

**IN THE MATTER OF AN APPLICATION TO
AN BORD PLEANALA**

**For Approval of the Railway (Metrolink – Estuary to Charlemont via
Dublin Airport) Order [2022]**

ABP-314724-22

ORAL HEARING

Schedule of Updates

19th February 2024

MetroLink Oral Hearing –

Schedule of Proposed Changes, Modifications or Updates

Item No.	Document Title	Reason for Proposed Change, Modification or Update	Proposed Change, Modification or Update Required
1.	R132 Landscape Amendments (Provided in Appendix 1)	Residents have requested that green space is returned to existing condition following construction works, rather than the proposed network of footpaths that is proposed in the Railway Order.	<p>Report detailing assessment of environmental impacts.</p> <p>Updated Railway Order Drawings to reflect changes, please refer to Book of Updated Railway Order Drawings:</p> <p>Alignment Drawings:</p> <ul style="list-style-type: none"> • ML1-JAI-ARD-ROUT_XX-DR-Y-03012 • ML1-JAI-ARD-ROUT_XX-DR-Y-03013 • ML1-JAI-ARD-ROUT_XX-DR-Y-03017 <p>Landscape Drawings:</p> <ul style="list-style-type: none"> • ML1-JAI-ARL-SC01_GF-DR-Y-00003 • ML1-JAI-ARL-SC02_GF-DR-Y00004 <p>Utility Drawings:</p> <ul style="list-style-type: none"> • ML1-JAI-URD-ROUT_XX-DR-Y-02012 • ML1-JAI-URD-ROUT_XX-DR-Y-02013 • ML1-JAI-URD-ROUT_XX-DR-Y-02017

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2.	Santry Lodge AHIA (Provided in Appendix 2)	Impact changed in Table 26.38 as a result of building being added to record of protected structures	Impact reference AHI-17: Baseline rating to change from V. Low to High Significance of effect to change from Slight to Profound Impact assessment now reads: The realignment of the Old Ballymun Road and the construction of the portal will require the demolition of the gate lodge and gateway at Santry Lodge. The magnitude of this impact will be high and the lodge and gateway are in the curtilage of a protected structure. The predicted effect will be profound
3.	Santry Lodge AHIA (Provided in Appendix 2)	Impact changed in Table 26.38 as a result of building being added to record of protected structures	Impact reference AHI-18: Baseline rating to change from V. Low to High Significance of effect to change from Slight to Profound Impact assessment now reads: The realignment of the Old Ballymun Road and the construction of the portal will require the demolition of this house. The magnitude of this impact will be high and the house is in the curtilage of a protected structure. The predicted effect will be profound
4.	Santry Lodge AHIA (Provided in Appendix 2)	Impact changed in Table 26.39 as a result of building being added to record of protected structures	Impact reference AHI-20: The baseline rating to change from Medium to High. The text in the impact assessment column to be amended to include that "... the architectural heritage value of the house is high ..."
5.	Santry Lodge AHIA (Provided in Appendix 2)	Impact changed in Table 26.40 as a result of building being added to record of protected structures	Impact reference AHI-21: The baseline rating to change from Medium to High. The text in the impact assessment column to be amended to include that "... the architectural heritage value of the house is high ..."

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6.	Santry Lodge AHIA (Provided in Appendix 2)	Impact changed in Table 26.66 as a result of building being added to record of protected structures	Under impact reference AHI-17 the final sentence in the Mitigation Measures column to be changed to read: "The impact would remain profound following mitigation."
7.	Santry Lodge AHIA (Provided in Appendix 2)	Impact changed in Table 26.66 as a result of building being added to record of protected structures	Under impact reference AHI-18 the Mitigation Measures column to be changed to read "The house is to be recorded by the PCA by means of photography and written description to English Heritage level 2 prior to demolition. The impact would remain profound following mitigation.
8.	Santry Lodge AHIA (Provided in Appendix 2)	Impact changed in Table 26.66 as a result of building being added to record of protected structures	Under impact reference AHI-19 the following sentence is to be added to the Mitigation Measures column: "The impact would remain significant".
9.	Santry Lodge AHIA (Provided in Appendix 2)	Impact changed in Table 26.66 as a result of building being added to record of protected structures	Under impact reference AHI-20 the final sentence in the Mitigation Measures column is to be amended to read "The impact would remain significant following mitigation."

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10.	Operational Stage Impact on Development Potential (Provided in Appendix 3)	Following consultation, consideration has been given to whether it is necessary to change the assessment of the effects of the Project on land use during the operational phase.	Assessment update of the impact of the Proposed Project on development potential. Please refer to Appendix 3.
11.	Grand Canal PRM Lay-by Assessment (Please refer to Appendix 4)	Railway Order Structures Drawing ML1-JAI-SRD-ROUT_XX-DR-Y-02090 included a PRM lay-by at Charlemont Station, however an environmental impact assessment was not submitted with Railway Order	Updated drawing (increasing width of lay-by) and full environment impact assessment report completed. Please refer to Appendix 4.
12.	Updated Planning Report (Provided in Appendix 5)	Address implications of any policy changes since lodgement of the application (e.g. Dublin City Development Plan 2022-2028, Fingal County Development Plan 2023- 2029, Greater Dublin Area Transport Strategy 2022-2042, Climate Action Plan, National Biodiversity Action Plan etc.).	Updated Planning Report has been prepared, provided in Appendix 5
13.	Draft RO and Schedules (Provided in Appendix 6)	Amendments to the Preamble, Article 6 and Article 29.	Please refer to Appendix 6

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14.	New GDA Transport Strategy – Modelling Review (Provided in Appendix 7)	Update to Greater Dublin Area Transport Strategy 2022-2042 post RO lodgement. Scenario B transport modelling in RO submission used GDA Transport Strategy 2016-2035.	A note has been prepared which presents a review of the impacts of the updated transport modelling which is based on the GDA Transport Strategy 2022-2042. Please refer to Appendix 7
15.	Impact on the Preliminary Design Building Damage Assessment Results due to Imposition of Limits of Deviation (Provided in Appendix 8)	Following consultation since submission of RO application, it is now proposed that the vertical Limit of Deviation for the tunnels and underground stations should be changed.	Draft RO amended to reflect this proposed change from 5m upwards for the tunnel(s) and underground stations to 1m. A note has been prepared that assesses the impact of the vertical LOD on the settlement assessment. Please refer to Appendix 8.
16.	Ground Movement Instrumentation and Monitoring (Provided in Appendix 9)	The update has been prepared to provide further background to TII's approach to ground movement monitoring during construction.	Please refer to Appendix 9.
17.	Outline Mobility Management Plan (Provided in Appendix 10)	A Construction Mobility Plan has been referred to in EIAR Chapter 9 Traffic and Transport, and Appendix 5.1 Outline Construction Environmental Management Plan, to manage construction worker travel. However, this document was not included within the RO application.	An Outline Mobility Management Plan has been prepared and included in Appendix 10 of this document.

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18.	DART MetroLink Sequencing (Provided in Appendix 11)	The EIAR utilised a scenario in which MetroLink works precede those of DART+ West at Glasnevin.	An assessment has been undertaken to examine the impact if DART+ West works precede MetroLink works at Glasnevin. Please refer to Appendix 11.
19.	Stakeholder Communication Plan (Provided in Appendix 12)	Requested as part of Appendix 1 matters to be addressed by the Applicant.	Please refer to Appendix 12.

APPENDIX 1

R132 LANDSCAPE AMENDMENTS

(UPLOADED AS A SEPARATE DOCUMENT)

APPENDIX 2

SANTRY LODGE AHIA

(UPLOADED AS A SEPARATE DOCUMENT)

APPENDIX 3

OPERATIONAL STAGE IMPACT ON DEVELOPMENT POTENTIAL

(UPLOADED AS A SEPARATE DOCUMENT)

APPENDIX 4

GRAND CANAL PRM LAY-BY ASSESSMENT

(UPLOADED AS A SEPARATE DOCUMENT)

APPENDIX 5

UPDATED PLANNING REPORT

(UPLOADED AS A SEPARATE DOCUMENT)

APPENDIX 6

DRAFT RO AND SCHEDULES

(UPLOADED AS A SEPARATE DOCUMENT)

APPENDIX 7

NEW GDA TRANSPORT STRATEGY – MODELLING REVIEW

(UPLOADED AS A SEPARATE DOCUMENT)

APPENDIX 8

IMPACT ON THE PRELIMINARY DESIGN BUILDING DAMAGE ASSESSMENT DUE TO IMPOSITION OF LIMITS OF DEVIATION

(UPLOADED AS A SEPARATE DOCUMENT)

APPENDIX 9

GROUND MOVEMENT INSTRUMENTATION AND MONITORING

(UPLOADED AS A SEPARATE DOCUMENT)

APPENDIX 10

OUTLINE MOBILITY MANAGEMENT PLAN

(UPLOADED AS A SEPARATE DOCUMENT)

APPENDIX 11

DART METROLINK SEQUENCING

(UPLOADED AS A SEPARATE DOCUMENT)

APPENDIX 12

STAKEHOLDER COMMUNICATION PLAN

(UPLOADED AS A SEPARATE DOCUMENT)