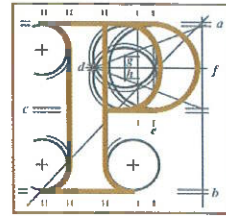


Our Case Number: ABP-309584-21



**An
Bord
Pleanála**

John Flerming
National Transport Authority
Dun Scéine
Iveagh Court
Harcourt Lane
Dublin 2
D02 WT20

Date: 18th June 2021

Re: BusConnects Dublin Core Bus Corridor Projects
Dublin City and Greater Dublin Areas

Dear Sir,

I have been asked by An Bord Pleanála to refer further to the above-mentioned pre-application consultation request.

Please find enclosed a copy of the written record of the third meeting of the 10th June, 2021.

If you have any queries in relation to the matter please contact the undersigned officer of the Board.

Please quote the above-mentioned An Bord Pleanála reference number in any correspondence or telephone contact with the Board.

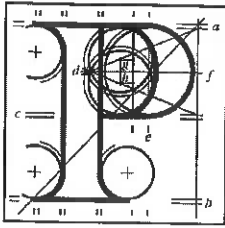
Yours faithfully,

Niamh Thornton
Executive Officer
Direct Line: 01-873 7247

PC07

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An
Bord
Pleanála

Record of Meeting ABP-309584-21 3rd meeting

Case Reference / Description	ABP-309584-21 BusConnects Dublin Core Bus Corridor Projects.		
Case Type	Pre-application consultation		
1st / 2nd / 3rd Meeting	3 rd		
Date	10/06/2021	Start Time	11 a.m.
Location	Virtually MS Teams	End Time	1.30 p.m.

Representing An Bord Pleanála
Staff Members
Ciara Kellett, Assistant Director of Planning
Kevin Moore, Senior Planning Inspector
Sarah Caulfield, Executive Officer
Representing the Prospective Applicant
Hugh Creegan, NTA
John Fleming, NTA
Aidan Gallagher, NTA
Anthony Sheehy, NTA
Eddie Feely, Arup
Ian Byrne, Systra

Paul Hussey, Systra
Joseph Seymour, Aecom
Colin Acton, Aecom
Alan Duggan, Aecom
Martin Boran, Aecom
Stuart Nicol, Jacobs
Caitriona Molloy, Jacobs
Denis Crowley, Arup
Brian Devlin, Arup
David Collins, Arup
Seamus MacGearailt, ROD

The meeting commenced at 11 a.m.

The Board referred to its previous meeting with the prospective applicant of the 20th May, 2021 and the record of this meeting. The Board asked 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.

Presentation by the prospective applicant:

The prospective applicant followed the same format as previous meetings. In relation to six of the specific schemes entailed in the overall project, the prospective applicant provided information to the Board's representatives as follows:

Lucan to City Centre Scheme:

The prospective applicant advised that this corridor is slightly different to the others, as it is predominantly a dual carriageway route. The length of the Core Bus Corridor for this particular scheme is 9.6 kilometres. The proposed total bus priority for this particular scheme is 18.5 kilometres (both directions) which constitutes a 36% increase over the existing situation. With respect to cycle facilities (segregated and

non-segregated), a total of 15.1 kilometres is envisaged (both directions), which constitutes a 208% increase over the existing situation. Other features involved in the proposed scheme include a number of traffic signal-controlled junctions, a number of signalised crossings and a number of properties which will require a potential land-take (9 in total)

With respect to physical works involved for the scheme in question, the prospective applicant provided a typical cross section for a dual carriageway and a single carriageway. The prospective applicant also provided an overview of the scheme and an example of an urban realm associated with the scheme in question (South Circular Road Junction in this case) With regard to the traffic impact assessment pertaining, the prospective applicant said that an increase in public transport usage (approximately 24%) was envisaged, as well as an increase in cycle and pedestrian usage (approximately 50%)

With regard to the provisions of the Roads Act 1993, as amended, and the Roads Regulations 1994, as amended, the prospective applicant noted that the proposed scheme would not automatically trigger the requirement for an EIAR however, consideration on whether the proposed scheme would be likely to have significant effects on the environment is currently ongoing. The prospective applicant is assessing the potential for cumulative impacts from the construction and operation of the proposed scheme in combination with other relevant projects.

With regard to the matter of public consultations and stakeholder engagement, the prospective applicant advised the Board's representatives that there is on-going liaison with the relevant local authorities and that discussions and consultations with members of the public and affected property owners are also in progress.

Blanchardstown to City Centre Scheme

The prospective applicant advised that the length of the Core Bus Corridor for this particular scheme is 10.9 kilometres. The proposed total bus priority for this particular scheme is 21.21 kilometres (both directions) which constitutes a 289% increase over the existing situation. With respect to cycle facilities (segregated and non-segregated), a total of 17.07 kilometres is envisaged (both directions), which

constitutes a 82% increase over the existing situation. Other features involved in the proposed scheme include a number of traffic signal-controlled junctions, a number of signalised crossings and a number of properties which will require a potential land-take (89 in total)

With respect to physical works involved for the scheme in question, the prospective applicant provided a typical cross section for a dual carriageway, a single carriageway and a pinch point. The prospective applicant also provided an overview of the scheme and examples of urban realms associated with the scheme in question (Stoneybatter Village and Blanchardstown Bus Interchange in this case) With regard to the traffic impact assessment pertaining, the prospective applicant said that an increase in public transport usage (approximately 75%) was envisaged, as well as an increase in cycle and pedestrian usage (approximately 43%)

With regard to the provisions of the Roads Act 1993, as amended, and the Roads Regulations 1994, as amended, the prospective applicant noted that an EIAR would be mandatory for the proposed scheme and it also noted that cumulative impacts will have to be addressed and considered as part of the EIAR.

With regard to the matter of public consultations and stakeholder engagement, the prospective applicant advised the Board's representatives that there is on-going liaison with the relevant local authorities and that discussions and consultations with members of the public and affected property owners are also in progress.

Tallaght/Clondalkin to City Centre Scheme

The prospective applicant advised that the length of the Core Bus Corridor for this particular scheme is 15.5 kilometres (+3.8km alternative cycle route). The proposed total bus priority for this particular scheme is 28.5 kilometres (both directions) which constitutes an 85% increase over the existing situation. With respect to cycle facilities (segregated and non-segregated), a total of 39.8 kilometres is envisaged (both directions) which constitutes a 241% increase over the existing situation. Other features involved in the proposed scheme include a number of traffic signal-controlled junctions, a number of signalised crossings and a number of properties which will require a potential land-take (143 in total).

With respect to physical works involved for the scheme in question, the prospective applicant provided typical cross sections (including the alternative cycle route). The prospective applicant also provided an overview of the scheme and examples of urban realms associated with the scheme in question (Tallaght Interchange and Drimnagh Road/Walkinstown Road Junction). With regard to the traffic impact assessment pertaining, the prospective applicant said that an increase in public transport usage (approximately 172%) was envisaged, as well as an increase in cycle and pedestrian usage (approximately 61%).

With regard to the provisions of the Roads Act 1993, as amended, and the Roads Regulations 1994, as amended, the prospective applicant noted that an EIAR would be mandatory for the proposed scheme and it also noted that cumulative impacts will have to be addressed and considered as part of the EIAR. The prospective applicant also noted interactions between the proposed scheme and other transport routes (namely the Kimmage to City Centre CBC scheme).

With regard to the matter of public consultations and stakeholder engagement, the prospective applicant advised the Board's representatives that there is on-going liaison with the relevant local authority and that discussions and consultations with members of the public and affected property owners are also in progress.

Kimmage to City Centre Scheme

The prospective applicant advised that the length of the Core Bus Corridor for this particular scheme is 3.5 kilometres. The proposed total bus priority for this particular scheme is 7 kilometres (both directions) which constitutes an 440% increase over the existing situation. With respect to cycle facilities (segregated and non-segregated), a total of 7 kilometres is envisaged (both directions) which constitutes a 17% increase over the existing situation. Other features involved in the proposed scheme include a number of traffic signal-controlled junctions, a number of signalised crossings and a number of properties which will require a potential land-take (23 in total).

With respect to physical works involved for the scheme in question, the prospective applicant provided typical cross sections. The prospective applicant also provided an

overview of the scheme and examples of urban realms associated with the scheme in question (Kimmage Road Lower at Corrib Road, Sundrive Cross, Stoneboat Boardwalk on Poddle Way, Robert Emmett Bridge at Grand Canal, Clanbrassil Street Lower/New Street South). With regard to the traffic impact assessment pertaining, the prospective applicant said that an increase in public transport usage (approximately 80%) was envisaged, as well as a significant decrease in vehicular traffic (approximately 50%).

With regard to the provisions of the Roads Act 1993, as amended, and the Roads Regulations 1994, as amended, the prospective applicant noted that the proposed scheme would not automatically trigger the requirement for an EIAR however, consideration on whether the proposed scheme would be likely to have significant effects on the environment is currently ongoing. The prospective applicant is assessing the potential for cumulative impacts from the construction and operation of the proposed scheme in combination with other relevant projects (namely the adjacent schemes of Tallaght / Clondalkin to City Centre Scheme, & Rathfarnham / Templeogue to City Centre CBC Scheme)

With regard to the matter of public consultations and stakeholder engagement, the prospective applicant advised the Board's representatives that there is on-going liaison with the relevant local authority and that discussions and consultations with members of the public and affected property owners are also in progress.

Bray to City Centre Scheme

The prospective applicant advised that the length of the Core Bus Corridor for this particular scheme is 18.5 kilometres. The proposed total bus priority for this particular scheme is 37 kilometres (both directions) which constitutes an 46% increase over the existing situation. With respect to cycle facilities (segregated and non-segregated), a total of 32.9 kilometres is envisaged (both directions) which constitutes a 1% increase over the existing situation. Other features involved in the proposed scheme include a number of traffic signal-controlled junctions, a number of signalised crossings and a number of properties which will require a potential land-take (72 in total).

With respect to physical works involved for the scheme in question, the prospective applicant provided typical cross sections for a dual carriageway, a single carriageway and for pinch points. The prospective applicant also provided an overview of the scheme and examples of urban realms associated with the scheme in question (Leeson Street Upper/Sussex Road, Wellington Place/Leeson Street Upper, UCD Bus Interchange, Shankill Village, and Castle Street in Bray). With regard to the traffic impact assessment pertaining, the prospective applicant said that an increase in public transport usage (approximately 40%) was envisaged, as well as an increase in cycle and pedestrian usage (approximately 108%).

With regard to the provisions of the Roads Act 1993, as amended, and the Roads Regulations 1994, as amended, the prospective applicant noted that an EIAR would be mandatory for the proposed scheme and it also noted that cumulative impacts will have to be addressed and considered as part of the EIAR. The prospective applicant also noted interactions between the proposed scheme and other transport routes (namely the Belfield/Blackrock to City Centre CBC Scheme and also a Strategic Housing Development (SHD) scheme at Woodbrook)

With regard to the matter of public consultations and stakeholder engagement, the prospective applicant advised the Board's representatives that there is on-going liaison with the relevant local authorities and that discussions and consultations with members of the public and affected property owners are also in progress.

Templeogue/Rathfarnham to City Centre Scheme

The prospective applicant advised that the length of the Core Bus Corridor for this particular scheme is 9.9 kilometres. The proposed total bus priority for this particular scheme is 17.4 kilometres (both directions) which constitutes a 175% increase over the existing situation. With respect to cycle facilities (segregated and non-segregated), a total of 23.3 kilometres is envisaged (both directions) which constitutes a 112% increase over the existing situation. Other features involved in the proposed scheme include a number of traffic signal-controlled junctions, a number of signalised crossings and a number of properties which will require a potential land-take (80 in total).

With respect to physical works involved for the scheme in question, the prospective applicant provided typical cross sections for a dual carriageway and a single carriageway. The prospective applicant also provided an overview of the scheme and an example of an urban realm associated with the scheme in question (Rathmines Village in this case). With regard to the traffic impact assessment pertaining, the prospective applicant said that an increase in public transport usage (approximately 123%) was envisaged, as well as an increase in cycle and pedestrian usage (approximately 79%).

With regard to the provisions of the Roads Act 1993, as amended, and the Roads Regulations 1994, as amended, the prospective applicant noted that an EIAR would be mandatory for the proposed scheme and it also noted that cumulative impacts will have to be addressed and considered as part of the EIAR. The prospective applicant also noted interactions between the proposed scheme and other transport routes (namely the Kimmage to City Centre CBC Scheme).

With regard to the matter of public consultations and stakeholder engagement, the prospective applicant advised the Board's representatives that there is on-going liaison with the relevant local authorities and that discussions and consultations with members of the public and affected property owners are also in progress.

Discussion

- With respect to the changes proposed at the Dr. Steevens' Hospital (Lucan to City Centre scheme), the prospective applicant confirmed to the Board that conservation advisors would be employed with respect to this particular element of the proposed development.
- In response to the Board's query regarding the land take along the Rathgar Road (Templeogue/Rathfarnham to City Centre), the prospective applicant advised that the existing boundary is being kept and there is no land take proposed at this location.

- In response to the Board's query with regard to documentation compiled following public consultations, the prospective applicant advised that a consolidated report is currently being prepared.
- The prospective applicant queried the next steps in the process and if there was anything additional required. The Board's representatives asked the prospective applicant to provide details on the amount of paperwork expected to be submitted, in order to facilitate storage etc.
- With regard to the proposed Bray to City Centre scheme, the Board's representatives advised the prospective applicant to be cognisant of high volumes of construction activity in this area (mainly 2 SHD schemes at Woodbrook and Shanganagh Castle).
- With respect to the Templeogue/Rathfarnham to City Centre scheme and the connection to a local authority enhancement scheme, the prospective applicant confirmed that there would be a consistency of approach followed with respect to materials to be employed in both schemes.
- In response to a query raised by the prospective applicant, the Board's representatives noted that the proposed developments would not be carried out within a Gaeltacht area and the Board informed the prospective applicant that there was no obligation to provide the EIARs with full translation into the Irish language. It was stated that the prospective applicant may consider the submission of non-technical summaries of the EIARs in Irish and that this would be discussed at the next meeting.
- The Board's representatives agreed that the next meeting will be in respect of procedural matters regarding the planning applications to be submitted and this meeting will be arranged in the coming weeks.

Conclusion:

It was agreed that the next meeting to be held in the pre-application consultation process will be in respect of procedural matters regarding the planning applications to be submitted. The prospective applicant said that it would wish to have the next meeting in the process in the coming weeks. The Board's representatives noted this and undertook to facilitate this next meeting with the prospective applicant within 3 – 4 weeks.

The record of the instant meeting will issue in the meantime and the prospective applicant can submit any comments it may have in writing or at the time of the further meeting.

The meeting concluded at 1.30 p.m.

 17/6/21

Ciara Kellett

Assistant Director of Planning