

An
Bord
Pleanála

Record of Meeting ABP-302010-18 1st meeting

Case Reference / Description	ABP-302010-18 Proposed Metrolink for Swords-Airport-City Centre corridor which includes connection to the existing Luas Green Line.		
Case Type	Pre-application consultation		
1st / 2nd / 3rd Meeting	1 st		
Date	6 th December, 2018	Start Time	11 a.m.
Location	Parnell Room	End Time	1.25 p.m.
Chairperson	Brendan Wyse	Executive Officer	Kieran Somers

Attendees		
Representing An Bord Pleanála		
Staff Member	Email Address	Phone
Brendan Wyse, Assistant Director of Planning		
Kevin Moore, Senior Planning Inspector		
Ellen Morrin, Senior Administrative Officer		
Kieran Somers, Executive Officer	k.somers@pleanala.ie	01-8737107

Representing the Prospective Applicant		
Peter Walsh, Director of Capital Programmes, TII		
Aidan Foley, MetroLink Project Director		
Ronan Hallissey, EIAR Co-ordinator		
Neil Cowie, Design Team		

The meeting commenced at 11 a.m.

Introduction:

The Board referred to the letter received from the prospective applicant requesting pre-application consultations and advised the prospective applicant that the instant meeting essentially constituted an information-gathering exercise for the Board; it also invited the prospective applicant to outline the nature of the proposed development and to highlight any matters it wished to receive advice on from the Board.

The Board mentioned general procedures in relation to the pre-application consultation process as follows:

- The Board will keep a record of this meeting and any other meetings, if held. Such records will form part of the file which will be made available publicly at the conclusion of the process. The record of the meeting will not be amended by the Board once finalised, but the prospective applicant may submit comments on the record which will form part of the case file.
- A further meeting or meetings may be held in respect of the proposed development.

- Further information may be requested by the Board and public consultations may also be directed by the Board.
- The Board may hold consultations in respect of the proposed development with other bodies.
- The holding of consultations does not prejudice the Board in any way and cannot be relied upon in the formal planning process or any legal proceedings.

Presentation by prospective applicant:

The prospective applicant gave an overview of the proposed development which comprises the provision of a high capacity and high frequency metro rail line which will extend between Estuary Park and Ride, north of Swords, via Dublin Airport to Dublin City Centre. The proposed development will then connect to the existing Luas Green Line in the south city area, providing through running metro services to Sandyford. The prospective applicant noted that the proposed development has a similar alignment to that of Metro North. The transport project to be delivered will be an automated system having 90-second headway at peak periods, 3-minute headway during off-peak periods, and an average speed of 40 kilometres per hour.

The prospective applicant set out the overall project objective which is 'to provide a safe, high frequency, high capacity, fast, efficient and sustainable public transport service connecting Swords, Dublin Airport, Dublin City Centre and Sandyford.' The prospective applicant said that it is envisaged that the proposed development:

- Will cater for existing and future public transport travel demand along the defined corridor
- Will provide a modern, attractive and accessible service to all users
- Have a design which will integrate appropriately into the existing public realm
- Will be segregated from other transport modes
- Will contribute to a reduction in urban congestion and the enhancement of sustainable transport provision in the region

- Will support the continued economic development of the Dublin area and Ireland as a whole
- Will deliver a high-quality service with journey-time reliability along the corridor
- Will be planned, constructed and operated in an environmentally-sustainable manner
- Will support public transport network integration by providing high quality passenger interchange points, which facilitate convenient transfer between public transport modes at key locations in the study area
- Will facilitate connection to key trip attractions
- Will facilitate the provision of a 'strategic Park and Ride' for the M1 Motorway corridor

The prospective applicant set out the general context for the proposed development and referred to documents such as the National Planning Framework 2040, the National Development Plan 2018 – 2027, the Regional Planning Guidelines for the Greater Dublin Area 2010 – 2022, the Transport Strategy for the Greater Dublin Area 2016 – 2035 and the current development plans for Fingal County, Dublin City and Dun Laoghaire-Rathdown County.

With respect to previous planning, the prospective applicant referred to the Metro North project which was approved by the Board in 2010. The prospective applicant said that a review of this project had been undertaken which had examined whether the optimum solution had been identified; based on this, a preferred route for the instant project has emerged.

The prospective applicant said that a public consultation was held between the 22nd March and the 11th May, 2018 with respect to a Luas Green Tie-In Study, an Alignment Options Study and a Luas Green Line Metro Upgrade Study. The prospective applicant reported that approximately 8,000 submissions were received in response to this public consultation; some of the issues raised in these submissions related to vibration and ground movement, disruption arising from construction, health and safety concerns, visual impact, impact on properties and impacts on cultural heritage. The prospective applicant also remarked that a substantial portion of submissions had focused on the Griffith Park location and also

Collins Avenue; it added that the proposed update of the existing Luas Green Line had raised some concern in submissions. The proposed Glasnevin station location had also raised concerns with respect to proposed acquisition of properties in the area. The prospective applicant said that all concerns with respect to the proposed development have been considered and will lead to a proportionate design response. A further public consultation phase will take place in 2019 with regard to the finalised preferred route.

With regard to the preferred route for the proposed development, the prospective applicant noted the key changes which have been made following the initial public consultation stage. These include:

- A single bore tunnel
- The relocation of the proposed depot from Estuary to Dardistown (south of the Airport)
- Tunnel Boring Machine launch site relocation to Northwood
- Relocation of the proposed Ballymun station to the west side of the R108
- Open-cut approach along the eastern side of the Swords Bypass/R132 as opposed to previously proposed elevated structure. The prospective applicant said that it has had discussions with Fingal County Council in relation to this.
- Re-configuration of the proposed Glasnevin station to reduce impacts on residential properties in the area
- Re-location of the proposed O'Connell Street stop from the central area to the western side
- Proposed Tara Street stop being re-examined with respect to existing apartments at College Gate
- Change in location of the Luas Green Line tie-in to an area south of Ranelagh; the interchange between the Metro and the Luas Green Line is now re-located from Charlemont to Beechwood. Responding to the Board's query on the matter, the prospective applicant said that some back gardens might be required to facilitate proposed development in this area, but that there would be no demolition of properties required.

Responding to the Board's questions, the prospective applicant said that the design speed of the trains would be up to 80 kilometres per hour, with an average speed of 40 kilometres per hour. The approximate travel time for the entire length of the route will be 50 minutes to 1 hour.

The principal elements of the proposed development will comprise:

- 16 new stations
- 9 upgraded Luas Green Line stations
- An upgrade of the Luas Green Line between Beechwood and Sandyford to metro standard
- Underground (single-bore) and above-ground sections
- Depot at Dardistown
- Strategic Park and Ride with 3,000 parking spaces at Estuary Station

The prospective applicant said that ancillary elements of the proposed development would include grid connections, utility diversions, road diversions and access arrangements. Drainage design is also progressing and the proposed Irish Rail Interchange at Glasnevin will require further studies.

With respect to timelines, the prospective applicant stated its current intention to lodge the formal planning application with the Board early in 2020. The preliminary design stage will continue until April 2019.

In relation to environmental impact assessment, the prospective applicant stated that a draft EIA Scoping Report will be issued and that consultation with prescribed bodies, key stakeholders and members of the public will take place. The planning application will include an Environmental Impact Assessment Report and an Appropriate Assessment Screening Report. Having regard to the scale of the proposed development, the prospective applicant acknowledged that effects on European Sites cannot be ruled out and that a Natura Impact Statement will be necessitated. The prospective applicant also set out the main contents of the Environmental Impact Assessment Report, which will include a non-technical summary. Appendices will include additional reports such as a flood risk assessment.

With respect to proposed mitigation measures, the Board's representatives said that it would be preferable if a separate document were furnished setting out a list of such mitigation measures. This could be attached as an appendix to the EIAR accompanying the planning application. Responding to this, the prospective applicant said that it intends to prepare such a chapter.

The prospective applicant said that its approach will be to present the EIAR on a topic rather than a geographical basis.

Noting the prospective applicant's intention to provide a 'Digital EIAR' to facilitate members of the public, the Board's representatives emphasised the need to ensure that this would be entirely consistent with the substantive planning application documentation. It was also pointed out that a stand-alone website has to be provided as part of the process in order to facilitate members of the public; generally, the Board asks that this not be altered or added to unless it directs otherwise.

The prospective applicant identified the key issues it expects will arise with regard to the proposed development as it moves to planning application stage. These included, in particular, the issues of alternatives and construction materials/waste management.

In relation to the issue of alternatives, the Board emphasised that this should include setting out a robust rationale for the proposed development and including, in particular, fully addressing the implications for the operation of the Luas Green Line.

With respect to materials/waste management, the prospective applicant said that it would wish to develop an understanding of what the Board's requirements in relation to this might be. The prospective applicant remarked that a difficulty which arises is defining and being exact about the end-use of materials and how and where these will be processed. It said that it intends to engage further with representatives from the EPA and that it would envisage the requirement for licensing following any approval which might issue in relation to the Railway Order. Noting this, the Board's representatives said that they might be in a position to elicit the opinion of the SID division of the Board on this and other matters. With respect to disposal of materials, the Board said that some further elucidation regarding potential locations (either

authorised or proposed) might be useful from its perspective. The Board also noted that the issue of haul routes and construction traffic management would likely be of interest to third parties. With regard to the prospective applicant's mention of an outline strategy for disposal of materials on the Metro North project, the Board's representatives said that they might be able to offer further advice on this at a later date.

Conclusion:

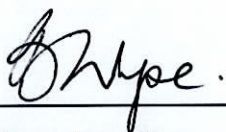
The Board's representatives said that they would have a meeting with the SID division of the Board in the meantime to elicit any preliminary opinions the Board may have vis-à-vis the proposed development. With regard to plans and particulars which might be of benefit in furthering the Board's understanding of the case, the prospective applicant was advised that such details might include:

- Drawings to appropriate scales
- Proposed station locations
- Sections at key locations
- Points at which underground sections change to over-ground and, likewise, over-ground to underground
- Locations of construction site compounds
- Tunnelling methodology
- Location of proposed works at Dublin Airport
- Further details on proposed depot at Dardistown
- The overall rationale for the proposed development with particular regard to the operation of the Luas Green Line

The prospective applicant said that its preference would be to have a further meeting with the Board circa February 2019; at that point, it said that it would be in a position to provide further definitive information on some of the matters raised at the instant meeting.

As well as other information mentioned above, the Board's representatives suggested that a route selection document might be forwarded prior to the holding of a further meeting.

The meeting concluded at 1.25 p.m.



Brendan Wyse

Assistant Director of Planning