



An
Bord
Pleanála

Record of Meeting ABP-302010-18 2nd meeting

Case Reference / Description	ABP-302010-18 Proposed MetroLink for Swords-Airport-City Centre corridor which includes connection to the existing Luas Green Line. Estuary to St. Stephen's Green, Dublin.		
Case Type	Pre-application consultation		
1st / 2nd / 3rd Meeting	2 nd		
Date	29/5/2019	Start Time	11 a.m.
Location	Cathal Brugha Room	End Time	1.35 p.m.
Chairperson	Brendan Wyse	Executive Officer	Fergal Kilmurray

Attendees		
Representing An Bord Pleanála		
Staff Member	Email Address	Phone
Brendan Wyse, Assistant Director of Planning		
Kevin Moore, Senior Planning Inspector		
Josephine Hayes, Senior Executive Officer		
Fergal Kilmurray, Executive Officer	f.kilmurray@pleanala.ie	01-8737266

Representing the Prospective Applicant		
Peter Walsh, Director of Capital Programmes, TII		
Aidan Foley- Metrolink Project Director		
Neil Cowie - Jacobs Project Director		
Ronan Hallissey - Jacobs Senior Environmental Coordinator		
John Keogh – Jacobs		

The meeting commenced at 11 a.m.

Introduction:

Following introductions, the prospective applicant indicated that they had no comments on the record of the 1st meeting.

The Board’s representatives said that they had become aware of significant changes to the proposed development since the 1st meeting. It had been decided to await clarity on the scope of the proposed changes before meeting with the Strategic Infrastructure Division of the Board.

Presentation by the prospective applicant:

The prospective applicant gave an update and highlighted the changes to the proposed development since the last meeting which included the following:

- The key change is that the route will no longer include the existing Luas Green Line. The Green Line section of the overall scheme would be carried out at an appropriate point in the future as a standalone project. The tunnel boring works would allow for future connectivity to the Green Line. As there would be no change to the Green Line, no major closure would be required to the Luas line as part of the proposed development. Incremental improvements to the Green Line to increase its capacity by providing up to 30 trams per hour (55m long) would be proposed to be delivered as a separate project.

- A preferred route of 16 new stations. The final stop at the southern end would be Charlemont Station.

- The pursuit of a single tunnel bore option over a double bore tunnel.
- A park and ride facility at Estuary.
- Ballymun Station sited under the old Ballymun Shopping Centre.
- Revisions to the M50 crossing and location of the depot site.
- Relocation of the Griffith Park Station from Na Fianna GAA Club to Home Farm FC.
- Discussions ongoing with Irish Rail about the interchange at Glasnevin Station.
- Relocation of O'Connell Station to the old Carlton Cinema site.

It was clarified that the depth of the tunnel below ground level would be approximately 23/24 metres.

The prospective applicant indicated Q.2 2020 as the target for lodgement of the Railway Order Application. Allowing circa 1 year for the decision period it was planned to commence construction in late 2021 with service commencing in 2027.

The prospective applicant provided details of the location of the proposed station box at Dublin Airport. It was stated that consultation has been undertaken with the DAA in relation to the works.

Details of two possible locations for construction site compounds at the Airport portal, i.e. on DAA and Whitehall Rangers grounds near to the proposed Dardistown Future Station, were provided. The prospective applicant also provided details of the possible construction site compound at the Northwood launch site.

The prospective applicant detailed public consultations to date and noted the consultations are ongoing. Stakeholders and statutory consultees including Dublin City Council, Fingal County Council, Office of Public Works and the Department of Culture, Heritage, and the Gaeltacht are also engaged. It was submitted that feedback and concerns raised will be addressed in the EIAR.

In providing details of cross section at the proposed Seatown Station (Swords), the Board's representatives noted that the proposal to provide a station at Seatown was omitted in the previous Metro North decision by the Board and that further consideration may be required to be given to this matter.

It is intended that the Tunnel Boring Machine (TBM) would operate 24/7 in order to reduce the duration of construction phase, to reduce construction cost and to reduce risk of additional settlement. Mitigation measures in relation to the impact of the 24/7 tunnelling were provided which included temporary re-housing for short durations. A similar approach was provided for under the previous Metro North proposal.

It was submitted that Tara Street Station is a key interchange location for the project and that eight options were assessed. The original EPR location (Demolition of College Gate and Ashford House) was stated to perform best from an interchange, cost, and risk perspective and would minimise impacts on traffic and utilities, while also permitting over-site development. It is also intended that the proposed scheme would allow for the over-site development at the O'Connell, Charlemont and Ballymun Stations.

Potential direct impacts on existing features, the setting and land area of St Stephen's Green, on properties on St. Stephens Green East and on utilities were set out. An analysis is being undertaken to evaluate the various impacts in order to finalise the station location and design.

The prospective applicant also provided details on the materials management for the proposed development. A wide set of options for re-use, recycle and disposal of material is being considered. The Board representatives undertook to provide feedback in relation to this matter at a future meeting.

Further to the documentation already submitted the Board representatives indicated that some updates in relation to the revised scheme would be of benefit to the pre-application process. These include:

Illustrations /Drawings (indicative)

Stop Box construction methodology

End of line arrangement at Charlemont

Intervention Shaft in City Centre area

Connectivity between stop and airport terminal at Dublin Airport

Interchanges with other transport along the route

Underpasses and overpasses along the route

Deviation Limits

Updates

Overview of Risk Assessment and Risk Management related to geotechnical issues

Justification for Seatown Stop

Construction waste / disposal of spoil strategy

Construction site compound locations

Griffith Park Station

Glasnevin Stop configuration

Tara Street Stop configuration

St. Stephen's Green configuration

Over-site Development at Ballymun, O'Connell Street and Charlemont

Conclusion:

The record of the meeting will issue to the prospective applicant and it will then be a matter for the prospective applicant to submit any comments on this if it wishes to do so. Following receipt of the update information the Board representatives will arrange meetings with the SID Division of the Board, the two Planning Authorities and any other body considered appropriate.

The meeting concluded at 1.35pm.

Brendan Wyse

Assistant Director of Planning