



An
Bord
Pleanála

Record of Meeting ABP-302010-18 7th 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	7 th		
Date	28 th October 2021	Start Time	11 a.m.
Location	N/A	End Time	1.05 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		
Anne Kiernan, TII		
Neil Cowie, Jacobs		
Matt Foy, Jacobs		

Introduction

The Board referred to its previous meeting with the prospective applicant of the 15th September, 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 this record.

The prospective applicant provided an update on the project at the current time. The prospective applicant reported that the EIAR to accompany the planning application is nearing completion and that the Book of Reference is expected to be completed by early 2022. The prospective applicant said that its current intention is to lodge the railway order application in Quarter 2 of 2022. As regards the proposed St, Stephen's Green Station, the prospective applicant also reported that consultations with representatives of the OPW are ongoing.

Presentation by prospective applicant

The prospective applicant set out its intended agenda for the instant meeting which included items such as the urban realm design, an overview of the proposed construction phase and intended approach as regards the EIAR to accompany the planning application.

Urban realm design

The prospective applicant outlined the intended urban realm design with regard to the following constituent elements of the proposed development:

- Station entrance for Estuary Station
- Park and ride facility for Estuary Station
- Proposed viaduct for Broadmeadow and Ward River
- Station entrance for Seatown Station
- Platform for Seatown Station
- Station entrance for Swords Central Station
- Station entrance for Fosterstown Station
- Station entrance for Dublin Airport Station
- Proposed M50 Bridge
- Northwood Station
- Station entrance for Ballymun Station and public realm
- Collins Avenue Station
- Griffith Park Station
- Glasnevin Station
- Mater Station
- Tara Street Station including public realm
- St. Stephen's Green Station including station entrance
- Charlemont Station

The following design element features were also referred to by the prospective applicant:

- Underground station concourse level
- Underground station mezzanine level
- Underground station platform level
- Train livery
- Entrance portals for proposed stations
- Skylights for proposed stations
- Passenger lifts for proposed stations
- Service lifts for proposed stations

In response to the Board's query on the matter, the prospective applicant confirmed that in essence all of the public realm improvement works proposed will be included as part of the planning application (i.e. will be included within the red line boundary).

Construction phase of proposed development

The prospective applicant set out the intended construction phase of the proposed development which consisted of enabling works, main civil engineering works, railway systems installation, site finalisation works and systems testing and commissioning. The prospective applicant also outlined the indicative construction programme. With respect to the matter of tunnels required to be constructed, the prospective applicant said that the proposed Airport Tunnel would take approximately 15 months to construct and the proposed City Tunnel would take approximately 69 months to construct (total of approximately 7 years). The prospective applicant said that tunnelling would occur on a 24/7 basis in order to realise the proposed construction programme, to reduce the duration of impacts and to reduce settlement risk; it added that the proposed 24/7 tunnelling approach is an industrial standard. The prospective applicant also outlined the standard construction working hours for the proposed development as well as non-standard/extended working hours (for elements of the project including tunnelling, station excavations and roadworks). With regard to construction works at the proposed Glasnevin Interchange Station, the prospective applicant said that there would be a requirement for possession to be taken of the existing railway lines (Kildare and Maynooth lines) owing to the nature and complexity of works at this particular site; the prospective applicant added that it has held consultations with representatives of Iarnród Éireann in this respect. The prospective applicant reported that a draft Construction Environmental Management Plan has been developed for the project and that this document will be included as part of the EIA. The prospective applicant referred to some of the topics which will be addressed in this document and also referred to a number of support documents which will inform the draft CEMP.

EIAR

The prospective applicant referred to the EIAR which will accompany the planning application and some of the main topics which will be addressed in this:

- Alternatives – the prospective applicant said that this topic will be considered in Chapter 7 of the EIAR and will include consideration of matters such as Metro North, the emerging preferred route and the construction phase. In response to the Board’s query on the matter, the prospective applicant said that the metro option was favoured above bus route or Luas options with respect to the numbers it would be able to accommodate; it added that this matter will be addressed in this chapter of the EIAR.
- Noise and vibration – this matter will be examined in the EIAR with respect to ground boring and blasting. A blasting strategy has been developed for the proposed development and the prospective applicant said that it is confident that appropriate mitigation can be applied at relevant blasting locations. Specific measures will also be applied at locations such as Trinity College.
- Settlement – the prospective applicant provided a summary of its current assessment (Stages 1, 2a/2b and 3). The prospective applicant said that the preliminary assessment of potential damage to buildings/structures will be undertaken by the appointed contractor and added that a preliminary analysis was undertaken for buildings identified in the moderate damage category. The prospective applicant also added that the outcome of the preliminary analysis (Stage 2b) showed that seven buildings will progress to a Stage 3 analysis (pre-construction stage for high-risk categories). The prospective applicant also outlined mitigation measures that can be employed to address settlement; these included pile wall treatments and compensation grouting. The prospective applicant said that specific mitigation measures used at each site will need to be identified by the contractor based on a Stage 3 assessment.
- Traffic and Transport – with respect to construction phase assessment methodology, the prospective applicant referred to the Scheme Traffic Management Plan (which covers both the enabling and main works of the project). The prospective applicant said that the busiest scenarios and their impact on the wider network assessed. The construction phase assessment has also considered localised impacts on matters such as general traffic and

public transport; the prospective applicant said that the overall strategic network would be able to accommodate the additional traffic, but that residual impacts will remain for general traffic, cyclists and parking. The prospective applicant also referred to some of the remedial measures outlined in the Strategic Traffic Management Plan, including the establishment of a traffic management forum and a mobility management plan. The prospective applicant referred to the operational phase assessment for the proposed development and said that this had utilised the National Transport Authority's East Regional Model (ERM, 2016). The various model scenarios were set out by the prospective applicant and operational phase outcomes referred to (increase in public transport mode share, notable improvements in public transport journey times, overall reductions in car trips and changes to usage of other public transport modes).

- Biodiversity – the prospective applicant presented a map of designated sites and confirmed that a Natura Impact Statement will also accompany the planning application. The prospective applicant stated that robust assessments have taken place with respect to protected species and natural habitats and will be included in this chapter of the EIAR. The prospective applicant said that a No Net loss assessment will also identify and quantify any habitat loss resulting from the proposed development.
- Soils and Geology – the prospective applicant said that the EIAR will contain an estimated quantity of excavated materials (soil, mixed and rock). The prospective applicant reported that an Article 27 notification to the EPA will be initiated shortly and that it is proposed that circa 70% of excavated material will be managed/re-used in this regard. The prospective applicant advised that an analysis is ongoing to define the use of excavated material and that five rounds of geotechnical investigation have been carried out to date.
- Urban realm and landscape – the prospective applicant set out the key features with respect to this topic and said that a linear park is proposed on the R132 (circa from Estuary Roundabout to Fosterstown). With regard to the EIAR, 24 Local Landscape Character Areas will inform the EIAR baseline and a total of 116 photomontages have been generated for the EIAR. The prospective applicant said that there will be potential construction phase impacts due to required tree felling. The prospective applicant added that the

proposed landscape design and replanting measures would serve to enhance the receiving environment for areas in the vicinity of the proposed development. In response to the Board's query on the matter, the prospective applicant said that the proposed linear park along the R132 would seek to align with the current proposals of Fingal County Council for this particular street. The prospective applicant also confirmed that the proposed linear park will form part of the instant project.

- Architectural Heritage – the prospective applicant reported that desktop studies and surveys have been carried out with respect to this topic; it added that 175 affected areas/features along the route of the proposed development have been identified and that specific mitigation measures are proposed for each location.
- Cumulative impacts – the prospective applicant set out the proposed methodology with regard to this which includes four stages and is cognisant of other developments in the vicinity of the proposed development (approximately 300 in total). The prospective applicant also referred in particular to strategic housing projects and significant transport projects (including the BusConnects and Dart+ projects) with respect to cumulative impacts arising from the proposed development.
- Sustainability – the prospective applicant referred to its environmental strategy (TII 2019) and the Project Sustainability Plan in the context of the proposed development.

Consultations

The prospective applicant provided a summary of the public consultations held to date and advised also of the key stakeholders it has engaged with in respect of the proposed development; these include the relevant local authorities, the OPW and the NPWS.

Railway Order Application

The prospective applicant set out its intended timeline for the lodgement of the subsequent railway order application; it confirmed that this would likely be the final meeting in the pre-application consultation meeting. The prospective applicant re-stated its current intention to lodge the subsequent planning application in Quarter 2022.

Conclusion

The record of the instant meeting will issue to the prospective applicant in the meantime. The prospective applicant may submit any comments it has on the record for the file. It is then open to the prospective applicant to formally request closure of the pre-application consultation process.

Brendan Wyse

Assistant Director of Planning

1st November 2022