



An  
Bord  
Pleanála

## Record of Meeting ABP-302010-18 3<sup>rd</sup> meeting

<b>Case Reference / Description</b>	ABP-302010-18 Proposed Metrolink for Swords-Airport-City Centre corridor which includes connection to the existing Luas Green Line.		
<b>Case Type</b>	Pre-application consultation		
<b>1<sup>st</sup> / 2<sup>nd</sup> / 3<sup>rd</sup> Meeting</b>	3 <sup>rd</sup>		
<b>Date</b>	8 <sup>th</sup> November, 2019	<b>Start Time</b>	11 a.m.
<b>Location</b>	Parnell Room	<b>End Time</b>	1.35 p.m.
<b>Chairperson</b>	Brendan Wyse	<b>Executive Officer</b>	Kieran Somers

<b>Attendees</b>		
<b>Representing An Bord Pleanála</b>		
<b>Staff Member</b>	<b>Email Address</b>	<b>Phone</b>
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

<b>Representing the Prospective Applicant</b>		
Peter Walsh		
Ronan Hallissey		
John Keogh		
Aidan Foley		

The meeting commenced at 11 a.m.

**Introduction:**

The Board referred to its previous meeting with the prospective applicant of the 29<sup>th</sup> May, 2019. The Board enquired if the prospective applicant had any comments it wished to make on the record of this meeting. The prospective applicant replied that it had no comments to make.

The Board’s representatives referred to the meetings they have held with representatives of Dublin City Council, Fingal County Council, the Office of Public Works and Department of Culture, Heritage and the Gaeltacht since the time of the previous meeting; they also informed the prospective applicant that they have met with the SID division of the Board.

**Presentation by prospective applicant:**

The prospective applicant began its presentation by giving an update on the project programme since the time of the previous meeting. It reported that the preliminary design stage is due to be concluded before the end of November 2019 and said that significant consultations have taken place with regard to the preliminary design. The prospective applicant said that its current intention is to lodge the Railway Order application circa September 2020.

With respect to the project generally, the prospective applicant reported some alterations as follows:

- A viaduct is now proposed in the location of Balheary Park. This is to address potential flood risk in that area. The proposed viaduct would be a similar height to the embankment which was previously proposed at this location.
- The location of the proposed Dardistown Depot (previously proposed at a south-east location) has been altered following consultations with relevant stakeholders (particularly Fingal County Council). In response to the Board's query on the matter, the prospective applicant confirmed that the new location for the depot is similar to that proposed under the Metro North project.
- With respect to proposed interchange works at Glasnevin, the prospective applicant acknowledged that this is a challenging aspect of the overall project given the proposed Dart expansion plans, the proximity to residential properties and various constraints and sensitive receptors in the vicinity. It said that consultations with representatives of Irish Rail are on-going and that Irish Rail is especially concerned that impacts to the existing Kildare and Maynooth lines be as minimal as possible. The prospective applicant said that there is an agreement in principle on alignment/arrangements. It noted, in particular, that weekend and night-time construction works may now be entailed as part of the project in this area. From a planning perspective, the prospective applicant said that all upgrade works for the Metrolink Interchange will be included in the proposed development.

In response to the Board's question, the prospective clarified that the permission to be sought will include consent for Irish Rail's proposed new station, but that the actual carrying out of this particular piece of infrastructure will be the remit of Irish Rail. The prospective applicant said that the current assumption is that Irish Rail will have completed all of its development works by the time Metro Link is ready to commence operations. It is seeking a commitment from NTA on this point.

The prospective applicant provided the Board with an update on consultations. It referred to a public consultation which was carried out between 26<sup>th</sup> March and 21<sup>st</sup> May 2019 which resulted in over 2,000 submissions. Some of the main issues raised included concerns raised over planned CPOs of properties, the importance of cycle facilities, access for cyclists and pedestrians and impacts on St. Stephen's Green.

With respect to materials management and a proposed waste strategy, the prospective applicant reported that it has consulted widely on this in order to identify re-use options for waste materials. The prospective applicant said that it has sought to identify suitable locations for the acceptance of materials and that such a location at Huntstown (approximately 6.5 kilometres from the Northwood TBM launch site) has emerged as a preferred option. The Huntstown location would be capable of accepting all waste material (with the exception of contaminated material) and that this would also include materials extracted from stop-box locations. It added that negotiations with the proprietors of Huntstown are on-going.

In relation to grid connections required to serve the project, the prospective applicant reported that extensive consultations have taken place with ESB Networks and Eirgrid. Consultations with ESBN to date have sought to identify the preliminary requirements of proposed substation locations and specifications and cable routes to connect into the existing 110kV network. The prospective applicant said that two 110kV substations are planned at Estuary and Dardistown and that a temporary power source to facilitate the operation of the TBM will emanate from Poppintree.

The prospective applicant re-stated the overall objective of the project and referred to its on-going consultations with Irish Rail (in relation to Glasnevin and Tara Street), Bus Connects, DAA (with respect to Dublin Airport) and the NTA (regarding the Luas Green line). With respect to the proposed station at Dublin Airport, the prospective applicant agreed that it was of particular significance and indicated that it would be designed appropriately and in a user-friendly manner.

The prospective applicant set out the proposed structure for the EIAR.

In relation to the groundborne noise and vibration, the prospective applicant reported that baseline surveys are in progress and consultations have been held with all relevant stakeholders.

With respect to landscape and visual surveying, the prospective applicant reported on-going consultations with Fingal County Council and Dublin City Council.

### **Discussion:**

The Board's representatives said that they wished to focus on a number of high-level issues that might require further consideration. The issues had been raised with the SID division of the Board. The discussion focussed on three distinct geographical areas, as follows:

- **Swords Area** – The Board's representatives enquired as to whether the prospective applicant is absolutely satisfied that the proposed corridor from Swords to Dublin Airport is justified at this time and that the proposed alignment in this particular section of the project is correct with regard to existing and future development in Swords. The Board also raised the matter of the future role of the R132 and access to proposed stations, in particular at Swords Central. It queried if consideration had been given to extending the station access under the R132. The prospective applicant acknowledged that it may need to engage further with Fingal County Council in relation to its overall vision for Swords and the future role of the R132.

- **North City Area** – The Board's representatives queried the rationale for Glasnevin being favoured over Drumcondra, noting that the Metro North alignment had included the latter. The Board noted, in particular, that the proposed alignment runs very close to the recently extended Luas Green Line. The Board suggested that a robust case would have to be made for the selection of the Glasnevin alignment.

The prospective applicant indicated that the Glasnevin option allows for easier interchange with two existing rail lines (Maynooth and Kildare) and that this would facilitate greater interconnectivity for passengers.

The Board's representatives also referred to Croke Park (and associated events which are held at this location) as a very significant trip attractor and to

the works already carried out at the Mater Hospital to facilitate the Metro North project in the context of considering the proposed alignment. The prospective applicant said that Croke Park has made a submission to it on the preliminary design. They also clarified that the works carried out at the Mater site were very limited in scope.

- **South City Area** – The Board’s representatives queried the selection of the east side of Stephen’s Green as the appropriate location for the proposed station, noting the distance from the Grafton Street shopping area and the Metro North proposal for the station at the north west corner of the Green. Possible future interchange with the Dart Underground was also raised. The Board also queried if the Charlemont Station was still appropriate given the decision to omit the Luas Green Line upgrade from the project and the likelihood that Charlemont would effectively be a terminus for the Metro for a very considerable period of time.

The prospective applicant indicated that a combination of factors had determined the location of the station on the east side of St. Stephens Green as opposed to the west side.

**Other matters:**

- With regard to the proposed Collins Avenue Station, the Board queried if it should be located further south so as to better facilitate DCU. The prospective applicant indicated that the proposed location was predicated on the enhanced connectivity the proposed station would allow vis-à-vis Collins Avenue and the R108, whilst also facilitating access to the grounds of DCU.
- The prospective applicant undertook to forward to the Board some pertinent plans and particulars emanating from the conclusion of the preliminary design stage. These should be available circa December 2019.

**Conclusion:**

The prospective applicant undertook to revert to the Board for a further meeting circa February 2020.

The meeting concluded at 1.35 p.m.

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**Brendan Wyse**  
**Assistant Director of Planning**