

**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

STATEMENT OF EVIDENCE

on

Planning Report & Policy changes

By

John Kehoe

19 February 2024

**MetroLink Oral Hearing
Brief of Evidence of John Kehoe
Planning Report & Policy Changes**

1 Qualifications and Role on the MetroLink Project

- 1.1 My name is John Kehoe. I am a Chartered member of the Royal Town Planning Institute with 21 years' experience, and a Senior Associate Director with Jacobs Engineering Ireland. I hold a Bachelor of Arts in Economics from University College Dublin and a Masters in Regional and Urban Planning from University College Dublin. I have worked extensively on a wide range of infrastructure projects, strategic planning, and policy studies at the national, regional and local level.
- 1.2 As Planning Advisor with the Metrolink project, my remit has been the provision of strategic planning advice on the scheme design development, Environmental Impact Assessment (EIA) and the Railway Order application. I prepared the Planning Report that formed part of the Railway Order application.
- 1.3 My evidence addresses the following matters:
- 1.3.1 Updates to planning policy, to include:
- (a) Greater Dublin Area Transport Strategy 2022-2042;
 - (b) Fingal County Development Plan 2023- 2029;
 - (c) Dublin City Development Plan 2022-2028;
 - (d) Climate Action Plans 2023 and 2024;
 - (e) Other planning policy, as described below;
- 1.3.2 Any aspects of the scheme which are not compatible with the applicable Development Plan in a material respect; and
- 1.3.3 Any additional consents / approvals required.

2 Executive Summary

- 2.1 The proposed Project provides a high-quality, high-capacity route in a key corridor of the city, providing connections to a number of the strategically important locations, including Dublin Airport, Swords, Dublin City University, the Mater Hospital and Dublin City Centre. It will also provide interchange with DART, Iarnród Éireann and Luas Green Line services.
- 2.2 The proposed Project will directly deliver a key objective of the National Planning Framework. It complies with the NPF goals and the objectives of Smarter Travel by way of delivering a high-quality, green, sustainable key public transport mode, that helps the transition towards a low carbon and climate resilient society. This will ensure the creation of a more attractive, liveable urban place accommodating the projected growth of this corridor of the city region by 2040.
- 2.3 The proposed Project complies with and supports the policies set out in NTA's Transport Strategy for the GDA 2022-2042, through the delivery of a high-capacity high-frequency cross-city public transport link to serve Dublin Airport, institutions, facilitate multi-modal interchange with other cross city transport modes to enhance connectivity and the provision of a strategic P&R Facility north of Swords.
- 2.4 The proposed Project is identified in the RSES as a key infrastructure project to deliver on the principles of Healthy Placemaking, Climate Action and Economic Opportunity, which will support the regional growth strategy for the Eastern and Midland Region including the Dublin Metropolitan Area Strategic Plan area. The proposed Project will facilitate the integration of transport with land use planning. The delivery of a high-

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capacity public transport corridor will enable and support delivery of both residential and economic development opportunities, facilitating the sustainable growth of Dublin City and its metropolitan area, with a particular opportunity to deliver planned residential and employment growth at Swords.

- 2.5 At a local level, it has been demonstrated that the proposed Project is a central element in the delivery of the core strategy for the two statutory development plans.
- 2.6 The policy framework at national, regional and local level clearly identifies the proposed Project as being of strategic and national importance.
- 2.7 As noted below, while the Proposed Project is of strategic importance to the delivery of the core strategy and supporting policies and objectives of the Fingal Development Plan and the Dublin City Development Plan as well as national and regional planning and transport policy, there are a number of instances where the proposed Project deviates from adopted policy. These are identified below and in the Planning Report.
- 2.8 The proposed Project is nonetheless considered to be in accordance with the statutory planning policy for the area in which it is situated, at national, regional and at local level.
- 2.9 An updated Planning Report, provided in Appendix 1, sets out the changes and the implications for the proposed project in more detail.

3 Updates to planning policy:

3.1 Introduction

- 3.1.1 Since the date of lodgement of the Railway Order application, there have been a number of changes to the underlying planning policy for the area through which the Proposed Project passes. In addition, there have been changes in the number and status of planning applications, applications for approval and other development consents.
- 3.1.2 This statement highlights the key changes in policy and planning status and how it relates to the Proposed Project, as requested in Point 3 of Appendix 1 of the Oral Hearing Agenda. Where planning policy changes have an effect on a particular geographical location or landholding, this will be addressed in the assessment of those locations in the Oral Hearing.
- 3.1.3 The matters / changes referred to have been considered and assessed and can be dealt with as required at an appropriate time during the hearing.
- 3.1.4 On foot of the changes in policy, I have reviewed the entirety of the scheme, and an updated Planning Report has been prepared to describe how the Proposed Project interacts with current planning policy and planning permissions. The updated Planning Report is presented to the Inspector as an Appendix to this Statement.

3.2 Planning Policy Updates

- 3.2.1 The following documents have been adopted in the intervening period:
- Climate Action Plans 2023 and 2024
 - National Implementation Plan for the Sustainable Development Goals 2022-2024
 - Greater Dublin Area Transport Strategy 2022-2042
 - Greater Dublin Area Cycle Network Plan 2022

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- Fingal Development Plan 2023-2029
- Lissenhall East Local Area Plan 2022-2028
- Sustainable Swords Strategy 2022
- Dublin City Development Plan 2022-2028

3.2.2 The following documents have been prepared in Draft:

- Fingal Draft Climate Action Plan 2024-2029
- Dublin City Council Draft Climate Action Plan 2024-2029
- Draft Dublin City Centre Transport Plan 2023
- Draft National Biodiversity Action Plan 2024

3.2.3 The following Local Area Plans have expired in that period:

- Dardistown Local Area Plan 2013-2019
- George's Quay Local Area Plan 2017

3.3 Greater Dublin Area Transport Strategy 2022-2042

3.3.1 The proposed Project is an essential major programme identified in the Greater Dublin Area Transport Strategy 2022-2042 (GDATS).

3.3.2 The delivery of the proposed Project is highlighted under Section 12.3 Light Rail, where MetroLink is recognised, running from Estuary to Charlemont, with potential separate future public transport enhancements south from Charlemont, and is further supported by the following measure:

Measure LRT1 – MetroLink

A Railway Order application for the MetroLink was made to An Bord Pleanála in 2022. Subject to receipt of approval, it is intended to proceed with the construction of the project.

3.3.3 The GDATS provides policy support for the proposed Project Depot:

Measure LRT12 – Additional Depot Facilities

It is intended to provide additional depot facilities as required to cater for an expanded light rail network.

3.3.4 The GDATS anticipates that as sustainable transport modes and catchment areas increase over time, the following measure will be applicable to ensure the users/passengers can interchange more easily:

3.3.5 The GDATS identified the Metrolink interchange with Dart +, noting that Dart + West includes:

'Integration with a combined metro / rail station to be developed at Glasnevin under the MetroLink project to serve both the Maynooth Line and Kildare Line';

3.3.6 The GDATS notes the appropriateness of Charlemont to interchange with the Green Line Luas.

'Charlemont offers the optimal location for the primary interchange with the Green Line in response to growing demand in the longer term and is an appropriate location to facilitate any potential future metro extensions to serve the south west, south or south east of the city region should sufficient demand arise.' (12.3.2)

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- 3.3.7 Section 12.4.13 identifies the proposed interchange with Dart-

'In addition, a major upgrade of Tara Station will be undertaken to facilitate enhanced interchange between MetroLink and the DART network.' (12.4.13)

- 3.3.8 The GDATS identifies future improvements to the national road network, that would support the proposed Project:

During the period of the Strategy it is intended to further manage, develop and enhance the national road network including the delivery of the following projects:

Improvements to the Lissenhall junction on the M1, supporting the delivery of a Metrolink Park and Ride facility at this location;

- 3.3.9 Section 9 sets out the Park and Ride strategy for the region, including the proposed Park and Ride for Lissenhall.

- 3.3.10 The GDATS identifies that additional demand management measures will be developed and implemented. Additional measures are required to further reduce emissions to meet the 50% reduction target of 1.6 MtCO₂eq. A number of alternative approaches are available to achieve this supplemental reduction. A Demand Measurement Scheme is set out in Measure CLIMATE2

To ensure full compliance with the 50% carbon emissions reductions targets by 2030, the NTA will develop, and secure the implementation of, appropriate demand management measures to achieve the required emission reductions.

The NTA will undertake a detailed assessment to establish the optimal framework of demand management measures, which is likely to include, inter alia, additional roadspace reallocation to sustainable modes (e.g., converting general traffic lanes and / or parking to public transport lanes and / or cycle lanes – including lanes on the main radial routes approaching urban centres; pedestrianising streets; removing motorised traffic from streets; redesigning junctions to provide greater capacity for cyclists; urban design and placemaking schemes, etc.), parking restraint, zonal charging, additional tolling / road pricing and/or further vehicle electrification plus changes in freight arrangements.

A Demand Management Scheme in accordance with the Dublin Transport Authority Act 2008, will be prepared and published by the NTA within two years of the adoption of the Transport Strategy. The primary objective of this scheme will be the realisation of the 50% CO₂ emissions reduction target in full for the GDA.

Initial consultations in relation to demand management proposals will be undertaken during 2023.

- 3.3.11 The subsequent inclusion of those measures will further increase the proportion of transport by sustainable modes beyond the forecast set out in the GDATS.

- 3.3.12 Further detail on the GDATS is set out in the updated Planning Report.

3.4 Fingal Development Plan 2023-2029

3.4.1 Strategic Policy Support

(a) The Fingal Development Plan 2023-2029 (FDP) came into effect in April 2023.

(b) The proposed Project forms a key element of the strategic direction of growth of the county, with the plan identifying that *'the development of the proposed Metrolink project, subject to appraisal and delivery post 2027, will unlock significant long-term capacity in Swords-*

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Lissenhall and in South Fingal – Dublin Airport, subject to the protection of airport capacity and accessibility.’ (page 71)

- (c) The below policies and objectives, contained within the core strategy of the FDP highlight the central role of the proposed Project in the delivery of the core strategy objectives of the plan,

‘Policy CSP26 – Consolidation and Growth of Swords

Promote and facilitate the long-term consolidation and growth of Swords as a Key Town including the provision of key enabling public transport infrastructure, including MetroLink and BusConnects, in accordance with the relevant provisions of the NPF, RSES and the MASP.

Policy CSP29 – Promote and Facilitate Metrolink

Promote and facilitate the development of Metrolink, connecting Swords to the Airport and on to the City Centre.

Objective CSO43 – Swords – Dublin Airport

Support Swords-Dublin Airport as a key location for airport related economic development and employment provision linked to the protection and enhancement of access to Dublin Airport lands including the delivery of Metrolink.’

- (d) Metrolink is further supported throughout Chapter 6 of the FDP (Connectivity and Movement). The Plan highlights the need to shift towards sustainable transport modes.
- (e) In summary, Metrolink is a central element in the delivery of the core strategy for Fingal County Council, in respect of settlement strategy, compact growth, residential lands, employment growth and access to Dublin Airport. The proposed project supports the vision for the county and each element of the strategic objectives underpinning it.

3.4.2 Zoning

- (a) The zoning objectives of the lands through which the Proposed Project passes are generally unchanged other than in their naming. Of key relevance in this regard is the ‘MRE’- Metro and Rail Economic Corridor zoning objective (formerly ‘Metro Economic Corridor’) which ‘Facilitate opportunities for high-density mixed-use employment generating activity and commercial development and support the provision of an appropriate quantum of residential development within the Metro and Rail Economic Corridor’ and is located on lands along the corridor of the Proposed Project.

3.4.3 Deviations from Development Plan Policy

- (a) While the Proposed Project is of strategic importance to the delivery of the core strategy and supporting policies and objectives of the FDP, as well as being identified for delivery to meet national and regional planning and transport policy, there are a number of instances where the proposed Project deviates from adopted policy.
- The Proposed Project is partly located on land zoned for Retail Warehousing use, whose use classes would not support a public transport station. However, the station’s location corresponds to the alignment for Metrolink in the plan, and encroachment on this land use zoning was minimised in the site selection process.
 - Changes in the plan in respect of biodiversity net gain as set out in Objective GINHO30 are unlikely to be met in full. This Objective was introduced in the new Fingal Development Plan.

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TII is working with Fingal County Council to agree additional landscaping and planting to work towards the achievement of local net gain.

- Given the nature of the proposed Project as a linear infrastructure project developed over a number of development plan cycles that interfaces with elements of the Green Infrastructure Network in the county and unavoidably leads to some fragmentation, there are inconsistencies with elements of a number of policies and objectives of the Fingal Development Plan 2023-2029, GINHP2, GINHO2, GINH04, GINHP10, GINHO21, GINHP20, GINHO41 GINHO44 and GINHP21 and their associated development management objectives. The Proposed Project has sought to mitigate impacts on the Green Infrastructure network and details of this will be set out in the biodiversity response by Andrew Speer.
 - While the Proposed Project has sought to minimise impacts on Protected Structures, some negative impacts will occur, as set out in the EIAR. As a result, a number of relevant policies are not met in full, including Policy HCAP12, HCAP13 and Objective DMS0185. This relates to the protection of Santry Lodge which was added to the Record of Protected Structures in the new Fingal Development Plan.
 - The approach taken by the Proposed Project in relation to cycle parking has been to develop a tailored MetroLink-specific methodology. The numbers of cycle parking to be provided preserves the capacity of the NTA and planning authorities in determining appropriate bike parking standards and objectives with public input in future strategic land use plans as the use of the proposed Project grows. However, the project is not fully in accord with objective DMSO109.
- (b) These localised deviations from the development plan in specific locations should be taken in the context of the specific policy support for the proposed Project and its role in delivering on the objectives of the core strategy.

3.4.4 Further detail on the FDP is set out in the updated Planning Report.

3.5 Dublin City Development Plan 2022-2028

3.5.1 Strategic Policy Support

- (a) The Dublin City Development Plan 2022-2028 (DCDP) came into effect in December 2022.
- (b) The Development Plan's Core Strategy promotes 'compact growth' within its long-term vision. This involves the best use of land to deliver housing, integrated transport and community infrastructure to enable long term, sustainable economic growth through healthy placemaking. The Core Strategy is based on the principles of the 15-minute city, all connected by an exemplary public transport, cycling and walking system and linked with a high-quality green space network.

'This plan encourages higher-density development along public transport routes (i.e. Transit Oriented Development), a method of planning development around a main transport link. Adopting this approach recognises the opportunities presented by Metrolink, LUAS and DART+ proposals, as well as the existing and planned bus improvements under Bus Connects.' (8.5.2)

- (c) The Plan directly supports the delivery of Metrolink, including in Policy SMT22 Key Sustainable Transport Projects:

'To support the expeditious delivery of key sustainable transport projects including Metrolink BusConnects, DART+ and LUAS expansion programme so as to provide an integrated public transport network with efficient interchange between transport modes, serving the existing and future needs of the city and region'.

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- (d) The plan reinforces the role of transport policy in minimising the need to travel, shifting to sustainable modes and supporting and encouraging behavioural change, and the Transport policies and objectives support the role of public transport corridors in delivering compact growth and a movement to more sustainable forms of transport.
- (e) In summary, Metrolink is a central element in the delivery of the core strategy for Dublin City Council, in respect of compact growth, connectivity, sustainable economic growth, integrated transport and the 15-minute city.

4 The Development Plan's Core Strategy promotes 'compact growth' within its long-term vision. This involves the best use of land to deliver housing, integrated transport and community infrastructure to enable long term, sustainable economic growth through healthy placemaking. The Core Strategy is based on the principles of the 15-minute city, all connected by an exemplary public transport, cycling and walking system and linked with a high-quality green space network.

4.1.1 Zoning

- (a) The zoning objectives of the lands through which the Proposed Project passes are generally unchanged other than in their naming. The Proposed Project is consistent with the zoning objectives of the lands through or under which it passes in principle.

4.1.2 Deviations from Development Plan Policy

4.1.3 While the Proposed Project is of strategic importance to the delivery of the core strategy and supporting policies and objectives of the Dublin City Development Plan, as well as being identified for delivery to meet national and regional planning and transport policy, there are a number of instances where the proposed Project deviates from adopted policy.

- Construction of certain stations and of the intervention shaft will take place on lands zoned Z9 – *Amenity / Open Space Lands / Green Network* under the Dublin City Development Plan 2022-2028. In these locations, the proposed uses, while permitted in principle, are not consistent with the general permitted new uses. In these station locations, above ground interventions at operational stage will largely be limited street level access, lifts, vents and skylights reducing the effect on open space amenity. For the intervention shaft, the design was developed to reduce the effect on the amenity of the park.
- While the proposed Project has sought to minimise impacts on Protected Structures and National Monuments, some negative impacts will occur, as set out in the EIAR. As a result, Dublin City Council Objectives BHA2 and BHA26 are not met in full.
- Given the nature of the proposed Project as a linear infrastructure project developed over a number of development plan cycles that interfaces with elements of the Green Infrastructure Network in the city and unavoidably leads to some fragmentation, tree loss and loss of amenity, there are inconsistencies with elements of a number of policies and objectives of the Dublin City Development Plan 2022-2028 – GI16, GIO23, GI29 and GI41.
- The demolition of the Markievicz Leisure Centre is inconsistent with Policies GI45 and GI46 of the plan.
- The approach taken by the proposed Project in relation to cycle parking number and form has been to develop a tailored MetroLink-specific methodology. The numbers of cycle parking to be provided preserves the capacity of the NTA and Dublin City Council in determining appropriate bike parking standards and objectives with public input in future strategic land use plans as the use of the Proposed Project grows.

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4.1.4 These localised deviations from the development plan in specific locations should be taken in the context of the specific policy support for the proposed Project and its role in delivering on the objectives of the core strategy.

4.1.5 Further detail on the DCDP is set out in the updated Planning Report.

4.2 Draft National Biodiversity Action Plan 2024

4.2.1 The Draft National Biodiversity Action Plan 2024 was published in January 2024. The relationship of the project to this emerging policy will be given in the biodiversity response.

4.3 Climate Action Plans

4.3.1 Since submission of the Railway Order, there have been a series of changes in relation to Climate Action. The most recent Climate Action Plan (CAP) at that time was the 2021 CAP (CAP21).

4.3.2 Two more CAP have since been published, the currently adopted 2023 Climate Action Plan (CAP23) and the draft 2024 Climate Action Plan (CAP24) - both of which view MetroLink as integral.

4.3.3 CAP23 speaks to MetroLink as being one of the major infrastructure projects that is needed to significantly improve the attractiveness, capacity and frequency of public transport services which are necessary to achieve modal shift and associated reduction in fossil-fuelled vehicle kilometres travelled and the advancement of MetroLink Planning pending An Bord Pleanála approval is listed under Action TR/23/36*(TF)

4.3.4 Draft CAP24 states that MetroLink is one of the significant new public transport infrastructure elements that: *“is required to deliver on our carbon emissions reduction targets, and to provide people with the sustainable alternatives to private car usage”*.

4.3.5 CAP21, CAP23 and CAP24 have clear alignment of purpose, which is to ensure Ireland's is on track for net carbon zero target for 2050, which is set out as the national climate objective in Section 3 of the 2015 Climate Action and Low Carbon Development Act (No. 46 of 2015), which was amended by the Climate Action and Low Carbon Development (Amendment) Act 2021 (No. 32 of 2021).

“3. (1) The State shall, so as to reduce the extent of further global warming, pursue and achieve, by no later than the end of the year 2050, the transition to a climate resilient, biodiversity rich, environmentally sustainable and climate neutral economy”

4.3.6 Each CAP builds on the last, refining the targets and actions that needs to be put in place in order to active our 2030 and 2050 carbon objectives.

4.3.7 Key elements in CAP23 and CAP24 that are pertinent to MetroLink include:

- Adoption of the 'Avoid-Shift-Improve' framework for Transport:

“developing services, communities, and infrastructure in such a manner as to AVOID the need to travel as much as we do today;

improving the relative attractiveness of sustainable travel modes such as Public Transport, Cycling and Walking, to SHIFT away from car use; this will facilitate increased use of lower-carbon modes and reduce the percentage of total journeys that are made by private car (modal share) from over 70% (today) to just over 50% in 2030; and

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complement these measures by increasing the proportion of EVs in our car fleet to 30% by 2030, which will IMPROVE the efficiency of the national car fleet; electrification of the freight and public transport sector will also be key.”

- There is a target to reduce the embodied carbon in construction materials by 10% for materials produced and used in Ireland by 2025 and by at least 30% for materials produced and used in Ireland by 2030;
- A public sector requirements of low carbon construction methods and low carbon cement material will be specified as far as practicable;
- An action for public sector procurement contracts for delivery and haulage should specify zero-emissions vehicles where possible; and
- By 2030 all new buildings will be required to be designed and constructed to Zero Energy Building (ZEB) standard with energy performance targets to be set for 2031 to 2035 (not yet released).

4.3.8 The implications the updated CAPs on MetroLink can be considered opportunities for MetroLink to show its commitment to assisting in Ireland transition to Net Zero by 2050, due to the direct and indirect decarbonisation.

- MetroLink contributes towards the Shift and Improve mechanisms of the CAP24 framework for improving transport emissions.
 - *SHIFT by providing a frequent (up to every 90 seconds at peak time), reliable (no road congestion to deal with) and high-capacity rail service, which removes 800,000 annual private car trips and*
 - *IMPROVE by providing electrification of the public transport system powered by renewable energy.*
- MetroLink will commit to complying with all targets set out for public bodies in CAP23 and CAP24 (once adopted). This includes only procuring from suppliers that met the industry carbon reduction targets and specification of low carbon construction methods and low carbon cement material, as far as practicable.
- MetroLink aims to supply 10% of the operational power through on-site renewables. While not all stations can have solar for practical reasons, the on-site renewables across the scheme will sufficiently generate capacity. In addition, operational power will be increased to at least 90% of the station and traction requirement from renewable power due to Corporate Power Purchase Agreements (CPPAs).

4.3.1 In addition, both Fingal County Council and Dublin City Council released their respective Draft Climate Action Plans for public consultation.

4.4 Other Planning Policy Changes

4.4.1 As noted above, the following additional plans have been adopted or published in draft:

- National Implementation Plan for the Sustainable Development Goals 2022-2024
- Greater Dublin Area Cycle Network Plan 2022
- Lissenhall East Local Area Plan 2022-2028
- Sustainable Swords Strategy 2022

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4.4.2 The following documents have been prepared in Draft:

- Fingal Draft Climate Action Plan 2024-2029
- Dublin City Council Draft Climate Action Plan 2024-2029
- Draft Dublin City Centre Transport Plan 2023
- Draft National Biodiversity Action Plan 2024

4.4.3 Further detail on these documents is set out in the updated Planning Report.

5 Any additional consents / approvals required;

5.1 The full schedule of additional consents and approvals required for the Proposed Project is attached as Appendix 2 to this Statement.

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APPENDIX 1

Refer to document 'MetroLink Planning Report (Update February 2024)'

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APPENDIX 2

Schedule of Additional Consents Required or Potentially Required

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Planning Consenting Requirements

- Railway Order for Metrolink under the **Transport (Railway Infrastructure) Act, 2001 (as amended)**; and
- Approval for associated power connections under **Section 182A of the Planning and Development Act 2000 (as amended)**.
 - <https://www.esbmetr undergroundcables.ie/>

Other Consents Required or Potentially Required

National Monuments

- For works at or in proximity to a national monument (St. Stephen's Green and Lissenhall Bridge), prior written consent under the **National Monuments Act 1930 (as amended)** and the **Historic and Archaeological Heritage and Miscellaneous Provisions Act 2023 from the Minister and the National Museum of Ireland** (when commenced)
 - Section 14A Ministerial Consent for works within proximity to a National Monument (for all works/all contracts);
 - Section 26 Licence to Excavate (multiple locations and contracts);
 - Section 2(2) Consent to use a Detection Device;
 - Section 3(5) Licence to Dive/Survey.
- The **National Monuments Acts 1930 (as amended)** and **National Cultural Institutions Act, 1997**, at Post-excavation Phase:
 - Section 24: Licence to Export; and
 - Section 25: Licence to Alter.

Tree Felling

- Tree-felling Licenses where required, under Section 17 **Forestry Act 2014**.

Drainage

- Consent to any bridge / culverting works, or upgrades to existing, by OPW under Section 50 of the **Arterial Drainage Act, 1945 (as amended)**; and
- Discharge to Groundwater license under Section 4 of the **Local Government (Water Pollution) Act 1977 (as amended)** from local authority.

St. Stephen's Green

- St Stephen's Green Access Permit from OPW under **S.I. No. 175/1962 - Saint Stephen's Green Bye-laws, 1962**.

State Lands

- Permit for any drone surveys at Mountjoy prison.

Waterways Ireland

- Waterways Ireland consent for canal crossing and all proposed works at the Royal Canal under Licence Agreement.

Irish Rail

- Obligations under the **Railway Safety Act 2005**, including permits for all works on Irish Rail lands.

Commission for Railway Regulation

- Licence to bring MetroLink into service;
- Applications for Acceptance under the Railway Safety Act 2005
 - New Light Rail Works; and
 - New Light Rail Rolling Stock.

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Dublin Airport

- DAA permission for all works within daa lands both Airside and Landside;
- Agreement with daa on construction and operational equipment and other relevant requirements; and
- IAA permits for any drone surveys.

Luas

- Permits for any works in proximity to the Luas under **the Light Railway (Regulation of Works) Bye-laws (S.I. No 101 of 2004)**.

M50

- Consent to carry out works under Section 13 (6) of the **Roads Act 1993**.

Utilities

- Uisce Éireann connections to water supply or waste water;
- Uisce Éireann legal agreement;
- ESB Connections;
- Eirgrid Circuit alteration requests; and
- Gas Connections.

Local Authority Construction Permits and Licenses

- Road Opening Licenses under Section 13 of the **Roads Acts**;
- Abnormal Load Permit under the **Road Traffic (Construction and Use of Vehicles) Regulations 2003**;
- Hoarding Scaffold Permit;
- Cranes, Hoists and Vehicles Permits under the **S.I. No. 138/1995 - Safety, Health and Welfare At Work (Construction) Regulations, 1995**;
- Temporary Road Closure Permit under the **S.I. No. 30/1956 - Temporary Closing of Roads Regulations, 1956**;
- Consent for taxi rank relocation; and
- Street Light Permits.

Building Control (under the Building Control Acts)

- Fire Safety Certificate under the Article 12 of the **Building Control Regulations 1997 to 2021**; and
- Disability Access Certificate under the **Building Control (Amendment) Regulations 2009**.