



An
Bord
Pleanála

Record of Meeting ABP-302010-18 6th 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	6 th		
Date	15 th September 2021	Start Time	11 a.m.
Location	N/A	End Time	12.50 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		
Kieran Somers, Executive Officer	k.somers@pleanala.ie	01-8737107

Representing the Prospective Applicant		
Ronan Hallissey, Jacobs		
John Keogh, Jacobs		
Aidan Foley, TII		
Nigel O'Neill, TII		
Jorge Bernabeu Larena, Jacobs		

The meeting commenced at 11 a.m.

Introduction:

The Board referred to its previous meeting with the prospective applicant of the 31st March, 2021 and enquired as to whether the prospective applicant had any comments to make on the record of this meeting. The prospective applicant replied that it had no comments to make on the record of this meeting.

The Board's representatives recapped on the previous meeting held and some of the matters which had arisen at this meeting. The Board noted the submission of the Stephen's Green Alternatives Report in the meantime and noted that the prospective applicant had indicated that further engagements had been due to take place with representatives of the OPW. The Board also noted that it had been recently forwarded a copy of the Strategic Principles Report. The Board also said that its understanding was that the R132 scheme has been lodged with it by Fingal County Council. With respect to the issue of Article 27 and waste management, the Board indicated that it did not consider that a meeting between it and the EPA was necessary or appropriate at this time.

Presentation by prospective applicant:

The prospective applicant provided the Board's representatives with an update on the project since the time of the previous meeting. The prospective applicant reported progress with regard to stakeholder consultation and the preparation of plans and particulars (including the EIAR, NIS and photomontages). The prospective applicant also reported on the preparation of some 600 drawings including reference design drawings, property drawings and utility diversion drawings. The prospective applicant advised of its current intention to lodge the subsequent railway order application in either Quarter 1 or Quarter 2 2022. It said that it expects to have all technical documentation completed by the end of 2021, but that it will have to await formal approval of the business plan prior to the lodgement of the railway order application. The prospective applicant also reported that further work is required with respect to the preparation of the Book of Reference for the proposed scheme and that further engagement is required with the OPW in relation to the proposed station at Stephen's Green. With regard to the Strategic Principles Report, the prospective applicant noted that it seeks to address some of the underlying design issues of the proposed scheme such as the location of certain stations.

The prospective applicant provided the Board's representatives with details of the project elements. With regard to station types, the prospective applicant presented details of a typical retained cut station and a typical underground station cross section.

With regard to Estuary Station and Park & Ride, a draft of the landscape plan was presented; the prospective applicant said that this element of the proposed development would provide connectivity to existing and planned development areas in North Swords and would be designed to accommodate future new settlement at Lissenhall. The proposed park & ride facility would be designed to accommodate 3,000 parking spaces and would be located on a main radial route to the city region. The prospective applicant added that this facility would allow users access to the city centre by means of sustainable transport modes and would also facilitate the efficient functioning of Dublin Airport and Dublin Port. With regard to the proposed

facility, the prospective applicant provided details of the cross section of the station and the proposed layout for the park & ride. In response to the Board's query on the matter, the prospective applicant confirmed that the proposed park & ride facility would be a multi-storey building and it presented a draft ground floor plan of the structure in question.

The prospective applicant referred to the Dardistown Depot location and said that the main entrance for this is to be located on the Old Airport Road. The prospective applicant said that long-term future plans for the area were factored into the design and layout of the depot. It said that use of the depot complies with the General Employment land use zoning objective for the area and that the Dardistown Station will be open initially for depot staff. The prospective applicant added that the station will be constructed as part of the railway order works and that the future use of the station for members of the public would be delivered in line with development on surrounding lands.

With respect to Glasnevin Station, the prospective applicant said that this would comprise a multimodal interchange station which would be more complex than other stations. It added that the design of this station would provide for efficient interchange capability with the existing Iarnród Éireann Station, with the Bus Connects project and for cycling connections. A proposed landscaping layout for the station was presented by the prospective applicant.

With regard to the Mater Station, the prospective applicant provided the Board's representatives with details of the proposed layout and views of the proposed station. The prospective applicant noted that the station will be underground at this location and that this is a particularly sensitive location with respect to its proximity to the hospital and a number of protected structures (including St. Joseph's Church and a nearby park). In response to the Board's query on the matter, the prospective applicant confirmed that all illustrated works at this location would be within the scope of the project and railway order works.

In relation to the proposed O'Connell Street Station, the prospective applicant said that this will be located under the proposed Hammersons development site on the western side of O'Connell Street. The prospective applicant said that the design of the proposed station would facilitate new commercial development overhead and it

added that it is engaged in on-going consultations with representatives of Hammersons. The prospective applicant also noted that all works necessary to carry out the proposed development at this location would be included in the scope of the project and railway order works. In response to the Board's query on the matter, the prospective applicant said that its understanding was that the Hammersons applications are due to be lodged with Dublin City Council circa end of 2021/early 2022. The prospective applicant added that it expects these applications to be made prior to the lodgement of the railway order application.

With regard to the Tara Street Station, the prospective applicant said that this will facilitate future development at this location.

In relation to the proposed station at Stephen's Green, the prospective applicant said that it was fully cognisant of the national importance of the park and has sought to progress proposed reinstatement works with this in mind. The prospective applicant reported further engagements with representatives of the OPW and advised that it has committed to the production of a further study with regard to physical structures associated with the proposed station being located outside the boundary of the park. The prospective applicant said that it will further engage with the OPW once it has completed this study and will then make a decision on whether to proceed with this alternative proposal. The Board's representatives noted this and reiterated the view that it would be preferred if agreement could be reached with the OPW and any outstanding issues resolved prior to the making of the application. The prospective applicant restated its view that the proposed station location is the correct one.

With regard to the Charlemont Station, the prospective applicant said that this is to be located under and adjacent to the Hines development which is currently under construction. The prospective applicant advised that the station will incorporate two entrances (northern entrance from Grand Parade and southern entrance from Dartmouth Road) and would provide connectivity to the adjacent Luas stop via new stairs and lift at Grand Parade. The prospective applicant also noted some design modifications at this location with respect to residential dwellings in the vicinity.

In relation to the matter of stakeholder engagement, the prospective applicant reported on key consultations that it has held since March 2021; these included engagements with Fingal County Council, Dublin City Council, the OPW, Irish Rail and various utility providers. The prospective applicant advised that engagements with representatives of ESB Networks are continuing with regard to the matter of proposed cable route options to facilitate the proposed development. The prospective applicant advised that ESB Networks intend to carry out further studies in the meantime and it noted that any subsequent section 182A application would likely follow sometime after the lodgement of its own application. The prospective applicant also noted that consultations with the DAA are also on-going.

With respect to the issue of waste which would be generated by the proposed works, the prospective applicant noted that a further round of investigations has been conducted in order to characterise spoil material arising. The prospective applicant said that it estimates that 70% of such material will be notified to the EPA as being dealt with under Article 27 and it reiterated that it is seeking to reduce the disposal of waste to licenced facilities as much as possible. The prospective applicant advised of on on-going engagement/consultations with regard to both the EPA and the Eastern and Midlands Waste Authority. It also added that a chapter in the EIAR will address this issue.

The prospective applicant restated the overall need for the project and noted that it is fully supported at all levels of planning and transport policy. The prospective applicant said that the proposed development aligns with the National Strategic Outcomes of the National Planning Framework with particular regard to the matters of sustainable mobility; compact growth; the transition to a low carbon and climate-resilient society; enhanced regional connectivity; quality international connectivity; a strong economy; enhanced amenity and heritage; and access to quality childcare, education and healthcare facilities.

With regard to the recent Derryadd wind farm High Court judgement, the prospective applicant noted the implications of this judgement and said that any concerns it might have for its own project would centre on the matters of limits of deviation and the presentation of plans and particulars. The Board said that this would be a matter which it could give further consideration to but noted that an application of this type is required to clearly set out limits of deviation; the Board added that this, in turn, would facilitate a clear understanding of the design envelope of the proposed development. The prospective applicant noted this and stated that it has done a considerable amount of work with regard to limits of deviation for the project; it also added that a report to accompany the application would deal with the assessment of limits of deviation.

In relation to the proposed station at Swords, the prospective applicant advised that it hadn't advanced any proposal for an underground connection as it expects the R132 scheme to be approved in due course. The prospective applicant added that the scheme in question would deliver traffic calming measures on the R132 which would facilitate safe access to the proposed station for pedestrians.

Finally, the prospective applicant stated its intention to hold one further meeting with the Board's representatives prior to the closure of the pre-application consultation process. The prospective applicant outlined the areas it would wish to address at this final meeting which included the key environmental issues pertaining to the project.

With regard to the formal closure of the pre-application consultation process, the Board's representatives advised that the prospective applicant should allow for a number of weeks (approximately 4 – 6 weeks) from the time of receipt of the closure letter to the issue of the final notification by the Board.

Conclusion:

It will be a matter for the prospective applicant to revert to the Board for the proposed further meeting in October 2021. The record of the instant meeting will issue to the prospective applicant in the meantime.

Brendan Wyse**Assistant Director of Planning****Sept. 2021**