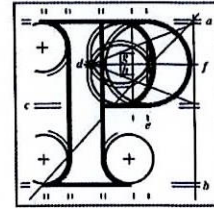


Our Case Number: ABP-317164-23



**An
Bord
Pleanála**

Brendan Collins
Collinstown House
Swords Road
Co. Dublin

Date: 19 July 2023

Re: Swords to City Centre Core Bus Corridor Scheme, Compulsory Purchase Order 2023
Swords to Dublin City Centre

Dear Sir / Madam,

An Bord Pleanála has received your letter of objection in relation to the above mentioned compulsory purchase order.

In respect of same, please note that in circumstances where:

- (i) no objections are received by the Board within the period provided for making objections, or
- (ii) all objections made are subsequently withdrawn, or
- (iii) all objections made relate exclusively to matters which can be dealt with by a property arbitrator the Board will inform the local authority as appropriate and, in such circumstances, the local authority can itself confirm the order with or without modification or refuse to confirm the order in accordance with the provisions of section 216 of the Planning and Development Act, 2000, as amended.

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 on this matter in due course.

If you have any queries in the meantime 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,

PP Klaudia Wiczowska

Sarah Caulfield
Executive Officer
Direct Line: 01-8737287

CH02

Tel	Tel	(01) 858 8100
Glaó Áitiúil	LoCall	1800 275 175
Facs	Fax	(01) 872 2684
Lálthreán 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
LDG- 065154-23
ABP- 317164-23
18 JUL 2023
Fee: € _____ Type: _____
Time: 13:41 By: Hand

Brendan Collins
Collinstown House
Swords Road
Co. Dublin

18 July 2023

An Bord Pleanála
64 Marlborough Street
Dublin 1
D01 V902

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

Dear Sirs

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

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

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

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

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

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

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

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

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

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

Yours sincerely



Brendan Collins

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

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

Dún Scéine, Harcourt Lane
Dublin 2, D02 WT20

t 01 879 8300

info@nationaltransport.ie
www.nationaltransport.ie

Plot List: 1096(1).2a

Thursday 18th May 2023

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

Dear Sir/Madam,

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

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

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

We recommend that you consider these enclosures carefully.

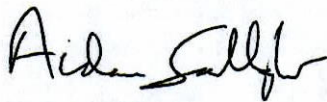
Important Note: Many of you who receive this letter are owners, lessees or occupiers of portions of multi-occupancy buildings, such as apartment buildings. Please note that there is no intention to acquire the building itself. The buildings themselves will not be directly affected by the CPO. The extents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

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

www.swordsscheme.ie

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

Yours Faithfully,

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

Aidan Gallagher

Head of BusConnects Dublin Infrastructure
National Transport Authority

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

Plot List: 1096(1).2a

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

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

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

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

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

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

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

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

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

www.swordsscheme.ie

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

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

6. The Board cannot, however, confirm: -

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

until it has considered the objection.

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

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

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

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

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

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

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

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

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

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

National Transport Authority
Dún Scéine
Harcourt Lane
Dublin 2

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

11. The Board has an absolute discretion at any time before making its decision to request further submissions or observations in relation to the proposed development and/or to hold meetings with the NTA in relation to the proposed development in accordance with Section 217A of the Planning and Development Act 2000 (as amended).

12. The Board, if it thinks fit, may confirm the compulsory acquisition or any part thereof, with or without conditions or modifications, or to annul the compulsory acquisition or any part thereof.

13. If no objection is received to the proposed compulsory acquisition of land, the objection is withdrawn or the Board is satisfied that the objection related exclusively to matters which can be dealt with by the arbitrator by whom the compensation may have to be assessed, the Board shall inform the NTA, which may then confirm the Order with or without modification, or refuse to so confirm it.

14. If land to which the order, as confirmed by either the Board or the NTA, relates is acquired by the NTA, compensation for the land will be assessed in respect of the acquisition as the value of the land at the date that the relevant notice to treat is served.

15. In the opinion of the NTA, no part of the land in which you have an interest consists of a house or houses which is/are unfit for human habitation and not capable of being rendered fit for human habitation at reasonable expense. If the land to which the Order relates is acquired by the NTA, compensation will be assessed in accordance with Part II of the Fourth Schedule to the Housing Act 1966, and the provisions of the Acquisition of Land (Assessment of Compensation) Act 1919 as amended by the Acquisition of Land (Reference Committee) Act 1925, the Property Values (Arbitrations and Appeals) Act 1960 and the Local Government (Planning and Development) Act 1963 (as applied by Section 265(3) of the Planning and Development Act 2000), subject to the modifications contained in the Third Schedule to the Housing Act 1966.

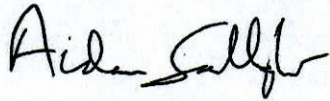
16. Any dispute in relation to compensation shall be referred to and be determined by a property arbitrator appointed under the Property Values (Arbitrations and Appeals) Act, 1960.

17. A claimant for compensation may, at any time after the expiration of fourteen days from the date on which the relevant notice to treat is served, send to the Secretary, the Reference Committee, Four Courts, Dublin, and application in writing for the nomination of a property arbitrator for the purpose of determining the compensation to be paid. The application should be made in accordance with the Property Values (Arbitrations and Appeals) Rules, 1961 (S.I. 91 of 1961).

18. An extract of the Compulsory Purchase Order Schedule and Map indicating lands in which you may have an interest is attached.

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

Dated this Thursday 18th May 2023.

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

Aidan Gallagher
Head of BusConnects Dublin Infrastructure
National Transport Authority



Údarás Náisiúnta Iompair
National Transport Authority

National Transport Authority

Údarás Náisiúnta Iompair

www.nationaltransport.ie

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

COMPULSORY ACQUISITION OF LAND

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

SCHEDULE

PART II

Lands Being Temporarily Acquired

Land other than land consisting of a house or houses unfit for human habitation and not capable of being rendered fit for human habitation at reasonable expense

Number on map deposited at NTA	Quantity, Description, and situation of land		Owners or Reputed Owners	Lessees or Reputed Lessees	Occupiers
1096(1).2a	Area (Ha): Area (m2): Description: County: Address:	0.04950 495.0 Access Road Dublin Entrance road to Collinstown Business Park, Swords Road, Dublin 9	B. Collins, Collinstown Business Park, Swords Road, Swords, Dublin, K67C7D0 Collinstown Business Park, Airport Road, Swords, Co. Dublin Fingal County Council, County Hall, Main Street, Swords, Co. Dublin, K67 X8Y2	None	Owner(s) Tedcastle Oil Products Unlimited Company, c/o Top Oil, Block P1, Eastpoint Business Park, Alfie Byrne Road, Dublin 3, D03C825



Legend:



LANDS BEING PERMANENTLY ACQUIRED*

* SCHEDULE PART I (Shaded in Grey)

1001(1).1d




LANDS BEING TEMPORARILY ACQUIRED**

**SCHEDULE PART II (Shaded in Grey)

1001(2).2d

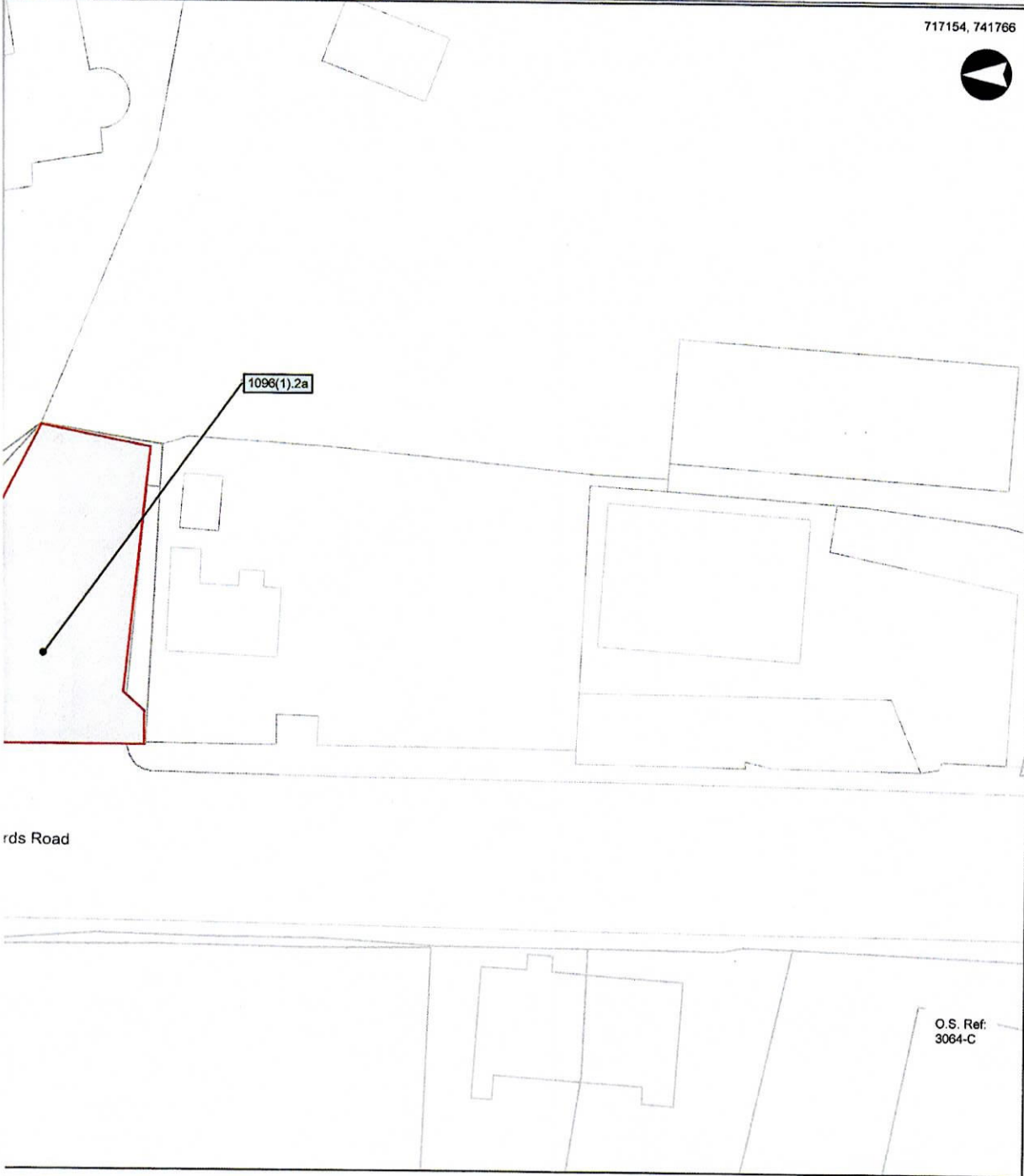


Public rights of way to be extinguished listed in the SCHEDULE PART III (Section 1001(3).1d)



National Transport Authority
 Údarás Náisiúnta Iompair
 National Transport Authority

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



rds Road

O.S. Ref:
3064-C

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

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

Lands to be Compulsorily Acquired Server Map

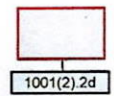
© Collins, Colinstown Business Park, Fingal County Council

Designed: SK	File Name: BCIDB-CPO-PDV_SP-0002_XX_00-DR-GG-0118	Drawing No.	Rev.
Drawn: SK	Checked: IL	0002-SM-0118	M01
Approved: SN	Date: 09/05/23	Scale: 1:500 (A3)	



LANDS BEING PERMANENTLY ACQUIRED*

* SCHEDULE PART I (Shaded in Grey)



1001(2).2d

LANDS BEING TEMPORARILY ACQUIRED**

**SCHEDULE PART II (Shaded in Grey)



Public rights of way to be extinguished listed in the SCHEDULE PART III (Section A)



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



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



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



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

National Transport Authority
 Náisiúnta Iompair
 Transport Authority

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

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

Lands to be Compulsorily Acquired Server
 © Collins, Collesbrook Business Park, Fingal County Council

Designed: SK	File Name: BCIDB-CPQ-PDV_SP-0002_XX_00-DR-GG-0118	Drawing No
Drawn: SK		0002-SM-0
Checked: IL	Scale: 1:500 (A3)	
Approved: SN	Date: 09/05/23	

National Transport Authority

Privacy Notice for BusConnects Dublin

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

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

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

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

Personal Data that we Collect and Process

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

This personal data may include:

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

Purposes of Processing and Legal Bases

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

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

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

Recipients of Data

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

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

Retention

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

The NTA has determined that:

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

Transfers Abroad

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

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

Your rights

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

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

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

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

Updates

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

Complaints

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

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

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

Dún Scéine, Harcourt Lane
Dublin 2, D02 WT20

t 01 879 8300

info@nationaltransport.ie
www.nationaltransport.ie

Plot List: 1096(1).2a

Thursday 18th May 2023

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

Dear Sir/Madam,

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

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

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

We recommend that you consider these enclosures carefully.

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

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

www.swordsscheme.ie

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

Yours Faithfully,



Aidan Gallagher

Head of BusConnects Dublin Infrastructure
National Transport Authority



Údarás Náisiúnta Iompair
National Transport Authority

National Transport Authority

Údarás Náisiúnta Iompair

www.nationaltransport.ie

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

COMPULSORY ACQUISITION OF LAND

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

To: Collinstown Business Park

Of: Airport Road,

Swords,

Co. Dublin

Plot List: 1096(1).2a

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

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

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

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

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

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

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

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

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

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

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

6. The Board cannot, however, confirm: -

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

until it has considered the objection.

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

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

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

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

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

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

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

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

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

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

National Transport Authority
Dún Scéine
Harcourt Lane
Dublin 2

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

11. The Board has an absolute discretion at any time before making its decision to request further submissions or observations in relation to the proposed development and/or to hold meetings with the NTA in relation to the proposed development in accordance with Section 217A of the Planning and Development Act 2000 (as amended).

12. The Board, if it thinks fit, may confirm the compulsory acquisition or any part thereof, with or without conditions or modifications, or to annul the compulsory acquisition or any part thereof.

13. If no objection is received to the proposed compulsory acquisition of land, the objection is withdrawn or the Board is satisfied that the objection related exclusively to matters which can be dealt with by the arbitrator by whom the compensation may have to be assessed, the Board shall inform the NTA, which may then confirm the Order with or without modification, or refuse to so confirm it.

14. If land to which the order, as confirmed by either the Board or the NTA, relates is acquired by the NTA, compensation for the land will be assessed in respect of the acquisition as the value of the land at the date that the relevant notice to treat is served.

15. In the opinion of the NTA, no part of the land in which you have an interest consists of a house or houses which is/are unfit for human habitation and not capable of being rendered fit for human habitation at reasonable expense. If the land to which the Order relates is acquired by the NTA, compensation will be assessed in accordance with Part II of the Fourth Schedule to the Housing Act 1966, and the provisions of the Acquisition of Land (Assessment of Compensation) Act 1919 as amended by the Acquisition of Land (Reference Committee) Act 1925, the Property Values (Arbitrations and Appeals) Act 1960 and the Local Government (Planning and Development) Act 1963 (as applied by Section 265(3) of the Planning and Development Act 2000), subject to the modifications contained in the Third Schedule to the Housing Act 1966.

16. Any dispute in relation to compensation shall be referred to and be determined by a property arbitrator appointed under the Property Values (Arbitrations and Appeals) Act, 1960.

17. A claimant for compensation may, at any time after the expiration of fourteen days from the date on which the relevant notice to treat is served, send to the Secretary, the Reference Committee, Four Courts, Dublin, and application in writing for the nomination of a property arbitrator for the purpose of determining the compensation to be paid. The application should be made in accordance with the Property Values (Arbitrations and Appeals) Rules, 1961 (S.I. 91 of 1961).

18. An extract of the Compulsory Purchase Order Schedule and Map indicating lands in which you may have an interest is attached.

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

Dated this Thursday 18th May 2023.

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

Aidan Gallagher

Head of BusConnects Dublin Infrastructure
National Transport Authority

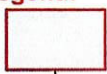
**SCHEDULE
PART II
Lands Being Temporarily Acquired**

Land other than land consisting of a house or houses unfit for human habitation and not capable of being rendered fit for human habitation at reasonable expense

Number on map deposited at NTA	Quantity, Description, and situation of land		Owners or Reputed Owners	Lessees or Reputed Lessees	Occupiers
1096(1).2a	Area (Ha): Area (m2): Description: County: Address:	0.04950 495.0 Access Road Dublin Entrance road to Collinstown Business Park, Swords Road, Dublin 9	B. Collins, Collinstown Business Park, Swords Road, Swords, Dublin, K67C7D0 Collinstown Business Park, Airport Road, Swords, Co. Dublin Fingal County Council, County Hall, Main Street, Swords, Co. Dublin, K67 X8Y2	None	Owner(s) Tedcastle Oil Products Unlimited Company, c/o Top Oil, Block P1, Eastpoint Business Park, Alfie Byrne Road, Dublin 3, D03C825



Legend:



LANDS BEING PERMANENTLY ACQUIRED*

* SCHEDULE PART I (Shaded in Grey)

1001(1).1d



LANDS BEING TEMPORARILY ACQUIRED**

**SCHEDULE PART II (Shaded in Grey)

1001(2).2d



Public rights of way extinguished listed in SCHEDULE PART II

NTA

National Transport Authority

Údarás Náisiúnta Iompair
National Transport Authority


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





1096(1).2a


rds Road

O.S. Ref:
3064-C

- 

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

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

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

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

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

Lands to be Compulsorily Acquired Server Map			
H Collins, Colliemore Business Park, Fingal County Council			
Designed: SK	File Name:	Drawing No	Rev.
Drawn: SK	GCIDB-CPO-PDV_SP-0002_XX_00-DR-GG-0118	0002-SM-0118	M01
Checked: IL	Scale: 1:500 (A3)		
Approved: SN	Date: 09/05/23		



Swords Road

1096(1).2a

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

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

Public rights of way to be extinguished listed in the SCHEDULE PART III (Section A)

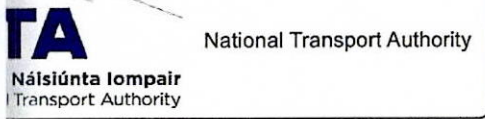
Public rights of way to be restricted or otherwise interfered with listed in the SCHEDULE PART III (Section B)

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

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

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

1001(2).2d



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

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

Lands to be Compulsorily Acquired Serve		
Designed SK	File Name:	Drawing No.
Drawn: SK	9C/D8-CPO-PDV_SP-0002_XX_00-CR-GG-0118	0002-SM
Checked IL	Scale: 1:500 (A3)	
Approved SN	Date: 09/05/23	

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

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

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

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

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



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15 July 2023

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

Ref: Projects/Collinstown, Swords Road – Bus Connects

By email

Dear Brendan

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

1. Background

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

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

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

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

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



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2. Current Bus Connects Proposals

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

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

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

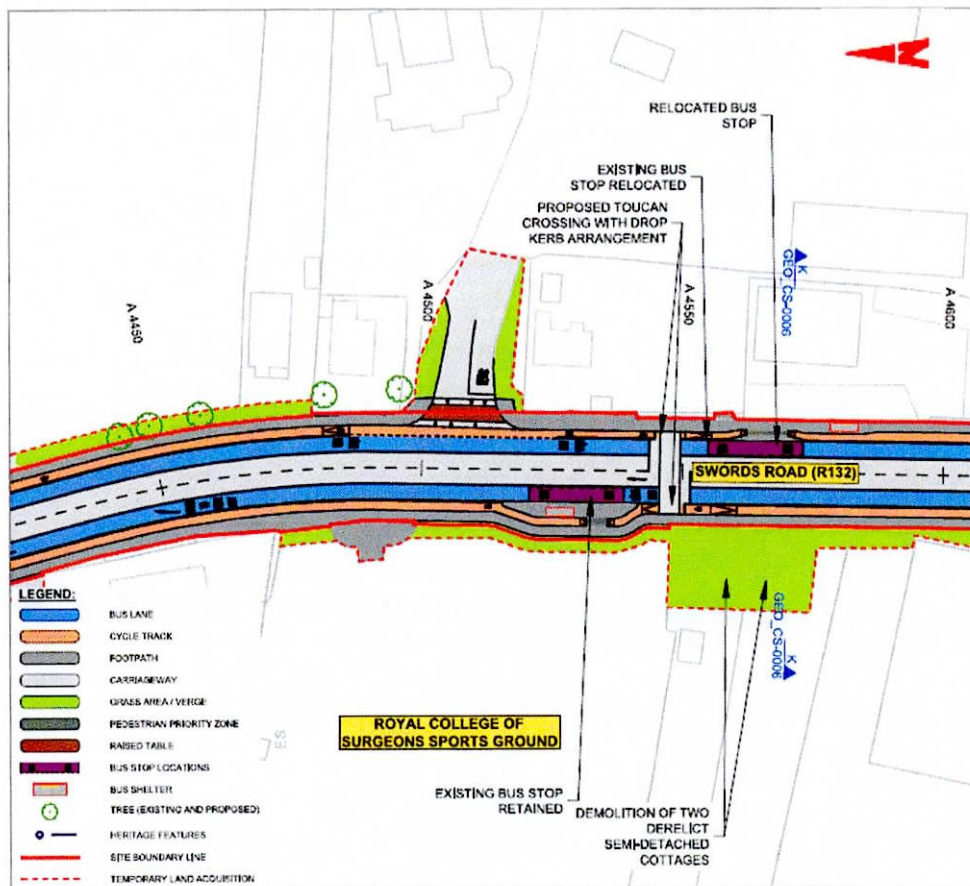


Figure 2: Extract of Sheet 13 of 37 'Swords to City Centre Core Bus Corridor Scheme - General Arrangement' (source: www.busconnects.ie, downloaded July 2023)



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

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

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

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

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

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

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

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

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

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



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

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

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

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

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

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

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

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

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

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

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



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

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

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

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

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

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

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

3. Summary and Conclusions

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

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

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

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



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Yours sincerely

Stephen Reid CMILT

Managing Director

Stephen Reid Consulting Traffic and Transportation Limited

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

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

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

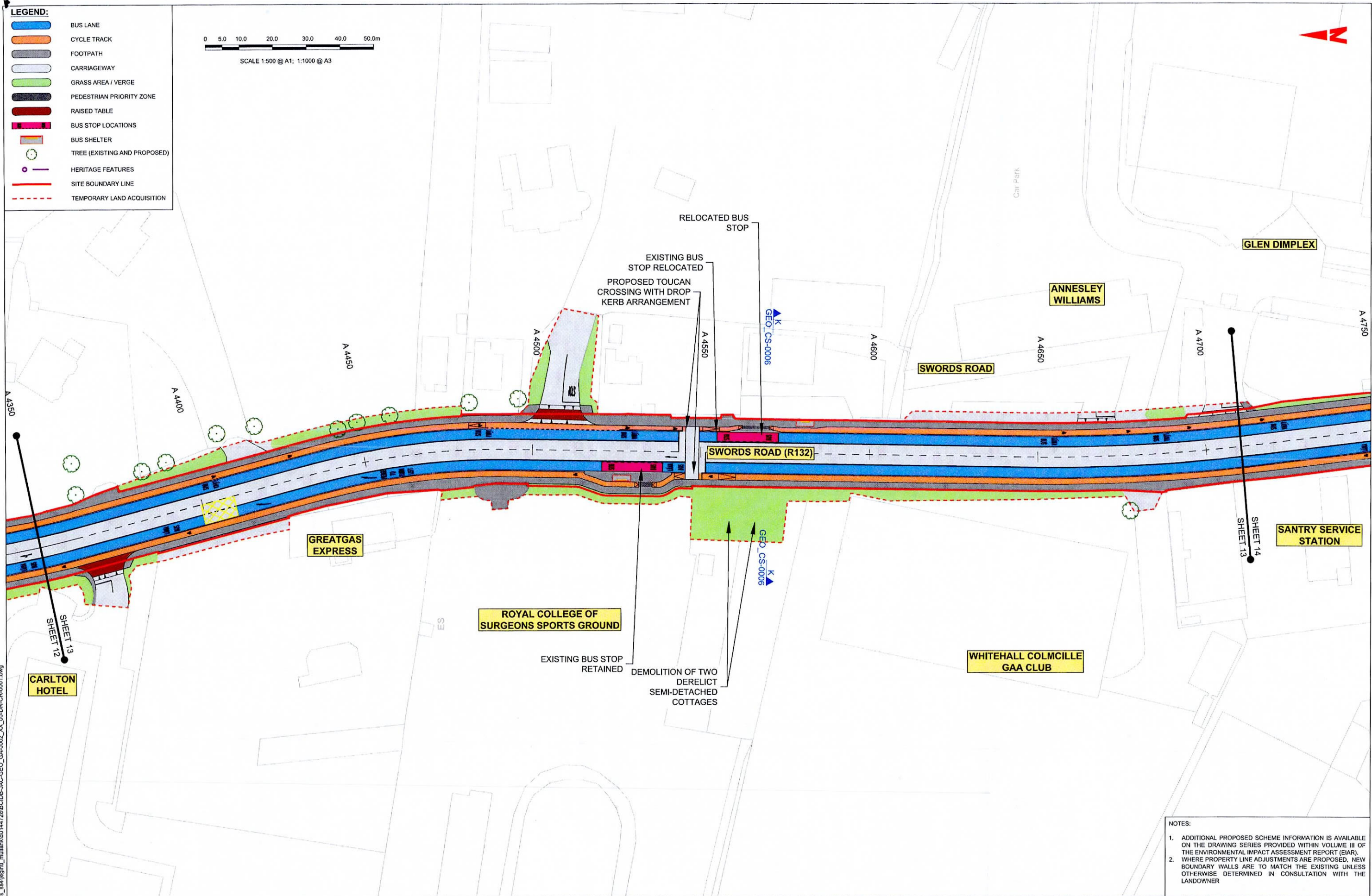
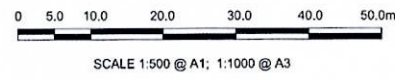
1. Super Mario Couriers - Office/Shed/6 Trucks/Trailers
2. Brendan Collins Coaches - Office/Container/15 Buses
3. Callanan Construction – Storage Yard
4. Dymon Ways - 1 Shed/3 Trucks
5. JS Express – Office/Container/6 Trucks/Trailers
6. Lenmar Developments – Office
7. Liberty Irish Tours – Bus
8. McRent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

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

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

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

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



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

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b. This drawing is to be used for the design element identified in the title block. Other information shown is to be considered indicative only. The drawing is to be read in conjunction with all other relevant design drawings.

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d. Information concerning the position of apparatus shown on this drawing is based on drawings supplied by the utility owners and/or the utility works contractor, whilst every care has been taken in the preparation of this drawing, positions should be taken as approximate and are intended for general guidance only and no representation is made by the NTA as to the accuracy, completeness, sufficiency or otherwise of this drawing and the position of the apparatus. The information contained herein does not purport to be comprehensive or final as the apparatus is subject to being altered and/or suspended. Recipients should not rely on this information. Any liabilities are hereby expressly disclaimed.

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Rev	Date	Drn	Chk'd	App'd	Description
M01	06/04/2023	FM	IL	HOS	ISSUE FOR PHASE 4: PLANNING

Client: **NTA**
Údarás Náisiúnta Iompair
National Transport Authority

Engineering Designer: **Jacobs**

Date	Scale	Drawn	Checked	Approved
06/04/2023	1:500 @ A1 1:1000 @ A3	FM	IL	HOS
Project Code	Originator Code	QMS Code		
BCIDB	JAC			

Programme Title			
BUSCONNECTS DUBLIN CORE BUS CORRIDORS INFRASTRUCTURE WORKS			
Drawing Title			
SWORDS TO CITY CENTRE CORE BUS CORRIDOR SCHEME GENERAL ARRANGEMENT			
Drawing File Name	Sheet Number	Status	Rev
BCIDB-JAC-GEO_GA-0002_XX_00-DR-CR-0013	13 of 37	A	M01

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