



An
Bord
Pleanála

Record of Meeting ABP-302010-18

Case Reference / Description	ABP-302010-18 Proposed MetroLink for Swords-Airport-City Centre Corridor.		
Case Type	Pre-application consultation		
Meeting	Meeting with Dublin City Council		
Date	03/09/19	Start Time	11 a.m.
Location	Offices of Dublin City Council	End Time	12.45 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	01-8737250
Representing Dublin City Council		
John O'Hara, Planning Officer		

Bernard Rennick, Senior Engineer, Roads and Traffic		
Brendan O'Brien, A/Executive Manager, Traffic		
Andy Walsh, Senior Engineer, Roads and Traffic		
Edel Kelly, Senior Transportation Officer		
Heidi Thorsdalen, Senior Executive Planner, Transportation Planning Division		
Chris Manzira, Senior Executive Engineer, Sustainable Mobility Projects		
Maggie O'Donnell, BusConnects		

The meeting commenced at 11 a.m.

The Board indicated that the meeting was essentially an information-gathering exercise. A record of the meeting would be taken which would be made public at the closure of the pre application consultation process. A copy of the record will be forwarded to the Council.

The Board noted that the function of pre-application consultations with respect to railway order applications is to advise on procedural issues and any other matters pertaining to proper planning and sustainable development which, in the opinion of the Board, might have a bearing on any decision.

The Board set out the progress of pre-application consultations to date. It advised that two meetings have been held with the prospective applicant. Meetings with representatives from Fingal County Council and the Office of Public Works have also been arranged.

With regard to the project generally, the Board said its current understanding is that an application is intended to be lodged some time in 2020. It noted the fact that the development as originally proposed had been intended to extend from Estuary to Sandyford (along the route of the Luas Green Line). Since that time, the proposed development has been amended to omit the route of the Luas Green Line from the

project. A preferred route document was published in relation to this revision in March 2019. The Board said that it expects a third meeting to take place with the prospective applicant prior to the end of 2019.

Discussion on the operational phase:

The local authority said that it is generally supportive of the project having regard to policies and objectives such as the National Planning Framework. It noted the importance of the project in terms of urban regeneration and the forming of a transport link between Dublin Airport and the city centre.

Referring to a presentation which it had on the project in May 2019, the local authority stated its view that the interaction between the project and other modes of transport still needs to be developed and explained further.

In relation to the proposed stops at Northwood and Ballymun, the local authority noted the mass and density of development in these locations and said that these stops should be future-proofed for future third party development. With respect to Ballymun in particular, the local authority said its preference would be that the existing streetscape is preserved; as an alternative to this, it said that a public plaza area might be accepted by it if no other option is available. The local authority emphasised that O'Connell Street on the other hand must be maintained with regard to the existing streetscape.

The local authority noted the importance of the project with regard to Dublin Airport and also welcomed the proposed integration at Glasnevin which would facilitate Irish Rail users. The proposed link-up to the Dart service at Tara Street was also welcomed.

With respect to the eastern side of St. Stephen's Green, the local authority said that there is a greater degree of clarity with regard to development in this area now. It noted that the proposed station here will be mostly located in the Green but straddling the footpath somewhat.

The local authority said that public safety through design is of particular importance and raised other issues such as the proposed operation of stations, impacts and interactions with BusConnects corridors, the amount of parking and cycle provisions provided and accessibility to stations. Noting that preliminary design details are due to be released by the prospective applicant in the next month or so, it expects to have a greater degree of clarity on such matters.

The local authority noted the importance of passenger movements with respect to stations and how volumes of such movements will be a significant feature of the project once operational. It also remarked in a general sense that the project represents a potential opportunity to deliver on public realm works and improvements.

The local authority representatives emphasised the importance of ensuring that a robust environmental impact assessment report (EIAR) is produced for the project, including, where relevant, assessments of cumulative effects (in relation, for example, to matters such as existing rail lines and BusConnects corridors).

In response to the Board's query on the matter, the local authority said that, to the best of its knowledge, the Dart Underground project is currently in a state of abeyance. It suggested that the prospective applicant might be in a position to offer some clarity on its' status.

Discussion on the construction phase:

The local authority commented that, while not as challenging as the previous Metro North proposal, the construction phase of the proposed development would have potential implications for areas such as Stephens Green East, the Mater Hospital and Tara Street. The local authority noted that the proposed development will have significant effects on traffic movements in the city and also noted that routes for the removal of spoil from construction sites have not yet been agreed.

The local authority said that matters such as construction methodology and the general impacts of construction works will be more fully understood once preliminary design details are available. Having regard to previous projects, such as the Luas Cross City, the local authority expects that working groups will be established to consider and discuss details pertaining to the construction phase. The local authority said that it will need to fully understand the nature and extent of impacts arising from construction works (such as noise and vibration) and proposed timelines. Different approaches to construction will be required in different areas depending on specific sensitivities. It also noted the importance of positive and robust engagement with affected third parties and stakeholders. With regard to other transport projects such as BusConnects, the local authority said that an understanding of the phasing of such projects would be of particular importance.

With respect to matters such as construction site compounds and impacts on potential high-density third-party proposals in areas such as Northwood, the local authority noted that there are no specific proposals available just yet. With respect to proposed stations along the route of the project, the local authority said that its understanding is that mining may be required at some locations.

In relation to proposed demolition works, the local authority noted the significant amount of such works in the Tara Street area. It said that future-proofing should be provided for here with respect to proposed development going forward. In a general context, the local authority also remarked that the integration with the existing Irish Rail line needs to be more fully explored at this location.

With regard to potential damage to residential dwellings arising from tunnel boring machines, the local authority indicated its expectation that relevant surveys would be conducted prior to commencement of such works. Noting this, the Board said its understanding is that a property owner protection scheme will be in place.

The Board enquired as to whether the local authority had any opinion of the nature and extent of public consultations to be carried out. The local authority noted the importance of such consultations and said that the benefits of the project to the city as a whole should be promoted by the prospective applicant. It noted that positive engagements had been carried out during the public consultation phase of the Luas Cross City project.

With respect to the design of station boxes, the local authority said that it has only seen a generic design to date. It said that specific designs of station boxes should be appropriate for specific locations, should integrate with the surrounding area and facilitate mobility.

In relation to any future projects of a similar nature, the local authority said that this should not be considered to be a stand-alone metro, but rather the first of several that might be required by the city. The proposed development does not preclude any future routes/alignments that might be considered necessary.

Conclusion:

A copy of the record of the instant meeting will be forwarded to the Council. The record will be made available to the prospective applicant and will be on the public record when the pre-application consultation case is formally concluded.

The meeting concluded at 12.45 p.m.

Brendan Wyse

Assistant Director of Planning