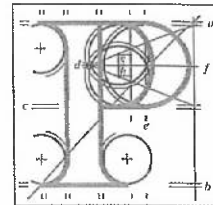


Our Case Number: ABP-317121-23

Your Reference: Maxol Limited



**An
Bord
Pleanála**

R W Nowlan & Associates
Basement Office
54 Fitzwilliam Square
Dublin 2

Date: 03 August 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 accept this letter as a receipt for the fee of €50 that you have paid.

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 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.

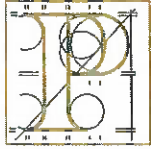
Yours faithfully,

Sarah Caulfield
Executive Officer
Direct Line: 01-8737287

HA02A

| | | |
|---------------------------|----------------|--|
| Tel | Tel | (01) 858 8100 |
| Glao Áitiúil | LoCall | 1800 275 175 |
| Facs | Fax | (01) 872 2684 |
| Láithreán Gréasáin | Website | www.pleanala.ie |
| Ríomhphost | Email | bord@pleanala.ie |

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



An
Bord
Pleanála

SID Online Observation

Online Reference

SID-OBS-000998

Online Observation Details

Contact Name
robert nowlan

Lodgement Date
03/08/2023 11:46:09

Case Number / Description
Bus Connects

Payment Details

Payment Method
Online Payment

Cardholder Name
robert nowlan

Payment Amount
€50.00

Fee Refund Requisition

Please Arrange a Refund of Fee of

€

Lodgement No

LDG—

Reason for Refund

Documents Returned to Observer

☐

Yes

☐

No

Request Emailed to Senior Executive Officer for Approval

☐

Yes

☐

No

Signed

EO

Date

Finance Section

Payment Reference

Checked Against Fee Income Online

EO/AA (Accounts Section)

Amount

€

Refund Date

Authorised By (1)

SEO (Finance)

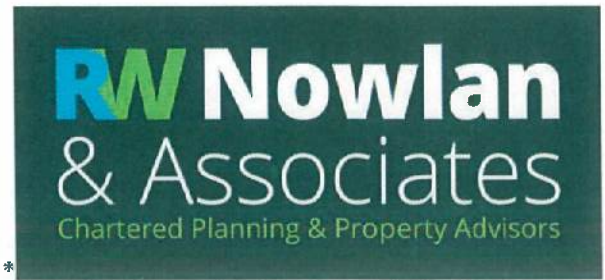
Authorised By (2)

Chief Officer/Director of Corporate Affairs/SAO/Board
Member

Date

Date

PROJECT NO. 92.02/2023



AN BORD PLEANÁLA

03 AUG 2023

LTR DATED _____ FROM _____

LDG- 065527-23

ABP- 317121-23

PLANNING SUBMISSION

Submission on the
proposed Swords to City
Centre Core Bus Corridor
Scheme

ON BEHALF OF: Maxol Ltd.

DRAFT DATE: JULY 2023

1.0 INTRODUCTION

1.1 This submission has been prepared in response to the invitation by the National Transport Authority to make submissions or observations on the proposed 'Swords to City Centre Core Bus Corridor Scheme'. The Scheme forms part of the Bus Connects project for the city. This submission is specifically related to the section 3 of the Scheme: Northwood Avenue to Shantalla Road. Drawing sheet appendix 1 refers. The submission is made on behalf of Maxol Ltd.

1.2 The site of concern is that of the existing petrol filling station immediately south of the service entrance road to the Omni Park shopping centre. The old Swords Road at this location comprises a carriageway for cars in both directions plus a bus lane in south bound direction along the eastern side of the road. There is a bicycle lane along the western side in northbound direction and a footpath on both sides of the road.



Figure 1.0- Maxol Location



Figure 1.1- Maxol Location and Site Boundary highlighted in Red

2.0 PROPOSAL TO ACHIEVE DUAL BUS LANES WITHOUT LAND ACQUISITION

2.1 Under the proposed Bus Corridor Scheme, there will be two-way general traffic lanes plus a bus lane in both directions: *...“Between the Omni Park Shopping Centre entrance and the Shantalla Road junction it is proposed to maintain the two-way general traffic lanes and introduce continuous bus lanes in both directions. A segregated footpath will be maintained on either side. This will require some land take from adjacent properties on both sides of the existing road in Santry Village and the removal of existing on-street car parking.”*¹

2.2 According to the drawing sheet it is not proposed to acquire land from the existing petrol station. However, having regard to the proposal to provide two bus lanes instead of a single bus lane, it is unclear how this will be achieved.²

¹ Environmental Impact Assessment Report (EIAR) – Non-Technical Summary, p. 18.

² Environmental Impact Assessment Report (EIAR) Volume 1 of 4 – General Arrangement Drawings, Sheet 20.

2.3 While no permanent land take is proposed according to the drawing sheet, it is proposed to achieve temporary land acquisition along the frontage of the existing petrol filling station. In this regard it is important to point out that the existing forecourt dispensers are approximately 5.25 m from the centre of dispenser to the back of the footpath. In order to comply with the Dangerous Substances Regulations a minimum distance of 4.25 m must be maintained. Any possible land take that would be greater than 1.00 m would therefore have an implication on the operations of the existing petrol filling station and on a Petroleum Licence under the Dangerous Substances Regulations.

3.0 CONCLUSION

- The proposed bus corridor scheme proposes two bus lanes where currently one exists. It is unclear how this can be achieved without any land take from the existing petrol filling station or houses on the opposite side of the road. Our client would have major concerns for the implications that the bus connects proposal would have on there facility.
- In the case of proposed either permanent or temporary land acquisition along the frontage of the petrol filling station, it is important to point out that a minimum distance of 4.25 m between the fuel dispensers to the back of the footpath, must be maintained to comply with safety regulations.
- We would refer to Appendix 1 below that shows the layout of the ground services at the subject station. It is requested that locations of tanking and services are considered when finalising the subject plan.

Appendix 1- Tank and Services Layout

