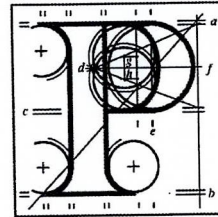


Our Case Number: ABP-317121-23

Planning Authority Reference Number:



**An
Bord
Pleanála**

MKN Properties Limited
c/o Raymond Martin
18 The Seapoint Building
Clontarf
Dublin 3

Date: 19 September 2023

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 be advised that landowners listed on the Compulsory Purchase Order schedule associated with this application are not required to pay the €50 fee associated with this case. As you are listed as a landowner, a refund of €50 will be issued to the debit/credit card used to make payment for this submission.

Please note that the proposed road development shall not be carried out unless the Board has approved it or approved it with modifications.

The Board has also received an application for confirmation of a compulsory purchase order which relates to this proposed road development. The Board has absolute discretion to hold an oral hearing in respect of any application before it, in accordance with section 218 of the Planning and Development Act 2000, as amended. Accordingly, the Board will inform you in due course on this matter. The Board shall also make a decision on both applications at the same time.

If you have any queries in relation to this matter please contact the undersigned officer of the Board at laps@pleanala.ie. Please quote the above-mentioned An Bord Pleanála reference number in any correspondence or telephone contact with the Board.

Yours faithfully,

Eimear Reilly
Executive Officer
Direct Line: 01-8737184
HA02A

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44/45 Clontarf Road
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Electronic submission

The Secretary
An Bord Pleanála
64 Marlborough Street
Dublin 1
D01 V902

12th September 2023

SID Project:	Bus Connects Swords to City Centre Bus Corridor Scheme
ABP Case Ref:	HA06D.317121
Observation by:	MKN Properties Limited

Sir / Madam,

Further to application for the Strategic Infrastructure Development "BusConnects Swords to City Centre Bus Corridor Scheme", MKN Properties Limited (MKN) wish to make the following observations in respect of the scheme, its design and attributes.

Firstly, MKN Properties Limited wish to confirm their support for the proposed BusConnects Swords to City Centre Bus Corridor Scheme. MKN believes that the delivery of such high frequency public transport infrastructure is essential to the sustainable development of North Dublin and will enhance the ability of the area to unlock and sustain the growth potential which is inherent in the land use objectives of lands along the route.

MKN however have a number of observations:

1. Layout of Pinnock Hill Roundabout / Junction

Upon review of the plans lodged with the application, MKN note that the design of the Pinnock Hill Roundabout as proposed does not accord with the long held roads objective for the delivery of the Fosterstown Link Road.

The Fosterstown Link Road forms a pivotal element of infrastructure for the south swords area which is to link the Forest Road directly to the Pinnock Hill Roundabout / R132.

This objective has been shown in numerous Fingal County Development Plans and had been the subject of extensive consultation as between Fingal County Council and the NTA (Bus Connects Team and Metro Link teams) for many years. Indeed MKN also engaged with the NTA with regard to the integration of this road to the Pinnock Hill Roundabout.

The delivery of the Fosterstown Link Road has been on hold for upward of 7 years on the basis that FCC and NTA advised MKN that its delivery would be premature and may prejudice the Pinnock Hill Roundabout detailed design (of which the link to the Fosterstown Link Road would form part).

Indeed, NTA and FCC have circulated on many occasions draft designs of the seamless integration of the Fosterstown Link Road with the Pinnock Hill roundabout as the basis of the future Bus Connects design.

Subsequent to discussions with FCC and NTA (and latterly as agreed at SHD pre application stage with ABP), it was agreed that MKN should apply for planning permission for part only of its proposed development of lands to the west of Pinnock Hill and provide for only part delivery of the Fosterstown Link Road (pending the NTA completion of the Pinnock Hill design). See ABP file ABP-308366-20 for details of the granted scheme.

It is therefore regrettable (and of great surprise to MKN) that the now lodged design of the roundabout/junction completely omits to consider this future link road which is awaiting delivery.

We attach in appendix hereto the following plans for the boards review:

- a. Extract Fosterstown LAP 2010-2017
Map showing proposed layout of Fosterstown Link Road and Pinnock Hill junction.
- b. Extract of Swords Masterplans Part C: Fosterstown (adopted in May 2019)
Map showing proposed layout of Fosterstown Link Road and Pinnock Hill junction.
- c. Copy of map showing lands in the ownership of MKN Properties Limited
- d. Extract of Bus Connects layout of Pinnock Hill Junction (as per application)
- e. Extract of MetroLink layout of Pinnock Hill Junction (as per application)
- f. Extract of Fosterstown SHD application as granted by ABP illustrating the partial layout of Fosterstown Link Road
- g. Extract of detailed design of Link Road to include connection to Pinnock Hill Roundabout junction resulting from detailed design discussions with Fingal County Council and NTA.

2. Integration of Metro

MKN query the NTA's proposed integration of the Bus Connects, Metro and Fosterstown link Road. It would appear that there is an incoherent / missing elements to this integration which may necessitate the future redesign of this junction to enable the provision of all 3 elements (Fosterstown Link Road/Bus Connects/Metro). It is clear for instance that the Metro application (2022) illustrates the Pinnock Hill junction as a roundabout, whereas the Bus Connects Layout (2023) illustrates the current roundabout as a signalised junction. This clearly illustrates a disappointing disconnect in design, rectification of which should be prioritised by the applicant in this instance and revised accordingly to cater to future needs.

3. **Oral Hearing**

MKN hereby request that an oral hearing be held in respect of this application. It is believed that such a hearing would be in the best interests of the public good and all those who have made observations in respect of this application.

Conclusion

- The omission of the provision for future design integration with Fosterstown Link Road and Metro is a glaring oversight and should be accommodated accordingly.
- The design as proposed prejudices the future delivery of a Link Road which is a long-standing objective of the local authority.
- A consequence of the design is to prejudice the future delivery of residential development in the area.
- An oral hearing should be held in respect of this application.

MKN Properties hereby request to be notified of all decisions in respect of the this application

This Submission to An Bord Pleanala is accompanied by the requisite fee. We therefore look forward to confirmation of receipt of this submission at your earliest convenience.

Yours faithfully

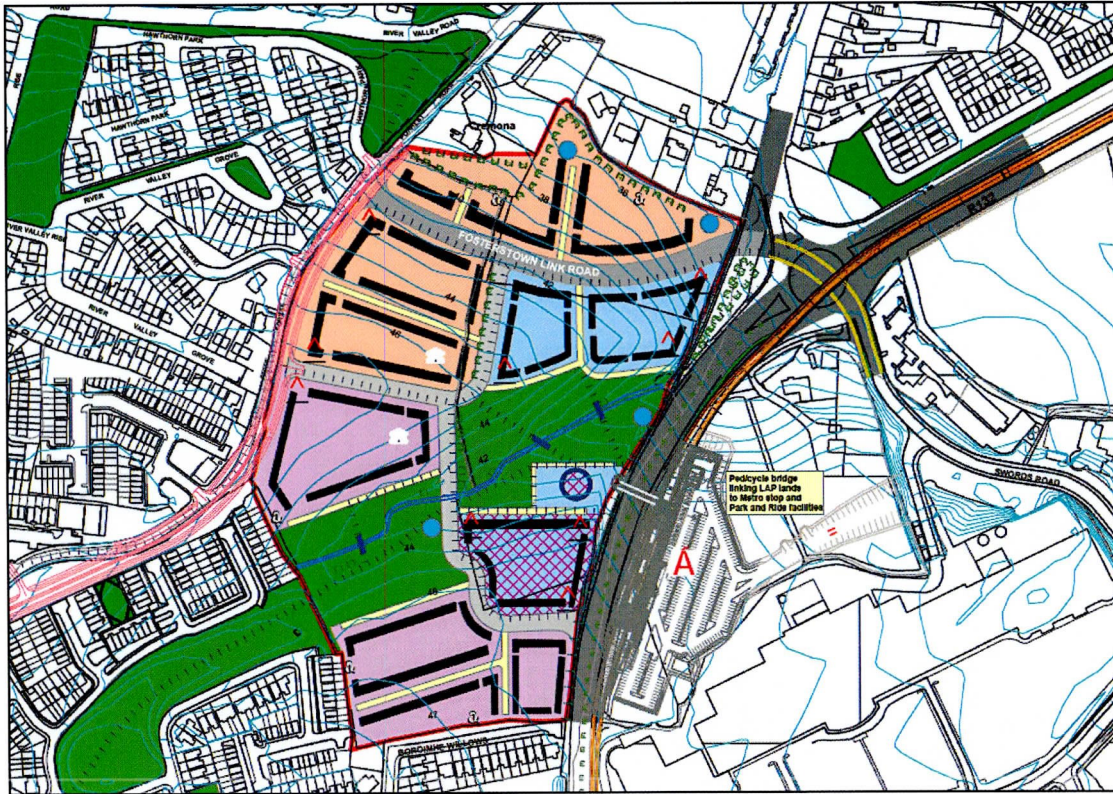
Raymond Martin

Raymond Martin

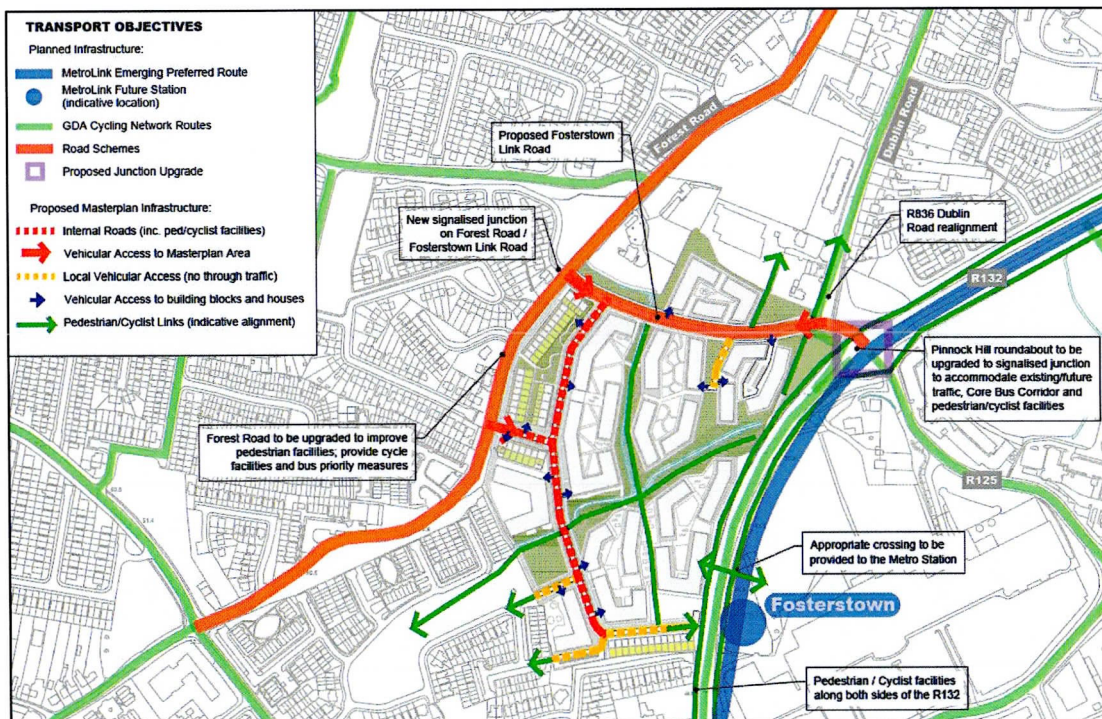
MKN Properties Limited



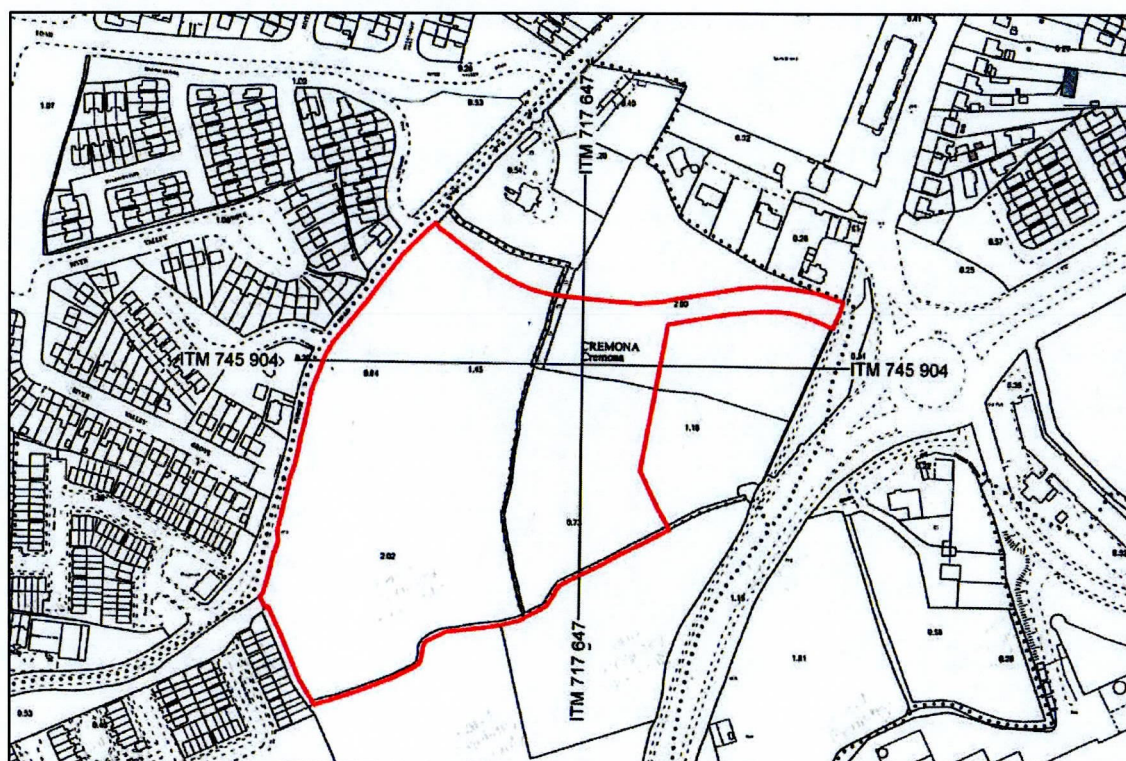
Fosterstown LAP 2010-2017



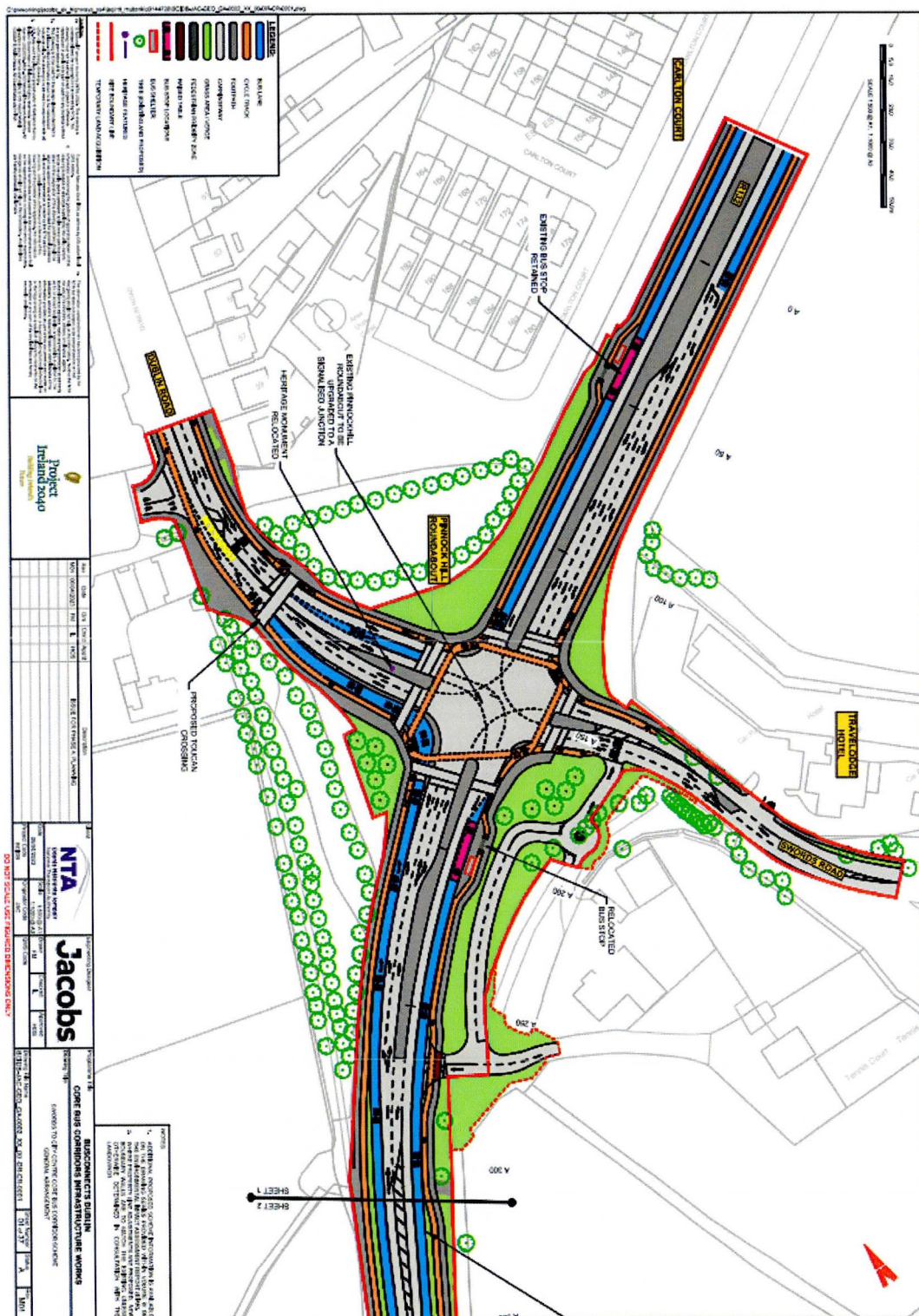
Swords Masterplans Part C: Fosterstown (adopted in May 2019)



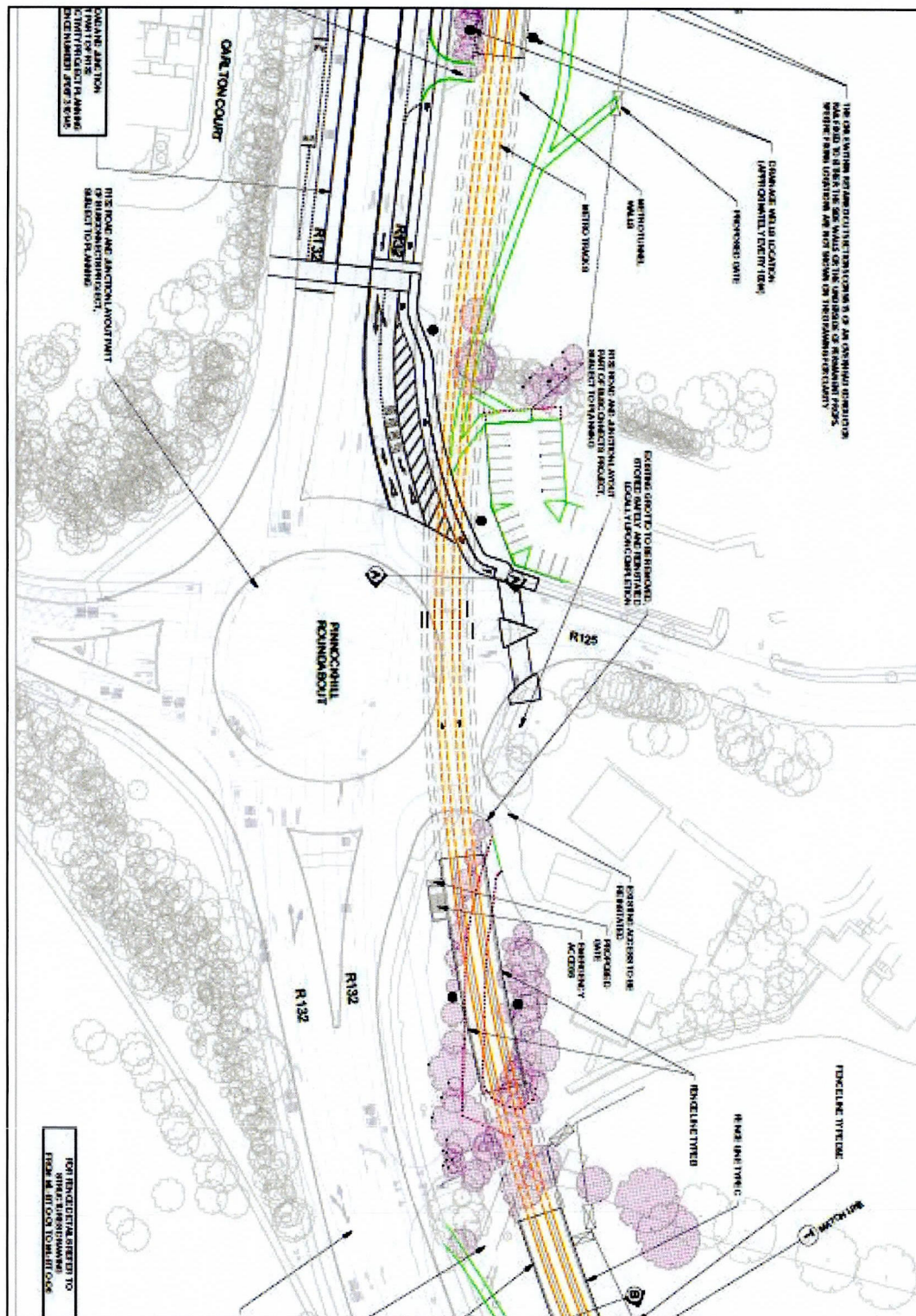
Lands in the ownership of MKN Properties Limited



Bus Connects layout for Pinnock Hill makes no provision for access to Fosterstown Link Road



Layout for Pinnock Hill makes no provision for access to Fosterstown Link Road



Fosterstown SHD application as granted by ABP (ref: ABP-308366-20)

ABP decision to grant planning for Fosterstown SHD based upon premise / assumption by ABP that the NTA / bus connects design would allow for future connection to Pinnock Hill (as redesigned)



Fosterstown Link Road and Pinnock Hill Junction/Roundabout Plan as per detailed design discussions with FCC and NTA (2018-2021)

