consented by An Bord Pleanála, appropriate compensation will be paid to the owners for any garden portion or land that is ultimately necessary to be acquired from the property. This would also cover the rebuilding of new garden walls, fences, gates and driveways, as well as landscaping works to the residual area.

The NTA would again welcome the opportunity to meet with you in relation to these proposals, to discuss with you on a one-to-one basis, what this may mean for you and what the next steps will be over the coming months and years. If you wish to avail of this meeting please call 1800 303 653 to arrange a time and date at your earliest convenience.

Yours sincerely,  
BusConnects Infrastructure Dublin,  
National Transport Authority





SWORDS VETERINARY HOSPITAL  
MILTON FIELDS  
PINNOCKHILL  
SWORDS  
CO. DUBLIN  
K67 YX67



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

24th August 2020

Re: BusConnects – Swords to City Centre Core Bus Corridor  
Subject: Information Gathering

Dear Owner/ Occupier,

We are contacting you in relation to the BusConnects Dublin - Core Bus Corridor Infrastructure Works and specifically the Swords to City Centre Core Bus Corridor.

For our work on the project we would like to gather relevant information about your property that will assist our design and the environmental impact assessment.

Our representative Hugh O'Sullivan, of our service provider Jacobs, will be the key point of contact who will talk with you about these matters. We wish to have a conversation with you by phone initially. We may then arrange for a visit to your premises to follow, if appropriate and agreeable to you.

Could we please ask you to call our Information Line at **1800 303 653** to make suitable arrangements for a discussion?

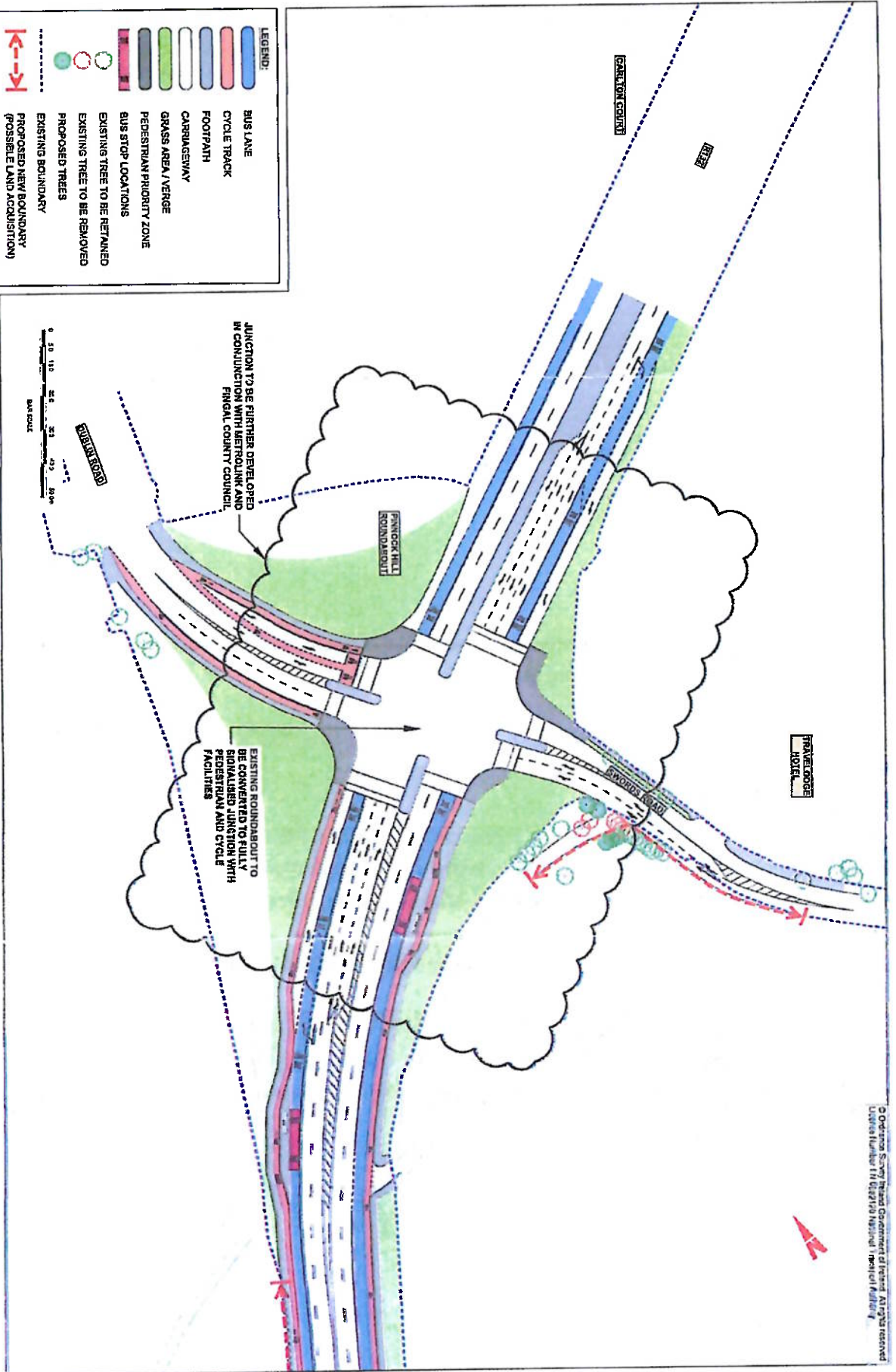
We have attached map 1 from the 2nd public consultation brochure which was released earlier this year. This shows the proposed BusConnects Dublin - Core Bus Corridors Infrastructure Works in the vicinity of your property.

Thank you for assisting us in this respect.

Yours sincerely,  
BusConnects Dublin,  
National Transport Authority

MAP 1: Preferred Route

BusConnects Core Bus Corridors / 2. Swords > City Centre



CONOR Ó SCANAILL  
SWORDS VETERINARY HOSPITAL  
MILTON FIELDS  
PINNOCKHILL  
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www.nationaltransport.ie

2 November 2020

## **INFORMATION NOTICE**

**Re: Swords to City Centre Core Bus Corridor**

Dear Property Owner/Occupier,

You will have engaged with Jacobs in recent months regarding your property interest in **MILTON FIELDS**. This letter is to advise that a third non-statutory public consultation is being launched in regard to the referenced BusConnects Core Bus Corridor (CBC).

The National Transport Authority (NTA) has been tasked with delivering the BusConnects Dublin programme, which is a set of proposals to transform Dublin's bus system, so that journeys by bus will be fast, reliable, punctual, convenient and affordable. It will enable more people to travel by bus than ever before, providing an alternative to congested car journeys.

Congestion is one of the most significant challenges facing the Dublin region and needs to be addressed to safeguard the growth of the Dublin region and keep people moving. At present bus lanes are in place for less than one third of a bus journey on the busy corridors. A key part of the BusConnects programme is the development of sixteen "Core Bus Corridors" or CBCs. These CBCs will effectively deliver continuous bus lanes, on the key bus routes across the city along with improved pedestrian and cycling facilities along these routes, building a sustainable city and addressing climate change.

A non-statutory public consultation on an Emerging Preferred Route for each CBC concluded in 2019, and a second non-statutory public consultation on a Preferred Route Option Proposal for each corridor was concluded in April 2020. Due to the introduction of Covid restrictions during March and April this year public information events were cancelled during the second consultation period. NTA determined that, while the planning work for the CBCs would continue, it would be appropriate to schedule a third round of non-statutory public consultation prior to finalising the CBC proposals for formal statutory planning application to An Bord Pleanála.



The planning work has continued since April including ongoing consideration of submissions from the public, updated topographical survey information, and other surveys, transport assessment, and environmental assessment. As a consequence further refinement and amendments to the CBC proposals have resulted.

The purpose of this letter is to reaffirm, as per recent correspondence and conversations with you, that the proposals contained in the Preferred Route Option for the Swords to City Centre Core Bus Corridor may continue to impact on part of the property. A layout map showing an indicative layout in the vicinity of the property can be found on Map 1 enclosed.

✱ In addition, a hard copy brochure will also be sent to you in the coming days. ✱

The plan shows where the car lanes, bus lanes, cycle tracks and footpaths will be. Areas where land may be potentially impacted are marked with red dashed lines.

**Please note these are proposals only and as such are not fixed or finalised.**

The new proposals will be published on our website [www.busconnects.ie](http://www.busconnects.ie) on 4 November 2020, at which point the NTA will be welcoming feedback as part of the third public consultation process. No decisions have been made to proceed with these proposals, and will not be made until we have concluded the consultation process.

Any decision to proceed with this CBC will be subject to a statutory planning process, which would involve an application for planning consent to An Bord Pleanála. The proposal is still subject to final detailed design, and finalisation of environmental and transport impact assessment. The statutory planning application will not be made before the end of the first quarter of 2021. Should the statutory planning application be consented by An Bord Pleanála, appropriate compensation will be paid to the owners for any garden portion or land that is ultimately necessary to be acquired from the property. This would also cover the rebuilding of new garden walls, fences, gates and driveways, as well as landscaping works to the residual area.

The NTA and our Designers will continue to engage with you in relation to these proposals. If you wish to avail of a meeting during the public consultation period please call 1800 303 653. Your request will be referred to a design team representative who will respond promptly to arrange a time and date at your earliest convenience.

Once the planned consultation on the Preferred Route Option has commenced, members of the public and interested parties will be invited to send in submissions. All information on how to take part in the consultation will be made available on our website [www.busconnects.ie](http://www.busconnects.ie)

Yours sincerely,  
BusConnects Infrastructure Dublin,  
National Transport Authority

*Tel: 8900380*

*Fax: 8900379*

Tadhg Ó Scanaill MRCVS

**Ó Scanaill**  
*Veterinary Surgeons*

*Milton Fields  
Swords, Co Dubli*

Conor Ó Scanaill MRCVS MVB

11<sup>th</sup> November 2020

National Transport Authority,

Dún Scéine,

Harcourt Lane,

Dublin 2.

DO2 WT20

**Re: Swords to City Centre Core Bus Corridor**


Dear Sirs,

I refer to your letter of the 2<sup>nd</sup> of November last.

I am writing to record the fact that we have had no communication (or engagement) with Jacobs to date regarding plans at Milton Fields, Swords.

I note from your letter that a hard copy of your further proposals will be delivered to us in the coming days and I await receipt of same.

Is mise

  
Conor Ó Scanaill

**Zoom meeting 3.30pm - 4.30pm Thursday 28th January 2021.**

Hugh O'Sullivan from Jacobs and Conor. Hugh said Ivan Lee was also expected to be online however he never appeared. He is a Designer.

Hugh said the purpose of the meeting was to be a starting point - he wanted to try and understand Conor's requirements. He asked Conor "*what are you needs, and what are the downsides of the situation if we convert to a signalised junction?*".

Conor said to him what he needs is **ACCESS - WITH NO IMPEDIMENTS.** He said that what Hugh was proposing to do was helping the buses and pedestrians - thats all. The buses are not hampered by the roundabout - it works well. He asked have they any pictures, designs, studies done of the area.?

Hugh referred to the Dublin City Council website - planning application. The map which he had was incorrect. We are further South of the feeder road. Hugh agreed the map was misleading.

He said they are restricted to be doing site visits due to current Covid rules - said there is a lot of red tape.

He asked Conor - "*Do you wish for the whole thing to go away - is that what you would rather?*".

Conor said to him that he's aware that its coming - its progress - however they are impeding the buses and that is not going to help. The R125 - if you were to attempt to make that bigger, that would be a huge ask. Thats the bottleneck and any bothers that happen, happen there. The roundabout at Ryanair is the road's saving grace.

When asked who pays for this, Hugh replied that its Bus Connect. Hugh said they are not dealing with the other roundabout at Pavillion, when asked by Conor.



He said someone else is working on that with Fingal County Council (*sounded like Jefferson??*). Hugh is only interested in Pinnock Hill roundabout.

Conor said that is is majorly questionable to signal the junction. We need **UNFETTERED ACCESS**. The Metro said they would '*guarantee access*' - Conor feels it is '*unpalatable access*'.

He agreed with Hugh that he is making sense by squaring off - and ok, perhaps widen Mr. O'Scanail's existing entrance.

However, the works would be a pure building site and not just for 1-2 months - it will be years realistically.

Enlarging the 125 in itself smells of difficulties. Ok, so you can close it but the trouble gets pushed to the lights at the Boroimhe junction eventually.

Holywell want pedestrian access, I hear what you say.

Conor said, "*Your feeder roundabout - I just can't see sense to that*". Hugh said he was trying to help with the different movements. Conor again suggested to him that he should do a site visit with him - stand in the carpark, see what way it works. The map he has needs correction. Conor would show him.

The M1 to us is a bother - thats where you are telling me to move - up to the roundabout at Ryanair and back down to the left.

Hugh said they would realign home entrance: Airport - Swords - North use that then. Conor said people from Airport direction could not come in that way. Hugh suggested they cut right across that road. Conor said thats a huge ask and a little scary. You can't go out that gate and go to Swords Village by turning right - perhaps workable if slower traffic but not good idea. Hugh said ok for leaving and going South / North but going East would mean going through Airside.

Conor again asked has Hugh any studies. To Conor this appears to be a paper exercise. The existing exit from the main house is a great help going to town but for a jeep and horsebox coming in its simply not workable.

He referred to items on the map - blue is buss lane and red is the bus stop.

Conor said coming in off the R125 will not work.

Hugh said he is trying to work out what impact this would have inside Conor's premises.

Conor asked him what was the advantage of moving the existing entrance.? Hugh's reply was that it was to square it up - less of an angle, to stop you coming back on yourself.

Conor explained that there is no room to mess in our area. There is ample space when you come off the roundabout for two cars to pass each other, then one will give room to the other to move. Thereby safely getting the person off the roundabout rather than queueing on the roundabout to get into us if somebody was leaving at the same time. When you come into the clinic car park - if there are cars parked to the front of the building you then need to move to the left apron and park there.

Again the top gate as an exit was referred to but the only way you can go when you get out that way is South. If you want to go North then you go South, through Airside and back to the roundabout and go North.

Conor referred to a feeder road at the back of Airside Industrial Unit on the R125 - small service road. Its not smooth, issue of possible subsidence. If Metro were to go in there too it would be very messy.

Conor said that the works proposed for the roundabout were not necessary for the workings of the Metro - Hugh agreed.

The roundabout deals with so much traffic every day - no lights etc, and yet is still manages to flow. Even the bottleneck manages. Conor sees very little sense in what they are proposing to do. There are no bus delays / no signals and yet it all still works.

Hugh's intention is the '*pull it in*' referring to the bus lane. Conor said that would mean limiting traffic down to one lane - that is not good. Suggested Hugh goes to see how Drumcondra has turned out for example.

Conor asked Hugh what did he think this exercise was achieving. Again, where are your studies.? He reminded Hugh that we have a big flow of traffic every day on this roundabout and there are no accidents to date into the clinic - it works as it is.

The R125 is not sitting well for this - there are issues one such is the high bank.

Conor pointed out to Hugh that Metro are not evident on the map. Thats why Hugh's map looked less complicated.

Conor said - my requirements would be:

1. Cars in and out
2. Jeeps and trailers
3. Rigid body lorries
4. Unfettered access

The issue with the roundabout would be that someone would stop on the roundabout to let someone else out - however this is not an issue as we have a wide opening which will house a car moving onto the roundabout while letting another come into the clinic off the roundabout. We have the correct dimension of an exit there.



Conor asked if Hugh was talking to Metro. Hugh said yes and he was under the impression that Metro were talking to Conor, he mentioned McGarry. Conor said they aren't and that he would like that addressed. He mentioned that a crossroad set up would suit Metro.

Studies etc show that there have been no accidents or delays. It tends to work on the roundabout. The Red Cow junction was mentioned - Conor suggested they were going to end up making something like that happen again. Metro don't need this change, its Bus Connect who want the signal junction. Will be impossible to run our business in a building site.

Conor asked Hugh what concerns he had about it himself. Hugh returned to Conor and said he wanted to know what movements we had and if the proposed works were realistic to Conor.

Again, the question of what studies Hugh has was raised. Hugh said yes there had been studies done. Conor asked what were the findings. Hugh said it refers to queues and heavy flows - thats what they are looking at. Hugh said he doesn't think he knows our numbers of traffic coming in and out.

Conor said that a new additional junction is far from workable and it would create a more dangerous situation - he noted that they are trying to make the residence part of the area more important now.

An island in the middle of the road coming down from the Airport to hold 2-3 cars would be the only way to keep people safe if they were to come into us from the Airport direction. Conor said he would look at the new access (Asa Nua) again but could not see it working.

Conor asked when would Hugh talk with him again. Hugh said he is aware Conor has not been consulted with enough. Conor said after the meeting he would be going away to look up planning applications but Hugh advised it is not available yet. Planning will likely be published in March. Will be on the NTA website / An Bord Pleanala.

He advised there would be an oral hearing. Conor said to Hugh he will say at that hearing that '*Hugh didn't come to my premises and stand with me and let me show him*'. Hugh understood.

Hugh said he would try and visit himself and have a look and meet Conor. Conor asked him for 3 days notice. Conor again said that what they are trying to do to the R125 will achieve nothing good. Changing the R125 is the worst thing they could do.

Metro don't know enough about this either.

Meeting ended with Conor telling Hugh he would wait to hear from him again. Hugh checked if Conor had his number - yes Conor has it but he will be waiting for Hugh to come back to him again.

End of Meeting.  
4.30pm

# Ó Scanail

*Veterinary Surgeons*

*Tel: 8900380*

*Fax: 8900379*

*Milton Fields*

*Swords, Co. Dublin.*

**Tadhg Ó Scanail MRCVS**

**Conor Ó Scanail MRCVS MVB**

26th May 2021

**BY REGISTERED POST & EMAIL**

National Transport Authority,  
Dun Sceine,  
Harcourt Lane,  
Dublin 2.  
D02 WT20

**'WITHOUT PREJUDICE'**

**Re: Proposed works at Pinnock Hill, Swords, Co. Dublin.**

Dear Hugh,

I refer to the above matter and to our recent on-site meeting at Milton Fields, Pinnock Hill on the 23rd of April last. I am grateful to you for taking the time to meet with us on site and I hope that your visit gave you a better understanding of the runnings of the busy Clinic here and will help you understand the serious concerns we have about the affects these proposed works will have on the business.

Some of the Issues raised were;

1. The maps were A4 in size and all parties agreed that A5 maps were needed. A5 maps were subsequently hand delivered.
2. That the Metro and Bus Connects' works should be outlined on the same map.



3. The existing roundabout / traffic islands and entrances be clearly evident on the larger map.
4. That the lands immediately South and North of Milton Fields be included as it would help us to envisage and cooperate with the works and flow. I note that you mentioned there could be difficulties with this but that you would bring it to the attention of Jacobs Engineering.

This must be addressed urgently and in an appropriate manner because both Metro North and Bus Connects' though separate projects, are to occur simultaneously and will affect us maximally at all levels and stages. The projected construction works will take a minimum of three years to complete at Milton Fields. The Veterinary Hospital as a service will not survive.

To date, we have taken time to meet Bus Connects and Metro North separately, to no avail. This approach has not served me or the Hospital well. All future plans, correspondence and meetings must involve both Metro North and Bus Connects combined.

5. My Engineer looked at the maps furnished and was awe stricken at the lack of detail provided considering the enormity of the works and their projected impact on the Vet Hospital and those employed therein. I enclose two of your drawings to illustrate that point. You will appreciate from the drawings, their total inadequacy and how they omit the most important and relevant markings and measurements.

One boundary line marked in red is extra large and bold but not a measurement at all.

On the other drawing the proposed internal traffic flow diagrams are schematic and the proximity of the works to the existing buildings is evident but again not quantified / measured. The Metro and its footprint are not even marked on this second map.

The drawings are perfectly unworkable. This must be addressed and corrected soon to enable us to plan.

When we walked the property and surrounding grounds, it was noted that the road access measurements are 6 metres and both yourself and Ivan felt that the new traffic proposals ought to measure at least the same on account of the volume of internal traffic, and more importantly to ensure the flow of external traffic (no back flow to affect the busy new road junction).

I enclose a copy of a recent traffic survey carried out at Swords Veterinary Hospital showing how busy it is. The true volume of footfall would be at least twenty percent greater considering it was carried out during Covid restrictions.

The adjacent Hill Field was highlighted and all present at the meeting were made aware that the field has lain idle for the past forty years (with only minimal agricultural usage). It would be wise to make more use of this fact rather than put an end to the Vet Hospital.

Issues with the restrictive nature of the R125 were also brought to the attention of all present.

Regarding the works, in particular the Metro: - open / retained cut section:- right next to the Vet Hospital, I note you agreed to look at this issue as it would majorly affect noise and vibration levels and the animals under our care. All present felt it would be best if it were covered.

The matter of the existing entrance to the Residence off the R132 was discussed. It would be preferable that this be enlarged rather than create a new additional entrance / egress and the disturbance that goes with that.

I must put on record that I have always engaged with both Metro North and Bus Connects and have written at length expressing my many concerns about the proposed works and the detrimental affect they would have on the Hospital. My frustration lies in the fact that I have never received adequate written responses to the pertinent issues raised; a perfect example being the issue of the MRI equipment. Am I to proceed with the installation of same.?

There are many issues left unanswered at present which must be addressed as a matter of urgency.

The object of this letter is to clarify what was discussed at the recent on-site meeting. It is also to make you aware of the affect the projected works will have on us here.

Thank you for arranging the meeting and I trust that you will share our concerns with all relevant parties.

Is mise le meas,

  
Conor Ó Scanail



10AS

Survey Name:

Site:

Location:

Date:

152 20337 Swords Veterinary Hospital

ATC2 - RESIDENCE OFF R132 - SURE

Swords Veterinary Hospital

Fri 06-Nov-2020 - Thu 19-Nov-20

R125

R132



3

87  
VETS.

Map data ©2020

TIME	A => B (Entries)				B => A (Exits)			
	LGV	HGV	PSV	TOT	PCU	LGV	HGV	PSV
Fri 06-Nov-2020	4	2	0	6	8.6	44	2	0
Sat 07-Nov-20	0	0	0	0	0	23	0	0
Sun 08-Nov-20	0	0	0	0	0	0	0	0
Mon 09-Nov-20	2	0	0	2	2	47	0	0
Tues 10-Nov-20	1	0	0	1	1	31	0	0
Wed 11-Nov-20	4	1	0	5	6.3	41	0	0
Thurs 12-Nov-20	1	0	0	1	1	34	0	0
Fri 13-Nov-20	3	0	0	3	3	50	0	0
Sat 14-Nov-20	3	0	0	3	3	20	0	0
Sun 15-Nov-20	0	0	0	0	0	0	0	0
Mon 16-Nov-20	3	0	0	3	3	46	0	0
Tues 17-Nov-20	2	0	0	2	2	37	0	0
Wed 18-Nov-20	2	0	0	2	2	46	0	0
Thu 19-Nov-20	1	0	0	1	1	35	0	0
Total	26	3	0	29	32.9	454	2	0
						456		

458.6

AS

Survey Name:

152 20337 Swords Veterinary Hospital

Site:

ATC1 - ROUNDABOUT ENTRANCE

Location:

Swords Veterinary Hospital

Date:

Fri 06-Nov-2020 - Thu 19-Nov-20

2 WEEK PERIOD

R1322

R125



Travelodge Bar  
& Restaurant  
Gilt

Map data ©2020

TIME	A => B (Entries)				B => A (Exits)				TOT	PCU	TOT	PCU
	LGV	HGV	PSV	TOT	LGV	HGV	PSV	TOT				
Fri 06-Nov-2020	160	3	0	163	121	4	0	125	166.9	130.2	125	130.2
Sat 07-Nov-20	74	0	0	74	51	0	0	51	74	52	51	52
Sun 08-Nov-20	9	0	0	9	8	0	0	8	9	8	8	8
Mon 09-Nov-20	173	1	0	174	128	1	0	129	175.3	130.3	129	130.3
Tues 10-Nov-20	159	0	0	159	129	0	0	129	159	129	129	129
Wed 11-Nov-20	159	3	0	162	122	3	0	125	165.3	128.9	125	128.9
Thurs 12-Nov-20	148	0	0	148	115	0	0	115	148	115	115	115
Fri 13-Nov-20	187	0	0	187	141	0	0	141	187	141	141	141
Sat 14-Nov-20	87	0	0	87	69	0	0	69	87	69	69	69
Sun 15-Nov-20	21	0	0	21	21	0	0	21	21	21	21	21
Mon 16-Nov-20	166	0	0	166	124	0	0	124	166	124	124	124
Tues 17-Nov-20	173	0	0	173	138	0	0	138	173	138	138	138
Wed 18-Nov-20	156	0	0	156	113	0	0	113	156	113	113	113
Thurs 19-Nov-20	138	0	0	138	104	0	0	104	138	105	104	105
Total	1810	7	0	1817	1384	8	0	1392	1825.5	1404.4	1392	1404.4







Ran

PINCK HILL  
JUNCTION

1430

1430

1430

1430

1430

1430

1430

1430





Merrion House  
Merrion Road  
Dublin 4, D04 R2C5  
Ireland  
T +353 1 269 5666  
F +353 1 269 5497  
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9<sup>th</sup> July 2021

Ó'Scanaill Veterinary Surgeons  
Miltonfields,  
Swords,  
Co Dublin.

**Project: BusConnects Core Bus Corridor Infrastructure Works**

**Subject: Proposed works at Pinnock Hill, Swords, Co. Dublin**

Dear Mr Ó'Scanaill,

Thank you for your letter dated the 26<sup>th</sup> May 2021 addressed to the National Transport Authority in relation to the proposed works at Pinnock Hill, Swords, Co. Dublin.

I apologise for the delay in responding. If possible, could you send any future correspondence to the BusConnects email address, [cbc@busconnects.ie](mailto:cbc@busconnects.ie), please. I am responding to you on behalf of the BusConnects project. You should receive separate correspondence in relation to the MetroLink project.

Thank you for receiving us on your premises on the 23<sup>rd</sup> April, it was a very useful visit. I have attached a larger scale map which shows the topographical survey of the existing road roads, roundabout and entrances. As you requested, the map also shows the proposed BusConnects development and an indicative layout of the Metro Link proposal received from the MetroLink team on the 14<sup>th</sup> June 2021. Hopefully this will allow you to appreciate the extents of both proposals in relation to your property.

In relation to the proposed access to your property we have amended the road width to at 6m throughout. The amended proposal prevents entry to your property directly from the R125, as discussed, meaning that all visitors coming to your premises would use the R132 entrance. Exit onto the R125 from your property is proposed in the layout, which would facilitate visitors wishing to travel north along the Swords bypass or to Swords itself. We reviewed your suggestion to keep the entrance off the R132 at the existing location, but at present we consider that less disruption to existing mature trees would arise from our proposed layout.

In relation to the proposed Metrolink works and your proposed MRI equipment, we have relayed your comments to the MetroLink team and I understand they will be in touch with you directly on those matters.

Yours sincerely

**Hugh O'Sullivan**  
Project Manager, BusConnects CBC02, Swords to City Centre Route  
Email: [hugh.osullivan@jacobs.com](mailto:hugh.osullivan@jacobs.com)

Jacobs Engineering Ireland Limited  
Directors: D. Hannon, L. Power, M. O'Connor  
Registered in Ireland No. 111945  
Registered Office: Merrion House, Merrion Road, Dublin 4, 2104 10

## John Fleming

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**From:** John Fleming  
**Sent:** Wednesday 3 August 2022 14:49  
**To:** O'Scanaill Vet  
**Cc:** Suzanne Angley; Oliver Wynne; 'O'Sullivan, Hugh'; BusConnects Core Bus Corridor  
**Subject:** Work-in-Progress Plan for BusConnects Swords to City Centre Core Bus Corridor Scheme at Pinnock Hill area  
**Attachments:** BCIDB-JAC-GEO\_GA-0002\_XX\_00-DR-CR-0001 (2022\_08\_02).pdf

Dear Mr O'Scanaill

Thank you for facilitating the meeting at your property last Thursday, 28 July 2022 with our colleagues from the MetroLink Project.

When we met I gave you a draft hard-copy General Arrangement Plan of the proposals for the BusConnects Swords to City Centre Core Bus Corridor Scheme at Pinnock Hill area, particularly in regard to the proposed modifications to facilitate access to your property. You requested that I would add the MetroLink alignment to the drawing to help to visualise the plan better.

Attached is the Work-in-Progress General Arrangement Plan including the MetroLink alignment. I will also send a hard-copy by post. Note it is not finalised yet until our full planning assessment is complete prior to formally submitting the BusConnects Swords to City Centre Core Bus Corridor Scheme statutory planning application to An Bord Pleanála later this year.

We will be happy to discuss this further with you at your convenience.

Regards  
John

John Fleming

National Transport Authority  
Údarás Náisiúnta Iompair

*I am working remotely and in accordance with NTA's Right to Disconnect policy, if you are receiving this email outside of normal working hours, I do not expect a response or action outside of your own working hours*

