

The Secretary
An Bord Pleanála
61-64 Marlborough Street
Dublin 1
D01 V902

Dáta | Date 30 September 2022 Ár dTag | Our Ref. CAP_ML_L0272 Bhur dTag | Your Ref.

Application by the National Roads Authority (operating as Transport Infrastructure Ireland) for the Railway (Metrolink–Estuary to Charlemont via Dublin Airport) Order [2022]
Case Number: ABP-302010-18

Dear Secretary,

I refer to the above matter.

The National Roads Authority (operating as Transport Infrastructure Ireland) (also referred to herein as “TII”) hereby applies to An Bord Pleanála under section 37(1) of the Transport (Railway Infrastructure) Act 2001 (as amended and substituted) (“the 2001 Act”) for the Railway (Metrolink–Estuary to Charlemont via Dublin Airport) Order [2022].

The consent of the National Transport Authority for making of this Railway Order application is included in the enclosures attached to this letter.

The Railway Order, if granted, will authorise the National Roads Authority (operating as Transport Infrastructure Ireland) to carry out railway works and all works necessary to enable the construction, operation, maintenance and improvement of a railway designated as a metro including inter alia the construction of a fully segregated and automated railway and metro mostly underground approximately 18.8 kilometres in length with 16 stations running from north of Swords at Estuary through Swords, Dublin Airport, Ballymun, Glasnevin and the City Centre to Charlemont in the south of Dublin City Centre. It will also authorise TII, with the subsequent consent of the Minister for Transport, to make arrangements with other parties to construct, maintain, improve or operate the said railway works and railway. The construction period provided for in the draft Railway Order is ten years from the date it comes into effect.

The works will generally comprise but are not limited to the construction of a Railway approximately 18.8 kilometres in length which is mostly underground. It includes a 9.4km section of single bore tunnel running beneath Dublin City Centre running from Charlemont to Northwood Station and a 2.3km section of single bore tunnel running beneath Dublin Airport. Tunnel sections include intervention access facilities for emergency services at Dublin Airport, Albert College Park and just south of

Charlemont Station. Tunnel Portal structures will be provided at Northwood, Dardistown and Dublin Airport. North of Dublin Airport the railway will emerge from tunnel and will run at surface level and in cut and cover structures to Estuary Station. Surface running sections and cut and cover sections will include earthworks, the use of retained cut and cover structures, elevated sections plus miscellaneous drainage and accommodation works. A new 99m bridge will be constructed over the M50 and a 261m long multi-span Viaduct over the Broadmeadow and Ward River.

There will be a total of 16 stations, including 11 underground stations at Dublin Airport, Northwood, Ballymun, Collins Avenue, Griffith Park, Glasnevin, Mater, O'Connell Street, Tara, St. Stephen's Green and Charlemont; 4 retained cut stations at Seatown, Swords Central, Fosterstown and Dardistown and 1 at grade station at Estuary. A multi-storey 3000 space park and ride close to the M1 Motorway will be provided at Estuary Station, a maintenance depot is located near Dardistown Station which will house all the facilities required for the maintenance and operation of the MetroLink and its rolling stock and the Operational Control Centre.

The works will also include railway signalling, command and control and communications systems; provision of electrical substations; establishment of temporary construction compounds; establishment of temporary traffic management and road diversions; new and realigned access routes and road junction improvements; diversion of existing utilities; provision of new drainage infrastructure; provision of environmental mitigation measures; and other infrastructural modifications to facilitate the overall project.

The Railway Order, if granted, also includes powers for the National Roads Authority (operating as Transport Infrastructure Ireland) to acquire compulsorily land or rights in, under or over land or any substratum of land specified in the order; to temporarily acquire and occupy land specified in the order; to acquire easements and other rights over land specified in the order; to extinguish public and/or private rights including rights of way specified in the order; and provides for other rights over land.

The proposed railway works covered by the proposed Railway Order are subject to an environmental impact assessment procedure pursuant to the Act and a Natura Impact Statement has also been submitted.

The Railway (Metrolink–Estuary to Charlemont via Dublin Airport) Order 2022 application is for railway which is designated as a metro.

The statutory application fee of €100,000 for making a Railway Order application has been paid to An Bord Pleanála by electronic transfer. Confirmation of payment is included with the enclosures attached to this correspondence.

As previously discussed and agreed with An Bord Pleanála, we now enclose a paper/hard copy and eight electronic/soft copies of the Railway Order documentation, containing identical information and comprising:

- The draft Railway (Metrolink–Estuary to Charlemont via Dublin Airport) Order 2022;
- The associated Book of Reference and Schedules to the Railway Order, describing the works and listing owners and occupiers of lands by reference to the relevant plans accompanying the application;
- The associated Railway Order Plans, identifying the proposed railway works and identifying the owners and occupiers of lands listed in the Schedules;
- A report on the likely significant effects on the environment of the proposed railway works (the ‘environmental impact assessment report’ or **EIAR**) of the proposed railway works;
- The Natura Impact Statement (NIS) for the project; and
- The Planning Report for the project.

We certify that the Railway Order application documentation presented in paper copy and electronic format to An Bord Pleanála, Prescribed Bodies, Local Authorities and presented on the standalone website (<https://www.metrolinkro.ie>) and the locations for public inspection appointed by the Board is generated from a single data source and is identical.

Electronic versions of the documents specified in section 37(3) of the 2001 Act are available at <https://www.metrolinkro.ie>. An electronic editable version of the draft Railway Order document will be made available to An Bord Pleanála upon request, to assist in consideration of the Railway Order application.

In accordance with the requirements of section 40 of the Transport (Railway Infrastructure) Act 2001 (as amended and substituted), TII has undertaken the following:

- ❖ For easy access to information for the public, arrangements have been made for the availability of the draft Railway (Metrolink–Estuary to Charlemont via Dublin Airport) Order 2022 Application documentation and the Pre-Application Consultation documentation file to be deposited, and kept deposited, at the following locations appointed by the Board:
 - An Bord Pleanála, 64 Marlborough Street, Dublin 1, D01 V902;
 - Planning Department, Dublin City Council, Civic Offices, Wood Quay, Dublin 8, D08 RF3F;
 - Planning Department, Fingal County Council, County Hall, Main Street, Swords, County Dublin, K67 X8Y2;
 - Transport Infrastructure Ireland (TII), Parkgate Business Centre, Parkgate Street, Dublin 8, D08 DK10, Ireland; and
 - National Transport Authority (NTA), Dún Scéine, Harcourt Lane, Dublin 2 D02 WT20

These locations, where the public can access the paper copy of the Railway Order application documentation, are referenced in the newspaper notices, along with details of the standalone website (<https://www.metrolinkro.ie>). The newspaper notice also indicates that copies of the documents can be purchased from TII and contact details for such requests are provided.

- ❖ Notices have been published in National and Regional newspapers, indicating TII's intention to submit the draft Railway (Metrolink–Estuary to Charlemont via Dublin Airport) Order [2022] application to An Bord Pleanála. The notice was published in the following newspapers circulating to communities along the route:

- Irish Independent, published on 17 September 2022;
- Irish Times, published on 17 September 2022;
- Northside People East, published on 21 September 2022;
- Northside People West, published on 21 September 2022;
- Southside People, published on 21 September 2022
- Fingal Independent on 21 September 2022.

The newspaper notice indicates that the documents may be inspected at the appointed locations and online and makes clear that the statutory consultation period commences on the 7 October 2022 and closes at 5.30pm on the 25 November 2022. It indicates that the Board will consider any submissions in relation to the proposed order or in relation to the likely effects on the environment of the proposed railway works which are submitted in writing to it by any person within that period. A copy of all newspaper notices have been enclosed as attachments to this correspondence.

- ❖ The draft Railway (Metrolink–Estuary to Charlemont via Dublin Airport) Order [2022], the accompanying documentation and a copy of the newspaper notices has been served on each of the Planning Authorities (Dublin City Council and Fingal County Council), each of the prescribed bodies specified by An Bord Pleanála and each of the Designated Bodies specified by the Minister for Transport. A list and specimen correspondence served on Local Authorities, Prescribed Bodies and Designated Bodies indicating intent to apply for the Railway (Metrolink–Estuary to Charlemont via Dublin Airport) Order 2022 are enclosed with this letter.
- ❖ Copy newspaper notices together with relevant extracts of the draft Railway Order and relevant extracts of all documents which accompany the Railway Order application have been served on owners and occupiers of lands referred to in the draft Railway Order. Specimen correspondence served on all owners and occupiers of land included in the Railway Order application schedules and plans are enclosed with this letter.

In addition to the draft Railway (Metrolink–Estuary to Charlemont via Dublin Airport) Order [2022] application documentation, and items referred to above, we enclose as attachments to this correspondence a completed Strategic Infrastructure Development Application Form, letters of support received from Fingal County Council and Dublin City Council and general contents list which accompanies the Railway Order Application documentation.

Please do not hesitate to contact me if you require anything further.

Yours sincerely



Edel McCormack
Secretary to the Authority
Transport Infrastructure Ireland
Parkgate Business Centre
Parkgate Street
Dublin 8
D08 DK10

Enclosures

- Attachment 1 – NTA Letter of Consent
- Attachment 2 - Payment receipt
- Attachment 3 – Newspaper Notices
- Attachment 4 – List of Prescribed Bodies and list of Designated Bodies and specimen letter
- Attachment 5 – Specimen letter served on landowners / occupiers
- Attachment 6 – SID Application Form and attachments
- Attachment 7 – Letters of Support from Fingal County Council and Dublin City Council
- Attachment 8 – List of documentation submitted with the application
- Attachment 9 – EIA Portal Acknowledgement
- Attachment 10 – 8 USB keys

Attachment 1 – NTA Letter of Consent

Peter Walsh
Chief Executive
Transport Infrastructure Ireland
Parkgate Business Centre
Parkgate Street
Dublin 8
D08DK10

16th July 2022



Dún Scéine, Lána Fhearchair
Baile Átha Cliath 2, D02 WT20

Dún Scéine, Harcourt Lane
Dublin 2, D02 WT20

t 01 879 8300

info@nationaltransport.ie
www.nationaltransport.ie

Re: MetroLink

Dear Peter,

I am writing to you in connection with various matters which arise in relation to Metrolink, which project is more particularly described in the Appendix to this letter (the **Metrolink Project**). As you know, the Metrolink Project is situated within the functional area of the National Transport Authority (the **NTA**).

Transport (Railway Infrastructure) Act 2001

Section 11(1)(a), 2001 Act

The National Roads Authority (otherwise known as Transport Infrastructure Ireland) (**TII**) has the function, under section 11(1), Transport (Railway Infrastructure) Act 2001 (as amended, the **2001 Act**), *"to secure the provision of, or to provide, such light railway and metro railway as may be determined from time to time by the Minister or, in the case of such railway infrastructure within its functional area, by the Dublin Transport Authority"* ("Dublin Transport Authority" being the previous name of the National Transport Authority (see section 30, Public Transport Regulation Act 2009)).

For the purposes of section 11(1)(a), 2001 Act, this confirms the determination by the NTA that the Metrolink Project is metro railway infrastructure to be provided (or the provision of which is to be secured), so, in accordance with section 11(1), TII has, as a function under the 2001 Act, the function to secure the provision of, or to provide, the Metrolink Project.

Section 37(1), 2001 Act

TII is currently intending to submit an application for a railway order under section 37(1), 2001 Act for the Metrolink Project.

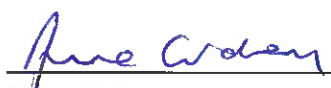
For the purposes of section 37(1), 2001 Act, this confirms the consent by the NTA for the application being made by TII to An Bord Pleanála for a railway order in relation to the Metrolink Project.

Dublin Transport Authority Act 2008

Section 44, 2008 Act

As you know, the Metrolink Project concerns metro railway infrastructure for the purposes of section 44(2), Dublin Transport Authority Act 2008 (the **2008 Act**) in the Greater Dublin Area (as defined in the 2008 Act) (the **Metrolink infrastructure**). Accordingly, the NTA confirms that TII is performing, in accordance with section 44(2), 2008 Act, to the extent relating to the Metrolink infrastructure the Authority's functions under section 44(1), the 2008 Act.

Yours sincerely,



Anne Graham
Chief Executive

Encls.

Appendix

Description of Metrolink

The Railway Order, if granted, will authorise the National Roads Authority (operating as Transport Infrastructure Ireland) to carry out railway works and all works necessary to enable the construction, operation, maintenance and improvement of a railway designated as a metro including inter alia the construction of a fully segregated and automated railway and metro mostly underground approximately 18.8km in length with 16 stations running from north of Swords at Estuary through Swords, Dublin Airport, Ballymun, Glasnevin and the City Centre to Charlemont in the south of Dublin City Centre.

The works will generally comprise but are not limited to the construction of a Railway approximately 18.8km in length which is mostly underground. It includes a 9.4km section of single bore tunnel running beneath Dublin City Centre running from Charlemont to Northwood Station and a 2.3km section of single bore tunnel running beneath Dublin Airport. Tunnel sections include intervention access facilities for emergency services at Dublin Airport, Albert College Park and just south of Charlemont Station, tunnel Portal structures will be provided at Northwood, Dardistown and Dublin Airport. North of Dublin Airport the railway will emerge from tunnel and will run at surface level and in cut and cover structures to Estuary Station. Surface running sections and cut and cover sections will include earthworks, the use of retained cut and cover structures, elevated sections plus miscellaneous drainage and accommodation works. A new 99m bridge will be constructed over the M50 and a 261m long multi-span Viaduct over the Broadmeadow and Ward River.

There will be a total of 16 stations, including 11 underground stations at Dublin Airport, Northwood, Ballymun, Collins Avenue, Griffith Park, Glasnevin, Mater, O'Connell Street, Tara, St. Stephen's Green and Charlemont; 4 retained cut stations at Seatown, Swords Central, Fosterstown and Dardistown and 1 at grade station at Estuary. A multi-storey 3000 space park and ride close to the M1 Motorway will be provided at Estuary Station, a maintenance depot is located near Dardistown Station which will house all the facilities required for the maintenance and operation of the MetroLink and its rolling stock and the Operational Control Centre.

The works will also include railway signalling, command and control and communications systems; provision of electrical substations; establishment of temporary construction compounds; establishment of temporary traffic management and road diversions; new and realigned access routes and road junction improvements; diversion of existing utilities; provision of new drainage infrastructure; provision of environmental mitigation measures; and other infrastructural modifications to facilitate the overall project.

It is projected that there will be 53million trips on MetroLink in the first year of operation.

Attachment 2 - Payment receipt

Transport Infrastructure Ireland

Parkgate Business Centre, Parkgate Street, Dublin 8.

Phone: +353 1 646 3600

Fax: +353 1 646 3601



Remittance Advice

To:

An Bord Pleanála

64 Marlborough Street

Dublin

Date:

15/09/22

Date	Type	Your Ref:	Our Ref:	Amount(EUR)
13/09/22	Invoice	302010-18	INV0043852	100,000.00
Total:				EUR 100,000.00

Attachment 3 – Newspaper Notices



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na hÉireann
Government
of Ireland

Tionscadal Éireann
Project Ireland
2040



METROLINK

AN BORD PLEANÁLA AN TACHT IOMPAIR (BONNEAGAR IARNRÓID) 2001 (ARNA LEASÚ AGUS ARNA FHIONRAÍODH)

Iarratas ón Údarás um Bóithre Náisiúnta (a fheidhmíonn mar Bhonneagar Iompair Éireann) ar an Ordú Iarnróid (Metrolink – Inbhear go Charlemont trí Aerfort Bhaile Átha Cliath) [2022].

I bhfeidhmiú na gcumhachtaí a thugtar dó le hAlt 37 den Acht Iompair (Bonneagar Iarnróid) 2001 (arna leasú agus arna ionadú), beidh feidhm ag an Údarás um Bóithre Náisiúnta (ag feidhmiú mar Bhonneagar Iompair Éireann) (“an tAcht”) ar an 30 Meán Fómhair 2022 nó dá éis chuig an mBord Pleanála ar Ordú Iarnróid don Iarnróid (Metrolink – Inbhear go dtí Charlemont trí Aerfort Bhaile Átha Cliath) [2022] de bhun forálacha an Achta sin.

Údarófar leis an Ordú Iarnróid, má dheonaítear é, don Údarás um Bóithre Náisiúnta (a oibríonn mar Bhonneagar Iompair Éireann) oibreacha iarnróid a dhéanamh agus na hoibreacha go léir is gá chun tógáil, oibriú, cothabháil agus feabhsú iarnróid arna ainmniú mar mheitreo a chumasú lena n-áirítear, i measc rudaí eile, tógáil iarnróid agus meitreo leithscartha go hiomlán agus uathobrithe den chuid is mó faoi thalamh thart ar 18.8km ar fad le 16 stáisiún ag rith ó thuaidh de Shoirde ag Inbhear trí Sord, Aerfort Bhaile Átha Cliath, Baile Munna, Glas Naíon, agus Lár na Cathrach go dtí Charlemont i ndeisceart lár na cathrach Bhaile Átha Cliath.

Beidh na hoibreacha comhdhéanta go ginearálta ach níl siad teoranta do thógáil iarnróid thart ar 18.8km ar fad atá faoin talamh den chuid is mó. Áiríonn sé cuid 9.4km de thollán tollta singil a ritheann faoi Lár na Cathrach Bhaile Átha Cliath a ritheann ó Charlemont go Stáisiún na Coille Thuaidh agus cuid 2.3km de thollán tollta singil a ritheann faoi Aerfort Bhaile Átha Cliath. I measc na gcodanna tolláin tá saoráidí rochtana idirghabhála le haghaidh seirbhísí éigeandála ag Aerfort Bhaile Átha Cliath, Páirc Choláiste Ailbhe agus díreach ó dheas de Stáisiún Charlemont, cuirfear struchtúir Thairseach an Tolláin ar fáil sa Choill Thuaidh, i mBaile an Dairdisigh agus in Aerfort Bhaile Átha Cliath. Ó thuaidh ó Aerfort Bhaile Átha Cliath tiocfaidh an t-iarnróid amach as an tollán agus rithfidh sé ag leibhéal an dromchla agus i struchtúir ghearrtha agus chlúdaigh go Stáisiún an Inbhir. Áireofar créfoirt, úsáid struchtúir ghearrtha agus chlúdaigh coinnithe, codanna ardaithe chomh maith le hoibreacha draenála agus cóiríochta ilghnéitheacha i gcodanna reatha dromchla agus gearrtha agus chlúdaigh. Tógfar droichead nua 99m thar an M50 agus Tarbhealach ilréise 261m ar fhad thar an Abhainn Ghabhra agus Abhainn an Bharda.

Beidh 16 stáisiún san iomlán ann, lena n-áirítear 11 stáisiún faoi thalamh ag Aerfort Bhaile Átha Cliath, An Choill Thuaidh, Baile Munna, Ascaill Uí Choileáin, Páirc Uí Ghríofa, Glas Naíon, an Mater, Sráid Uí Chonaill, Sráid na Teamhrach, Faiche Stiabhna agus Charlemont; 4 stáisiún gearrtha coinnithe ag Baile na Mara, Baile Shoirde, Baile an Fhóraistearaigh agus Baile an Dairdisigh agus 1 ag stáisiún grád san Inbhear. Soláthrófar spás páirceála agus taistil ilstóir 3000 gar do Mhótarbhealach an M1 ag Stáisiún an Inbhir, tá iosta cothabhála suite in aice le Stáisiún Bhaile an Dairdisigh ina mbeidh na háiseanna go léir a theastaíonn chun an MetroLink agus ar a rothstoc agus ar an Lárionad Rialaithe Oibriúcháin cothabháil a dhéanamh agus a oibriú.

Áireoidh na hoibreacha freisin comharthaíocht iarnróid, córais cheannasaíochta, rialaithe agus cumarsáide; soláthar fostáisiún leictreacha; bunú comhdhúile sealadach tógála; bunú bainistíochta tráchta sealadach agus atreoraithe bóithre; bealaí rochtana nua agus leasaithe agus feabhsúcháin ar aomhail bóithre; atreorú na bhfontas atá ann cheana; bonneagar draenála nua a sholáthar; soláthar bearta maolaithe comhshaoil; agus modhnaithe bonneagair eile chun an tionscadal iomlán a éascú.

Áiríonn an tOrdú Iarnróid, má dheonaítear é, cumhachtaí freisin don Údarás um Bóithre Náisiúnta (a oibríonn mar Bhonneagar Iompair Éireann) talamh nó cearta a fháil go héigeantach i dtalamh, faoi thalamh nó os a chionn nó ar aon fhoshraith talún a shonraítear san ordú; chun talamh a shonraítear san ordú a fháil agus a áitiú go sealadach; chun éasúintí agus cearta eile ar thalamh a shonraítear san ordú a fháil; cearta poiblí agus/nó príobháideacha lena n-áirítear cearta slí atá sonraithe san ordú a mhúchadh; agus forálann sé do chearta eile ar thalamh.

Tá na hoibreacha iarnróid atá beartaithe a chumhdaítear leis an Ordú Iarnróid beartaithe faoi réir nós imeachta measúnaithe tionchair timpeallachta de bhun an Achta agus cuirfear isteach Ráiteas Tionchair Natura freisin.

Cinntí féideartha ar an Ordú Iarnróid oscailte don Bhord Pleanála

Tar éis breithniú a dhéanamh ar an iarratas ar Ordú Iarnróid tá roinnt roghanna cinnidh ar fáil don Bhord Pleanála:

- Féadfar an tOrdú Iarnróid a cheadú agus a dhéanamh;
- Féadfar an tOrdú Iarnróid a dhiúltú; nó
- Féadfar an tOrdú Iarnróid a cheadú agus a dhéanamh faoi réir cibé coinníollacha, modhnaithe, srianta agus ceanglais (agus ar cibé téarmaí eile) is cuí leis an mBord Pleanála agus a shonróidh sé san ordú.

Áireofar na nithe seo a leanas sna doiciméid tacaíochta a ghabhann leis an iarratas ar Ordú Iarnróid:

1. Dréacht den Ordú Iarnróid beartaithe, dar teideal “Ordú Iarnróid (Metrolink-Inbhear go Charlemont trí Aerfort Bhaile Átha Cliath) [2022]”
2. Plean de na hoibreacha iarnróid atá beartaithe agus na riachtanais talún le haghaidh na n-oibreacha iarnróid;
3. Leabhar tagartha don phlean, ag cur in iúl céannacht úinéirí agus áititheoirí na dtailte a bhfuil tuairisc orthu sa phlean;
4. Tuarascáil ar Mheasúnú Tionchair Timpeallachta (TMTT), a sholáthraíonn anailís agus measúnú córasach ar éifeachtaí suntasacha tionscadail bheartaithe ar an gcomhshaoil glactha;
5. Ráiteas Tionchair Natura

AN BORD PLEANÁLA TRANSPORT (RAILWAY INFRASTRUCTURE) ACT 2001 (AS AMENDED AND SUBSTITUTED)

Application by the National Roads Authority (operating as Transport Infrastructure Ireland) for the Railway (Metrolink– Estuary to Charlemont via Dublin Airport) Order [2022].

The National Roads Authority (operating as Transport Infrastructure Ireland) in exercise of the powers conferred upon it by Section 37 of the Transport (Railway Infrastructure) Act 2001 (as amended and substituted) (“the Act”) will apply on or after the 30th September 2022 to An Bord Pleanála for a Railway Order for the Railway (Metrolink–Estuary to Charlemont via Dublin Airport) Order [2022] pursuant to the provisions of the said Act.

The Railway Order, if granted, will authorise the National Roads Authority (operating as Transport Infrastructure Ireland) to carry out railway works and all works necessary to enable the construction, operation, maintenance and improvement of a railway designated as a metro including inter alia the construction of a fully segregated and automated railway and metro mostly underground approximately 18.8km in length with 16 stations running from north of Swords at Estuary through Swords, Dublin Airport, Ballymun, Glasnevin and the City Centre to Charlemont in the south of Dublin City Centre.

The works will generally comprise but are not limited to the construction of a Railway approximately 18.8km in length which is mostly underground. It includes a 9.4km section of single bore tunnel running beneath Dublin City Centre running from Charlemont to Northwood Station and a 2.3km section of single bore tunnel running beneath Dublin Airport. Tunnel sections include intervention access facilities for emergency services at Dublin Airport, Albert College Park and just south of Charlemont Station, tunnel Portal structures will be provided at Northwood, Dardistown and Dublin Airport. North of Dublin Airport the railway will emerge from tunnel and will run at surface level and in cut and cover structures to Estuary Station. Surface running sections and cut and cover sections will include earthworks, the use of retained cut and cover structures, elevated sections plus miscellaneous drainage and accommodation works. A new 99m bridge will be constructed over the M50 and a 261m long multi-span Viaduct over the Broadmeadow and Ward River.

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The works will also include railway signalling, command and control and communications systems; provision of electrical substations; establishment of temporary construction compounds; establishment of temporary traffic management and road diversions; new and realigned access routes and road junction improvements; diversion of existing utilities; provision of new drainage infrastructure; provision of environmental mitigation measures; and other infrastructural modifications to facilitate the overall project.

The Railway Order, if granted, also includes powers for the National Roads Authority (operating as Transport Infrastructure Ireland) to acquire compulsorily land or rights in, under or over land or any substratum of land specified in the order; to temporarily acquire and occupy land specified in the order; to acquire easements and other rights over land specified in the order; to extinguish public and/or private rights including rights of way specified in the order; and provides for other rights over land.

The proposed railway works covered by the proposed Railway Order are subject to an environmental impact assessment procedure pursuant to the Act and a Natura Impact Statement will also be submitted

Potential decisions on the Railway Order open to An Bord Pleanála

Further to consideration of the application for a Railway Order there are a number of decision options available to An Bord Pleanála:

- The Railway Order may be approved and made;
- The Railway Order may be refused; or
- The Railway Order may be approved and made subject to such conditions, modifications, restrictions and requirements (and on such other terms) as An Bord Pleanála thinks proper and specifies in the order.

The supporting documentation accompanying the Railway Order application will include the following:

1. A draft of the proposed Railway Order, entitled “Railway (Metrolink–Estuary to Charlemont via Dublin Airport) Order [2022]”
2. A plan of the proposed railway works and the land requirements for the railway works;
3. A book of reference to the plan, indicating the identity of the owners and occupiers of the lands described in the plan;
4. An Environmental Impact Assessment Report (EIAR), providing a systematic analysis and assessment of the significant effects of a proposed project on the receiving environment;
5. A Natura Impact Statement.



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Iníúchadh ar an dréacht-Ordú Iarnróid agus ar na doiciméid a ghabhann leis

Féadfar cóip den dréacht-Ordú Iarnróid agus den doiciméadacht a ghabhann leis an iarratas a iniúchadh saor in aisce le linn gnáthuaireanta oifige nó oscailte ón 7 Deireadh Fómhair 2022 go dtí an 25 Samhain 2022 ag:

1. Oifigí An Bhoird Pleanála offices ag 64 Sráid Mhaolbhríde, Baile Átha Cliath 1, D01 V902;
2. Oifigí Chomhairle Cathrach Bhaile Átha Cliath ag Oifigí na Cathrach, Cé an Adhmaid, Baile Átha Cliath 8, D08 RF3F;
3. Oifigí Chomhairle Contae Fhine Gall ag Halla an Chontae, An Phríomshráid, Sord, Contae Bhaile Átha Cliath K67 X8Y2;
4. Oifigí Bonneagar Iompair Éireann (BIÉ) ag Ionad Gnó Gheata na Páirce, Sráid Gheata na Páirce, Baile Átha Claith 8, D08 DK10;
5. Oifigí an tÚdarás Naisiúnta Iompair (ÚNI) ag at Dún Scéine, Lána Fhearchair, Baile Átha Cliath 2, D02 WT20 (9.15n – 4in de Luain go hAoine)

Is féidir an dréacht-Ordú Iarnróid agus na doiciméid a ghabhann leis an iarratas a fheiceáil ar: <https://www.metrolinkro.ie> ó 29 Meán Fómhair 2022.

Doiciméadúcháin a Cheannach

Féadfar cóipeanna nó sleachta as na doiciméid a ghabhann leis an iarratas ar an Ordú Iarnróid a cheannach ar tháille a íoc nach mó ná an costas réasúnach a bhaineann leis an gcóip sin a dhéanamh nó le sliocht as:

- Bonneagar Iompair Éireann, (BIÉ), Ionad Gnó Gheata na Páirce, Sráid Gheata na Páirce, Baile Átha Claith 8, D08 DK10, Éire

Féadfar iarratais cheannaigh den sórt sin a sheoladh chuig Bonneagar Iompair Éireann, Ionad Gnó Gheata na Páirce, Sráid Gheata na Páirce, Baile Átha Claith 8, D08 DK10 nó ar info@metrolink.ie nó trí ghlaoh a chur ar 1800 333 777.

Aighneachtaí Scríofa

Is é an Bord Pleanála an t-údarás inniúil atá freagrach as an gcinneadh an ndéanófar nó nach ndéanófar an t-ordú, ónár féidir faisnéis ábhartha a fháil agus ónár féidir tuairimí nó ceisteanna a chur isteach. Breithneoidh an Bord Pleanála aon aighneachtaí ó aon daoine, a dhéanfar i scríbhinn ón 7 Deireadh Fómhair 2022 go dtí 5.30in ar an 25 Samhain 2022 agus beidh táille €50 ag gabháil leo i ndáil leis an dréacht-Ordú Iarnróid, nó i ndáil leis na héifeachtaí dóchúlra ar an gcomhshaol agus ar an tionchar suntasach dóchúlra a bheidh ag na hoibreacha iarnróid atá beartaíte sa limistéar lena mbaineann le Láithreáin Eorpacha, más ann dóibh. Níl an táille seo iníoctha ag comhlachtaí forordaithe áirithe nó ag daoine a bhféadfar a gcuid tailte a fháil faoin dréacht-Ordú Iarnróid.

Ní mór aighneachtaí a chur isteach tráth nach déanaí ná 5.30in ar an 25 Samhain 2022 agus ní mór iad a sheoladh chuig an mBord Pleanála, 64 Sráid Maoilbhríde, Baile Átha Cliath 1, D01 V902 agus marcáilte "Ordú Iarnróid (MetroLink-Inbhear go Charlemont trí Aerfort Bhaile Átha Cliath) 2022". Is féidir aighneachtaí a chur faoi shuíomh gréasáin an Bhoird Pleanála freisin ag an seoladh seo a leanas: <https://www.pleanala.ie/en-ie/observations>

Éisteacht Ó Bhéal

Féadfaidh an Bord Pleanála, dá lánrogha féin, éisteacht ó bhéal a thionól maidir leis an iarratas ar Ordú Iarnróid, faoi alt 42 den Acht.

Athbhreithniú Breithiúnach

Féadfaidh duine bailíocht chinneadh an Bhoird Pleanála a cheistiú trí iarratas ar athbhreithniú breithiúnach de réir alt 47 agus 47A den Acht Iompair (Bonneagar Iarnróid) 2001 (arna leasú agus arna ionadú) agus faoi Ordú 84 de na Rialacha na nUaschúirteanna, 1986 (arna leasú) (S.I. Uimh. 15 de 1986 arna leasú) agus is féidir teacht ar fhaisnéis phraiticiúil faoin meicníocht athbhreithnithe faoin gceannnteideal 'Fógraí Dlí' – 'Fógra Athbhreithnithe Bhreithiúnaigh' ar shuíomh gréasáin an Bhoird www.pleanala.ie nó ar an suíomh gréasáin um Fhaisnéis do Shaoiránaigh www.citizeninformation.ie.

Sínithe: Edel McCormack

Rúnaí don Údarás

An tÚdarás um Bóithre Náisiúnta (ag feidhmiú mar Bhonneagar Iompair Éireann),
Bonneagar Iompair Éireann,
Ionad Gnó Gheata na Páirce,
Sráid Gheata na Páirce,
Baile Átha Cliath 8,
D08 DK10,
Éire

16 Meán Fómhair 2022

Tá tuilleadh eolais le fáil ar:

Teileafón: 1800 333 777

Ar poist: MetroLink, Bonneagar Iompair Éireann,
Ionad Gnó Gheata na Páirce,
Sráid Gheata na Páirce,
Baile Átha Claith 8, D08 DK10.

Ríomhphost: info@metrolink.ie

Suíomh gréasáin: www.metrolinkro.ie

Inspection of the draft Railway Order and accompanying documentation

A copy of the draft Railway Order and the documentation accompanying the application may be inspected free of charge during normal office or opening hours from 7th October 2022 until the 25th November 2022 at:

1. An Bord Pleanála offices at 64 Marlborough Street, Dublin 1, D01 V902;
2. Dublin City Council offices at Civic Offices, Wood Quay, Dublin 8, D08 RF3F;
3. Fingal County Council offices at County Hall, Main Street, Swords, County Dublin, K67 X8Y2;
4. Transport Infrastructure Ireland (TII) offices at Parkgate Business Centre, Parkgate Street, Dublin 8, D08 DK10;
5. National Transport Authority (NTA) offices at Dún Scéine, Harcourt Lane, Dublin 2, D02 WT20 (9.15am – 4pm Monday to Friday)

The draft Railway Order and the documentation accompanying the application may also be viewed at: <https://www.metrolinkro.ie> from the 29th September 2022.

Purchase of Documentation

Copies or extracts from the documentation accompanying the application for the Railway Order may be purchased on payment of a fee not exceeding the reasonable cost of making such copy or extract from:

- Transport Infrastructure Ireland (TII), Parkgate Business Centre, Parkgate Street, Dublin 8, D08 DK10, Ireland

Such purchase requests may be sent to Transport Infrastructure Ireland, Parkgate Business Centre, Parkgate Street, Dublin 8, D08 DK10 or info@metrolink.ie or by calling 1800 333 777.

Written Submissions

An Bord Pleanála is the competent authority responsible for making the decision whether or not to grant the order, from which relevant information can be obtained and to which comments or questions can be submitted. An Bord Pleanála will consider any submissions by any persons, made in writing from 7th October 2022 to 5.30pm on 25th November 2022 and accompanied by a fee of €50 in relation to the draft Railway Order, or in relation to the likely effects on the environment and the likely significant effects in the area concerned with European Sites if any, of the proposed railway works. This fee is not payable by certain prescribed bodies or by persons whose lands may be acquired under the draft Railway Order.

Submissions must be lodged no later than 5.30pm on 25th November 2022 and must be addressed to An Bord Pleanála, 64 Marlborough Street, Dublin 1, D01 V902 and marked "Railway (MetroLink-Estuary to Charlemont via Dublin Airport) Order 2022". Submissions can also be made on the An Bord Pleanála website at the following address: <https://www.pleanala.ie/en-ie/observations>

Oral Hearing

An Bord Pleanála may, at its absolute discretion, hold an oral hearing into the application for a Railway Order, under section 42 of the Act.

Judicial Review

A person may question the validity of the decision of An Bord Pleanála by way of an application for judicial review in accordance with section 47 and 47A of the Transport (Railway Infrastructure) Act 2001 (as amended and substituted) and under Order 84 of the Rules of the Superior Courts, 1986 (as amended) (S.I. No. 15 of 1986 as amended) and practical information on the review mechanism can be accessed under the heading 'Legal Notices' – 'Judicial Review Notice' on the Board's website www.pleanala.ie or on the Citizen's Information website www.citizeninformation.ie.

Signed: Edel McCormack

Secretary to the Authority

National Roads Authority (operating as Transport Infrastructure Ireland),
Transport Infrastructure Ireland,
Parkgate Business Centre,
Parkgate Street,
Dublin 8,
D08 DK10,
Ireland

16th September 2022

Further information is available from:

Telephone: 1800 333 777

Postal: MetroLink, Transport Infrastructure Ireland,
Parkgate Business Centre,
Parkgate Street,
Dublin 8,
D08 DK10.

Email: info@metrolink.ie

Website: www.metrolinkro.ie



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2040



METROLINK

AN BORD PLEANÁLA
AN TACHT IOMPAIR (BONNEAGAR IARNRÓID) 2001
(ARNA LEASÚ AGUS ARNA FHIONRAÍODH)

Iarratas ón Udarás um Bóithre Náisiúnta (a fheidhmíonn mar Bhonneagar Iompair Éireann) ar an Ordú Iarnróid (Metrolink – Inbhear go Charlemont trí Aerfort Bhaile Átha Cliath) [2022].

I bhfeidhmiú na gcumhachtaí a thugtar dó le hAlt 37 den Acht Iompair (Bonneagar Iarnróid) 2001 (arna leasú agus arna ionadú), beidh feidhm ag an Udarás um Bóithre Náisiúnta (ag feidhmiú mar Bhonneagar Iompair Éireann) (“an tAcht”) ar an 30 Meán Fómhair 2022 nó dá éis chuig an mBord Pleanála ar Ordú Iarnróid don Iarnróid (Metrolink – Inbhear go dtí Charlemont trí Aerfort Bhaile Átha Cliath) [2022] de bhun forálacha an Achta sin.

Udarófar leis an Ordú Iarnróid, má dheonaítear é, don Udarás um Bóithre Náisiúnta (a oibríonn mar Bhonneagar Iompair Éireann) oibreacha iarnróid a dhéanamh agus na hoibreacha go léir is gá chun tógáil, oibriú, cothabháil agus feabhsú iarnróid arna ainmniú mar mheitreo a chumasú lena n-áirítear, i measc rudai eile, tógáil iarnróid agus meitreo leithscartha go hiomlán agus uathoibrithe den chuid is mó faoi thalamh thart ar 18.8km ar fad le 16 stáisiún ag rith ó thuaidh de Shoir ag Inbhear trí Sord, Aerfort Bhaile Átha Cliath, Baile Munna, Glas Naíon, agus Lár na Cathrach go dtí Charlemont i ndeisceart lár na cathrach Bhaile Átha Cliath.

Beidh na hoibreacha comhdhéanta go ginearálta ach níl siad teoranta do thógáil iarnróid thart ar 18.8km ar fad atá faoin talamh den chuid is mó. Áiríonn sé cuid 9.4km de thollán tollta singil a ritheann faoi Lár na Cathrach Bhaile Átha Cliath a ritheann ó Charlemont go Stáisiún na Coille Thuaidh agus cuid 2.3km de thollán tollta singil a ritheann faoi Aerfort Bhaile Átha Cliath. I measc na gcodanna tolláin tá saoráidí rochtana idirghabhála le haghaidh seirbhísi éigeandála ag Aerfort Bhaile Átha Cliath, Páirc Choláiste Ailbhe agus díreach ó dheas de Stáisiún Charlemont, cuirfear struchtúir Thairseach an Tolláin ar fáil sa Choill Thuaidh, i mBaile an Dairdisigh agus in Aerfort Bhaile Átha Cliath. Ó thuaidh ó Aerfort Bhaile Átha Cliath tiocfaidh an t-Iarnróid amach as an tollán agus rithfidh sé ag leibhéal an dromchla agus i struchtúir ghearrtha agus chlúdaigh go Stáisiún an Inbhir. Áireofar fóirtoir, úsáid struchtúir ghearrtha agus chlúdaigh coinnithe, codanna ardaíthe chomh maith le hoibreacha draenála agus cóiríochta ilghnéitheacha i gcodanna reatha dromchla agus gearrtha agus clúdaigh. Tógfar droichead nua 99m thar an M50 agus Tarbhealach ilréise 261m ar fhad thar an Abhainn Ghabhra agus Abhainn an Bharda.

Beidh 16 stáisiún san iomlán ann, lena n-áirítear 11 stáisiún faoi thalamh ag Aerfort Bhaile Átha Cliath, An Choill Thuaidh, Baile Munna, Ascaill Uí Choileáin, Páirc Uí Ghriofa, Glas Naíon, an Mater, Sráid Uí Chonaill, Sráid na Teamhrach, Faiche Stiabhna agus Charlemont; 4 stáisiún gearrtha coinnithe ag Baile na Mara, Baile Shoir, Baile an Fhóraistéaraigh agus Baile an Dairdisigh agus 1 ag stáisiún grád san Inbhear. Soláthrófar spás páirceála agus taistil ilstóir 3000 gar do Mhótarbhealach an M1 ag Stáisiún an Inbhir, tá iosta cothabhála suite in aice le Stáisiún Bhaile an Dairdisigh ina mbeidh na háiseanna go léir a theastaíonn chun an MetroLink agus ar a rothstoc agus ar an Lárionad Rialaithe Oibriúcháin cothabháil a dhéanamh agus a oibriú.

Áireoidh na hoibreacha freisin comharthaíocht iarnróid, córais cheannasaíochta, rialaithe agus cumarsáide; soláthar fostáisiún leictreacha; bunú comhdhúile sealadach tógála; bunú bainistíochta tráchta sealadach agus atreoiraithe bóithre; bealaí rochtana nua agus leasaithe agus feabhsúcháin ar acomhail bóithre; atreorú na bhfóntas atá ann cheana; bonneagar draenála nua a sholáthar; soláthar bearta maolaithe comhsaol; agus modhnaithe bonneagair eile chun an tionscadal iomlán a éascú.

Áiríonn an tOrdú Iarnróid, má dheonaítear é, cumhachtaí freisin don Udarás um Bóithre Náisiúnta (a oibríonn mar Bhonneagar Iompair Éireann) talamh nó cearta a fháil go héigeantach i dtalamh, faoi thalamh nó os a chionn nó ar aon fhoshraith talún a shonraítear san ordú; chun talamh a shonraítear san ordú a fháil agus a áitiú go sealadach; chun éasúintí agus cearta eile ar thalamh a shonraítear san ordú a fháil; cearta poiblí agus/nó príobháideacha lena n-áirítear cearta slí atá sonraithe san ordú a mhúchadh; agus forálann sé do chearta eile ar thalamh.

Tá na hoibreacha iarnróid atá beartaithe a chumhdaítear leis an Ordú Iarnróid beartaithe faoi réir nós imeachta measúnaithe tionchair timpeallachta de bhun an Achta agus cuirfear isteach Ráiteas Tionchair Natura freisin.

Cinntí féideartha ar an Ordú Iarnróid oscailte don Bhord Pleanála

Tar éis breithniú a dhéanamh ar an iarratas ar Ordú Iarnróid tá roinnt roghanna cinnidh ar fáil don Bhord Pleanála:

- Féadfar an tOrdú Iarnróid a cheadú agus a dhéanamh;
- Féadfar an tOrdú Iarnróid a dhiúltú;
- Féadfar an tOrdú Iarnróid a cheadú agus a dhéanamh faoi réir cibé coinníollacha, modhnaithe, srianta agus ceanglais (agus ar cibé téarmaí eile) is cuí leis an mBord Pleanála agus a shonróidh sé san ordú.

Áireofar na nithe seo a leanas sna doiciméid tacaíochta a ghabhann leis an iarratas ar Ordú Iarnróid:

- Dréacht den Ordú Iarnróid beartaithe, dar teideal “Ordú Iarnróid (Metrolink-Inbhear go Charlemont trí Aerfort Bhaile Átha Cliath) [2022]”
- Plean de na hoibreacha iarnróid atá beartaithe agus na riachtanais talún le haghaidh na n-oibreacha iarnróid;
- Leabhar tagartha don phlean, ag cur in iúl céannacht úinéirí agus áititheoirí na dtailte a bhfuil tuairisc orthu sa phlean;
- Tuarascáil ar Mheasúnú Tionchair Timpeallachta (TMTT), a sholáthraíonn anailís agus measúnú córasach ar éifeachtaí suntasacha tionscadail bheartaithe ar an gcomhsaol glactha;
- Ráiteas Tionchair Natura

Iníúchadh ar an dréacht-Ordú Iarnróid agus ar na doiciméid a ghabhann leis

Féadfar cóip den dréacht-Ordú Iarnróid agus den doiciméadacht a ghabhann leis an iarratas a iniúchadh saor in aisce le linn gnáthuaireanta oifige nó oscailte ón 7 Deireadh Fómhair 2022 go dtí an 25 Samhain 2022 ag:

- Oifigí An Bhoird Pleanála offices ag 64 Sráid Mhaoilbhríde, Baile Átha Cliath 1, D01 V902;
- Oifigí Chomhairle Cathrach Bhaile Átha Cliath ag Oifigi na Cathrach, Cé an Adhmaid, Baile Átha Cliath 8, D08 RF3F;
- Oifigí Chomhairle Contae Fhine Gall ag Halla an Chontae, An Phríomhsráid, Sord, Contae Bhaile Átha Cliath K67 X8Y2;
- Oifigí Bonneagar Iompair Éireann (BIÉ) ag Ionad Gnó Gheata na Páirce, Sráid Gheata na Páirce, Baile Átha Claith 8, D08 DK10;
- Oifigí an tUdarás Náisiúnta Iompair (ÚNI) ag at Dún Scéine, Lána Fhearchair, Baile Átha Cliath 2, D02 WT20 (9.15rn – 4in de Luain go hAoine)

Is féidir an dréacht-Ordú Iarnróid agus na doiciméid a ghabhann leis an iarratas a fheiceáil ar: <https://www.metrolinkro.ie> ó 29 Meán Fómhair 2022.

Doiciméadúcháin a Cheannach

Féadfar cóipeanna nó sleachta as na doiciméid a ghabhann leis an iarratas ar an Ordú Iarnróid a cheannach ar tháille a íoc nach mó ná an costas réasúnach a bhaineann leis an gcóip sin a dhéanamh nó le síocht as:

- Bonneagar Iompair Éireann, (BIÉ), Ionad Gnó Gheata na Páirce, Sráid Gheata na Páirce, Baile Átha Claith 8, D08 DK10, Éire

Féadfar iarratais cheannaigh den sórt sin a sheoladh chuig Bonneagar Iompair Éireann, Ionad Gnó Gheata na Páirce, Sráid Gheata na Páirce, Baile Átha Claith 8, D08 DK10 nó ar info@metrolink.ie nó trí ghlaoch a chur ar 1800 333 777.

Aighneachtaí Scríofa

Is é an Bord Pleanála an t-udaráis inniúil atá freagrach as an gcinneadh an ndeonófar nó nach ndeonófar an t-ordú, ónar féidir faisnéis ábhartha a fháil agus ónar féidir tuairimí nó ceisteanna a chur isteach. Breithneoidh an Bord Pleanála aon aighneachtaí ó aon daoine, a dhéanfar i scríbhinn ón 7 Deireadh Fómhair 2022 go dtí 5.30in ar an 25 Samhain 2022 agus beidh táille €50 ag gabháil leo i ndáil leis an dréacht-Ordú Iarnróid, nó i ndáil leis na héifeachtaí dóchúlacha ar an gcomhsaol agus ar an tionchar suntasach dóchúlacha a bheidh ag na hoibreacha iarnróid atá beartaithe sa limistéar lena mbaineann le Láithreáin Eorpacha, más ann dóibh. Níl an táille seo inioctha ag comhlachtaí forordaithe áirithe nó ag daoine a bhféadfar a gcuid tailte a fháil faoin dréacht-Ordú Iarnróid.

Ní mór aighneachtaí a chur isteach tráth nach déanaí ná 5.30in ar an 25 Samhain 2022 agus ní mór iad a sheoladh chuig an mBord Pleanála, 64 Sráid Maoilbhríde, Baile Átha Cliath 1, D01 V902 agus marcáilte “Ordú Iarnróid (Metrolink-Inbhear go Charlemont trí Aerfort Bhaile Átha Cliath) 2022”. Is féidir aighneachtaí a chur faoi shuíomh gréasáin an Bhoird Pleanála freisin ag an seoladh seo a leanas: <https://www.pleanala.ie/en-ie/observations>

Éisteacht Ó Bhéal

Féadfaidh an Bord Pleanála, dá lánrogha féin, éisteacht ó bhéal a thionól maidir leis an iarratas ar Ordú Iarnróid, faoi alt 42 den Acht.

Athbhreithniú Breithiúnach

Féadfaidh duine bailíocht chinneadh an Bhoird Pleanála a cheistiú trí iarratas ar athbhreithniú breithiúnach de réir alt 47 agus 47A den Acht Iompair (Bonneagar Iarnróid) 2001 (arna leasú agus arna ionadú) agus faoi Ordú 84 de na Rialacha na nUaschúirteanna, 1986 (arna leasú) (S.I. Uimh. 15 de 1986 arna leasú) agus is féidir teacht ar fhaisnéis phraiticiúil faoin meicníocht athbhreithnithe faoin gceannnteideal ‘Fógraí Dlí’ – ‘Fógra Athbhreithnithe Bheithiúnaigh’ ar shuíomh gréasáin an Bhoird www.pleanala.ie nó ar an suíomh gréasáin um Fhaisnéis do Shaoránaigh www.citizeninformation.ie.

Sínithe: Edel McCormack

Rúnaí don Udarás

An tUdarás um Bóithre Náisiúnta (ag feidhmiú mar Bhonneagar Iompair Éireann), Bonneagar Iompair Éireann, Ionad Gnó Gheata na Páirce, Sráid Gheata na Páirce, Baile Átha Cliath 8, D08 DK10, Éire

16 Meán Fómhair 2022

Tá tuilleadh eolais le fáil ar:

Teileafón: 1800 333 777

Ar poist: MetroLink, Bonneagar Iompair Éireann, Ionad Gnó Gheata na Páirce, Sráid Gheata na Páirce, Baile Átha Claith 8, D08 DK10.

Riomhphost: info@metrolink.ie

Suíomh gréasáin: www.metrolinkro.ie

AN BORD PLEANÁLA
TRANSPORT (RAILWAY INFRASTRUCTURE) ACT 2001
(AS AMENDED AND SUBSTITUTED)

Application by the National Roads Authority (operating as Transport Infrastructure Ireland) for the Railway (Metrolink–Estuary to Charlemont via Dublin Airport) Order [2022].

The National Roads Authority (operating as Transport Infrastructure Ireland) in exercise of the powers conferred upon it by Section 37 of the Transport (Railway Infrastructure) Act 2001 (as amended and substituted) (“the Act”) will apply on or after the 30th September 2022 to An Bord Pleanála for a Railway Order for the Railway (Metrolink–Estuary to Charlemont via Dublin Airport) Order [2022] pursuant to the provisions of the said Act.

The Railway Order, if granted, will authorise the National Roads Authority (operating as Transport Infrastructure Ireland) to carry out railway works and all works necessary to enable the construction, operation, maintenance and improvement of a railway designated as a metro including inter alia the construction of a fully segregated and automated railway and metro mostly underground approximately 18.8km in length with 16 stations running from north of Swords at Estuary through Swords, Dublin Airport, Ballymun, Glasnevin and the City Centre to Charlemont in the south of Dublin City Centre.

The works will generally comprise but are not limited to the construction of a Railway approximately 18.8km in length which is mostly underground. It includes a 9.4km section of single bore tunnel running beneath Dublin City Centre running from Charlemont to Northwood Station and a 2.3km section of single bore tunnel running beneath Dublin Airport. Tunnel sections include intervention access facilities for emergency services at Dublin Airport, Albert College Park and just south of Charlemont Station, tunnel Portal structures will be provided at Northwood, Dardistown and Dublin Airport. North of Dublin Airport the railway will emerge from tunnel and will run at surface level and in cut and cover structures to Estuary Station. Surface running sections and cut and cover sections will include earthworks, the use of retained cut and cover structures, elevated sections plus miscellaneous drainage and accommodation works. A new 99m bridge will be constructed over the M50 and a 261m long multi-span Viaduct over the Broadmeadow and Ward River.

There will be a total of 16 stations, including 11 underground stations at Dublin Airport, Northwood, Ballymun, Collins Avenue, Griffith Park, Glasnevin, Mater, O’Connell Street, Tara, St. Stephen’s Green and Charlemont; 4 retained cut stations at Seatown, Swords Central, Fosterstown and Dardistown and 1 at grade station at Estuary. A multi-storey 3000 space park and ride close to the M1 Motorway will be provided at Estuary Station, a maintenance depot is located near Dardistown Station which will house all the facilities required for the maintenance and operation of the MetroLink and its rolling stock and the Operational Control Centre.

The works will also include railway signalling, command and control and communications systems; provision of electrical substations; establishment of temporary construction compounds; establishment of temporary traffic management and road diversions; new and realigned access routes and road junction improvements; diversion of existing utilities; provision of new drainage infrastructure; provision of environmental mitigation measures; and other infrastructural modifications to facilitate the overall project.

The Railway Order, if granted, also includes powers for the National Roads Authority (operating as Transport Infrastructure Ireland) to acquire compulsorily land or rights in, under or over land or any substratum of land specified in the order; to temporarily acquire and occupy land specified in the order; to acquire easements and other rights over land specified in the order; to extinguish public and/or private rights including rights of way specified in the order; and provides for other rights over land.

The proposed railway works covered by the proposed Railway Order are subject to an environmental impact assessment procedure pursuant to the Act and a Natura Impact Statement will also be submitted

Potential decisions on the Railway Order open to An Bord Pleanála

Further to consideration of the application for a Railway Order there are a number of decision options available to An Bord Pleanála:

- The Railway Order may be approved and made;
- The Railway Order may be refused; or
- The Railway Order may be approved and made subject to such conditions, modifications, restrictions and requirements (and on such other terms) as An Bord Pleanála thinks proper and specifies in the order.

The supporting documentation accompanying the Railway Order application will include the following:

- A draft of the proposed Railway Order, entitled “Railway (Metrolink–Estuary to Charlemont via Dublin Airport) Order [2022]”
- A plan of the proposed railway works and the land requirements for the railway works;
- A book of reference to the plan, indicating the identity of the owners and occupiers of the lands described in the plan;
- An Environmental Impact Assessment Report (EIAR), providing a systematic analysis and assessment of the significant effects of a proposed project on the receiving environment;
- A Natura Impact Statement.

Inspection of the draft Railway Order and accompanying documentation

A copy of the draft Railway Order and the documentation accompanying the application may be inspected free of charge during normal office or opening hours from 7th October 2022 until the 25th November 2022 at:

- An Bord Pleanála offices at 64 Marlborough Street, Dublin 1, D01 V902;
- Dublin City Council offices at Civic Offices, Wood Quay, Dublin 8, D08 RF3F;
- Fingal County Council offices at County Hall, Main Street, Swords, County Dublin, K67 X8Y2;
- Transport Infrastructure Ireland (TII) offices at Parkgate Business Centre, Parkgate Street, Dublin 8, D08 DK10;
- National Transport Authority (NTA) offices at Dún Scéine, Harcourt Lane, Dublin 2, D02 WT20 (9.15am – 4pm Monday to Friday)

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Purchase of Documentation

Copies or extracts from the documentation accompanying the application for the Railway Order may be purchased on payment of a fee not exceeding the reasonable cost of making such copy or extract from:

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Written Submissions

An Bord Pleanála is the competent authority responsible for making the decision whether or not to grant the order, from which relevant information can be obtained and to which comments or questions can be submitted. An Bord Pleanála will consider any submissions by any persons, made in writing from 7th October 2022 to 5.30pm on 25th November 2022 and accompanied by a fee of €50 in relation to the draft Railway Order, or in relation to the likely effects on the environment and the likely significant effects in the area concerned with European Sites if any, of the proposed railway works. This fee is not payable by certain prescribed bodies or by persons whose lands may be acquired under the draft Railway Order.

Submissions must be lodged no later than 5.30pm on 25th November 2022 and must be addressed to An Bord Pleanála, 64 Marlborough Street, Dublin 1, D01 V902 and marked “Railway (Metrolink–Estuary to Charlemont via Dublin Airport) Order 2022”. Submissions can also be made on the An Bord Pleanála website at the following address: <https://www.pleanala.ie/en-ie/observations>

Oral Hearing

An Bord Pleanála may, at its absolute discretion, hold an oral hearing into the application for a Railway Order, under section 42 of the Act.

Judicial Review

A person may question the validity of the decision of An Bord Pleanála by way of an application for judicial review in accordance with section 47 and 47A of the Transport (Railway Infrastructure) Act 2001 (as amended and substituted) and under Order 84 of the Rules of the Superior Courts, 1986 (as amended) (S.I. No. 15 of 1986 as amended) and practical information on the review mechanism can be accessed under the heading ‘Legal Notices’ – ‘Judicial Review Notice’ on the Board’s website www.pleanala.ie or on the Citizen’s Information website www.citizeninformation.ie.

Signed: Edel McCormack

Secretary to the Authority

National Roads Authority (operating as Transport Infrastructure Ireland), Transport Infrastructure Ireland, Parkgate Business Centre, Parkgate Street, Dublin 8, D08 DK10, Ireland

16th September 2022

Further information is available from:

Telephone: 1800 333 777

Postal: MetroLink, Transport Infrastructure Ireland, Parkgate Business Centre, Parkgate Street, Dublin 8, D08 DK10.

Email: info@metrolink.ie

Website: www.metrolinkro.ie



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AN BORD PLEANÁLA AN TACHT IOMPAIR (BONNEAGAR IARNRÓID) 2001 (ARNA LEASÚ AGUS ARNA FHIONRAÍODH)

Iarratas ón Údarás um Bóithre Náisiúnta (a fheidhmíonn mar Bhonneagar Iompair Éireann) ar an Ordú Iarnróid (Metrolink – Inbhear go Charlemont trí Aerfort Bhaile Átha Cliath) [2022].

I bhfeidhmiú na gcumhachtaí a thugtar dó le hAlt 37 den Acht Iompair (Bonneagar Iarnróid) 2001 (arna leasú agus arna ionadú), beidh feidhm ag an Údarás um Bóithre Náisiúnta (ag feidhmiú mar Bhonneagar Iompair Éireann) ("an tAcht") ar an 30 Meán Fómhair 2022 nó dá éis chuig an mBord Pleanála ar Ordú Iarnróid don Iarnróid (Metrolink – Inbhear go dtí Charlemont trí Aerfort Bhaile Átha Cliath) [2022] de bhun forálacha an Achta sin.

Údarófar leis an Ordú Iarnróid, má dheonaítear é, don Údarás um Bóithre Náisiúnta (a oibríonn mar Bhonneagar Iompair Éireann) oibreacha iarnróid a dhéanamh agus na hoibreacha go léir is gá chun tógáil, oibriú, cothabháil agus feabhsú iarnróid arna ainmniú mar mheitreo a chumasú lena n-áirítear, i measc rudaí eile, tógáil iarnróid agus meitreo leithscartha go hiomlán agus uathoibrithe den chuid is mó faoi thalamh thart ar 18.8km ar fad le 16 stáisiún ag rith ó thuaidh de Shoard ag Inbhear trí Sord, Aerfort Bhaile Átha Cliath, Baile Munna, Glas Naíon, agus Lár na Cathrach go dtí Charlemont i ndeisceart lár na cathrach Bhaile Átha Cliath.

Beidh na hoibreacha comhdhéanta go ginearálta ach níl siad teoranta do thógáil iarnróid thart ar 18.8km ar fad atá faoin talamh den chuid is mó. Áiríonn sé cuid 9.4km de thollán tollta singil a ritheann faoi Lár na Cathrach Bhaile Átha Cliath a ritheann ó Charlemont go Stáisiún na Coille Thuaidh agus cuid 2.3km de thollán tollta singil a ritheann faoi Aerfort Bhaile Átha Cliath. I measc na gcodanna tolláin tá saoráidí rochtana idirghabhála le haghaidh seirbhísí éigeandála ag Aerfort Bhaile Átha Cliath, Páirc Choláiste Ailbhe agus díreach ó dheas de Stáisiún Charlemont, cuirfear struchtúir Thairseach an Tolláin ar fáil sa Choill Thuaidh, i mBaile an Dairdisigh agus in Aerfort Bhaile Átha Cliath. Ó thuaidh ó Aerfort Bhaile Átha Cliath tiocfaidh an t-iarnróid amach as an tollán agus rithfidh sé ag leibhéal an dromchla agus i struchtúir ghearrtha agus chlúdaigh go Stáisiún an Inbhir. Áireofar créfoirt, úsáid struchtúir ghearrtha agus chlúdaigh coinnte, codanna ardaithe chomh maith le hoibreacha draenála agus cóiríochta ilghnéitheacha i gcodanna reatha dromchla agus gearrtha agus clúdaigh. Tógfar droichead nua 99m thar an M50 agus Tarbhealach ilréise 261m ar fhad thar an Abhainn Ghabhra agus Abhainn an Bharda.

Beidh 16 stáisiún san iomlán ann, lena n-áirítear 11 stáisiún faoi thalamh ag Aerfort Bhaile Átha Cliath, An Choill Thuaidh, Baile Munna, Ascaill Uí Choleáin, Páirc Uí Ghríofa, Glas Naíon, an Mater, Sráid Uí Chonaill, Sráid na Teamhrach, Faiche Stiabhna agus Charlemont; 4 stáisiún gearrtha coinnte ag Baile na Mara, Baile Shoard, Baile an Fhóraistéaraigh agus Baile an Dairdisigh agus 1 ag stáisiún grád san Inbhear. Soláthrófar spás páirceála agus taistil ilstóir 3000 gar do Mhótarbhealach an M1 ag Stáisiún an Inbhir, tá iosta cothabhála suite in aice le Stáisiún Bhaile an Dairdisigh ina mbeidh na háiseanna go léir a theastaíonn chun an MetroLink agus ar a rothstoc agus ar an Lárionad Rialaithe Oibriúcháin cothabháil a dhéanamh agus a oibriú.

Áireoidh na hoibreacha freisin comharthaíocht iarnróid, córais cheannasaíochta, rialaithe agus cumarsáide; soláthar fostáisiún leictreacha; bunú comhdhúile sealadach tógála; bunú bainistíochta trácht sealadach agus atreoraithe bóithre; bealaí rochtana nua agus leasaithe agus feabhsúcháin ar aomhail bóithre; atreorú na bhfóntas atá ann cheana; bonneagar draenála nua a sholáthar; soláthar bearta maolaithe comhshaoil; agus modhnaithe bonneagair eile chun an tionscadal iomlán a éascú.

Áiríonn an tOrdú Iarnróid, má dheonaítear é, cumhachtaí freisin don Údarás um Bóithre Náisiúnta (a oibríonn mar Bhonneagar Iompair Éireann) talamh nó cearta a fháil go héigeantach i dtalamh, faoi thalamh nó os a chionn nó ar aon fhoshaith talún a shonraítear san ordú; chun talamh a shonraítear san ordú a fháil agus a áitiú go sealadach; chun éasúintí agus cearta eile ar thalamh a shonraítear san ordú a fháil; cearta poiblí agus/nó príobháideacha lena n-áirítear cearta slí atá sonraithe san ordú a mhúchadh; agus forálann sé do chearta eile ar thalamh.

Tá na hoibreacha iarnróid atá beartaithe a chumhdaítear leis an Ordú Iarnróid beartaithe faoi réir nós imeachta measúnaithe tionchair timpeallachta de bhun an Achta agus cuirfear isteach Ráiteas Tionchair Natura freisin.

Cinntí féideartha ar an Ordú Iarnróid oscailte don Bhord Pleanála

Tar éis breithniú a dhéanamh ar an iarratas ar Ordú Iarnróid tá roinnt roghanna cinnidh ar fáil don Bhord Pleanála:

- Féadfar an tOrdú Iarnróid a cheadú agus a dhéanamh;
- Féadfar an tOrdú Iarnróid a dhiúltú; nó
- Féadfar an tOrdú Iarnróid a cheadú agus a dhéanamh faoi réir cibé coinníollacha, modhnaithe, srianta agus ceanglais (agus ar cibé téarmaí eile) is cuí leis an mBord Pleanála agus a shonróidh sé san ordú.

Áireofar na nithe seo a leanas sna doiciméid tacaíochta a ghabhann leis an iarratas ar Ordú Iarnróid:

1. Dréacht den Ordú Iarnróid beartaithe, dar teideal "Ordú Iarnróid (Metrolink-Inbhear go Charlemont trí Aerfort Bhaile Átha Cliath) [2022]"
2. Plean de na hoibreacha iarnróid atá beartaithe agus na riachtanais talún le haghaidh na n-oibreacha iarnróid;
3. Leabhar tagartha don phlean, ag cur in iúl céannacht úinéirí agus áititheoirí na dtailte a bhfuil tuairisc orthu sa phlean;
4. Tuarascáil ar Mheasúnú Tionchair Timpeallachta (TMTT), a sholáthraíonn anailís agus measúnú córasach ar éifeachtaí suntasacha tionscadail beartaithe ar an gcomhshaoil glactha;
5. Ráiteas Tionchair Natura

AN BORD PLEANÁLA TRANSPORT (RAILWAY INFRASTRUCTURE) ACT 2001 (AS AMENDED AND SUBSTITUTED)

Application by the National Roads Authority (operating as Transport Infrastructure Ireland) for the Railway (Metrolink– Estuary to Charlemont via Dublin Airport) Order [2022].

The National Roads Authority (operating as Transport Infrastructure Ireland) in exercise of the powers conferred upon it by Section 37 of the Transport (Railway Infrastructure) Act 2001 (as amended and substituted) ("the Act") will apply on or after the 30th September 2022 to An Bord Pleanála for a Railway Order for the Railway (Metrolink–Estuary to Charlemont via Dublin Airport) Order [2022] pursuant to the provisions of the said Act.

The Railway Order, if granted, will authorise the National Roads Authority (operating as Transport Infrastructure Ireland) to carry out railway works and all works necessary to enable the construction, operation, maintenance and improvement of a railway designated as a metro including inter alia the construction of a fully segregated and automated railway and metro mostly underground approximately 18.8km in length with 16 stations running from north of Swords at Estuary through Swords, Dublin Airport, Ballymun, Glasnevin and the City Centre to Charlemont in the south of Dublin City Centre.

The works will generally comprise but are not limited to the construction of a Railway approximately 18.8km in length which is mostly underground. It includes a 9.4km section of single bore tunnel running beneath Dublin City Centre running from Charlemont to Northwood Station and a 2.3km section of single bore tunnel running beneath Dublin Airport. Tunnel sections include intervention access facilities for emergency services at Dublin Airport, Albert College Park and just south of Charlemont Station, tunnel Portal structures will be provided at Northwood, Dardistown and Dublin Airport. North of Dublin Airport the railway will emerge from tunnel and will run at surface level and in cut and cover structures to Estuary Station. Surface running sections and cut and cover sections will include earthworks, the use of retained cut and cover structures, elevated sections plus miscellaneous drainage and accommodation works. A new 99m bridge will be constructed over the M50 and a 261m long multi-span Viaduct over the Broadmeadow and Ward River.

There will be a total of 16 stations, including 11 underground stations at Dublin Airport, Northwood, Ballymun, Collins Avenue, Griffith Park, Glasnevin, Mater, O'Connell Street, Tara, St. Stephen's Green and Charlemont; 4 retained cut stations at Seatown, Swords Central, Fosterstown and Dardistown and 1 at grade station at Estuary. A multi-storey 3000 space park and ride close to the M1 Motorway will be provided at Estuary Station, a maintenance depot is located near Dardistown Station which will house all the facilities required for the maintenance and operation of the MetroLink and its rolling stock and the Operational Control Centre.

The works will also include railway signalling, command and control and communications systems; provision of electrical substations; establishment of temporary construction compounds; establishment of temporary traffic management and road diversions; new and realigned access routes and road junction improvements; diversion of existing utilities; provision of new drainage infrastructure; provision of environmental mitigation measures; and other infrastructural modifications to facilitate the overall project.

The Railway Order, if granted, also includes powers for the National Roads Authority (operating as Transport Infrastructure Ireland) to acquire compulsorily land or rights in, under or over land or any substratum of land specified in the order; to temporarily acquire and occupy land specified in the order; to acquire easements and other rights over land specified in the order; to extinguish public and/or private rights including rights of way specified in the order; and provides for other rights over land.

The proposed railway works covered by the proposed Railway Order are subject to an environmental impact assessment procedure pursuant to the Act and a Natura Impact Statement will also be submitted

Potential decisions on the Railway Order open to An Bord Pleanála

Further to consideration of the application for a Railway Order there are a number of decision options available to An Bord Pleanála:

- The Railway Order may be approved and made;
- The Railway Order may be refused; or
- The Railway Order may be approved and made subject to such conditions, modifications, restrictions and requirements (and on such other terms) as An Bord Pleanála thinks proper and specifies in the order.

The supporting documentation accompanying the Railway Order application will include the following:

1. A draft of the proposed Railway Order, entitled "Railway (Metrolink–Estuary to Charlemont via Dublin Airport) Order [2022]"
2. A plan of the proposed railway works and the land requirements for the railway works;
3. A book of reference to the plan, indicating the identity of the owners and occupiers of the lands described in the plan;
4. An Environmental Impact Assessment Report (EIAR), providing a systematic analysis and assessment of the significant effects of a proposed project on the receiving environment;
5. A Natura Impact Statement.



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Iniúchadh ar an dréacht-Ordú Iarnróid agus ar na doiciméid a ghabhann leis

Féadfar cóip den dréacht-Ordú Iarnróid agus den doiciméadacht a ghabhann leis an iarratas a iniúchadh saor in aisce le linn gnáthuaireanta oifige nó oscailte ón 7 Deireadh Fómhair 2022 go dtí an 25 Samhain 2022 ag:

1. Oifigí An Bhoird Pleanála offices ag 64 Sráid Mhaolbhríde, Baile Átha Cliath 1, D01 V902;
2. Oifigí Chomhairle Cathrach Bhaile Átha Cliath ag Oifigí na Cathrach, Cé an Adhmaid, Baile Átha Cliath 8, D08 RF3F;
3. Oifigí Chomhairle Contae Fhine Gall ag Halla an Chontae, An Phríomshráid, Sord, Contae Bhaile Átha Cliath K67 X8Y2;
4. Oifigí Bonneagar Iompair Éireann (BIÉ) ag Ionad Gnó Gheata na Páirce, Sráid Gheata na Páirce, Baile Átha Claith 8, D08 DK10;
5. Oifigí an tÚdarás Náisiúnta Iompair (ÚNI) ag at Dún Scéine, Lána Fhearchair, Baile Átha Cliath 2, D02 WT20 (9.15rn – 4in de Luain go hAoine)

Is féidir an dréacht-Ordú Iarnróid agus na doiciméid a ghabhann leis an iarratas a fheiceáil ar: <https://www.metrolinkro.ie> ó 29 Meán Fómhair 2022.

Doiciméadúcháin a Cheannach

Féadfar cóipeanna nó sleachta as na doiciméid a ghabhann leis an iarratas ar an Ordú Iarnróid a cheannach ar tháille a íoc nach mó ná an costas réasúnach a bhaineann leis an gcóip sin a dhéanamh nó le sliocht as:

- Bonneagar Iompair Éireann, (BIÉ), Ionad Gnó Gheata na Páirce, Sráid Gheata na Páirce, Baile Átha Claith 8, D08 DK10, Éire

Féadfar iarratais cheannaigh den sórt sin a sheoladh chuig Bonneagar Iompair Éireann, Ionad Gnó Gheata na Páirce, Sráid Gheata na Páirce, Baile Átha Claith 8, D08 DK10 nó ar info@metrolink.ie nó trí ghlaoch a chur ar 1800 333 777.

Aighneachtaí Scríofa

Is é an Bord Pleanála an t-údarás inniúil atá freagrach as an gcinneadh an ndéanfar nó nach ndéanfar an t-ordú, ónar féidir faisnéis ábhartha a fháil agus ónar féidir tuairimí nó ceisteanna a chur isteach. Breithneoidh an Bord Pleanála aon aighneachtaí ó aon daoine, a dhéanfar i scríbhinn ón 7 Deireadh Fómhair 2022 go dtí 5.30in ar an 25 Samhain 2022 agus beidh táille €50 ag gabháil leo i ndáil leis an dréacht-Ordú Iarnróid, nó i ndáil leis na héifeachtaí dóchúla ar an gcomhshaol agus ar an tionchar suntasach dóchúil a bheidh ag na hoibreacha iarnróid atá beartaithe sa limistéar lena mbaineann le Láithreáin Eorpacha, más ann dóibh. Níl an táille seo inioctha ag comhlachtaí forordaithe áirithe nó ag daoine a bhféadfar a gcuid tailte a fháil faoin dréacht-Ordú Iarnróid.

Ní mór aighneachtaí a chur isteach tráth nach déanaí ná 5.30in ar an 25 Samhain 2022 agus ní mór iad a sheoladh chuig an mBord Pleanála, 64 Sráid Maoilbhríde, Baile Átha Cliath 1, D01 V902 agus marcáilte "Ordú Iarnróid (Metrolink-Inbhear go Charlemont trí Aerfort Bhaile Átha Cliath) 2022". Is féidir aighneachtaí a chur faoi shuíomh gréasáin an Bhoird Pleanála freisin ag an seoladh seo a leanas: <https://www.pleanala.ie/en-ie/observations>

Éisteacht Ó Bhéal

Féadfaidh an Bord Pleanála, dá lánrogha féin, éisteacht ó bhéal a thionól maidir leis an iarratas ar Ordú Iarnróid, faoi alt 42 den Acht.

Athbhreithniú Breithiúnach

Féadfaidh duine bailíocht chinneadh an Bhoird Pleanála a cheistiú trí iarratas ar athbhreithniú breithiúnach de réir alt 47 agus 47A den Acht Iompair (Bonneagar Iarnróid) 2001 (arna leasú agus arna ionadú) agus faoi Ordú 84 de na Rialacha na nUaschúirteanna, 1986 (arna leasú) (S.I. Uimh. 15 de 1986 arna leasú) agus is féidir teacht ar fhaisnéis phraiteiciúil faoin meicníocht athbhreithnithe faoin gceannnteideal 'Fógraí Dlí' – 'Fógra Athbhreithnithe Bhreithiúnaigh' ar shuíomh gréasáin an Bhoird www.pleanala.ie nó ar an suíomh gréasáin um Fhaisnéis do Shaoiránaigh www.citizeninformation.ie.

Sínithe: Edel McCormack

Rúnaí don Údarás

An tÚdarás um Bóithre Náisiúnta (ag feidhmiú mar Bhonneagar Iompair Éireann),
Bonneagar Iompair Éireann,
Ionad Gnó Gheata na Páirce,
Sráid Gheata na Páirce, Baile Átha Cliath 8,
D08 DK10, Éire

16 Meán Fómhair 2022

Tá tuilleadh eolais le fáil ar:

Teileafón: 1800 333 777

Ar poist: Metrolink, Bonneagar Iompair Éireann,
Ionad Gnó Gheata na Páirce,
Sráid Gheata na Páirce, Baile Átha Claith 8, D08 DK10.

Ríomhphost: info@metrolink.ie

Suíomh gréasáin: www.metrolinkro.ie

Inspection of the draft Railway Order and accompanying documentation

A copy of the draft Railway Order and the documentation accompanying the application may be inspected free of charge during normal office or opening hours from 7th October 2022 until the 25th November 2022 at:

1. An Bord Pleanála offices at 64 Marlborough Street, Dublin 1, D01 V902;
2. Dublin City Council offices at Civic Offices, Wood Quay, Dublin 8, D08 RF3F;
3. Fingal County Council offices at County Hall, Main Street, Swords, County Dublin, K67 X8Y2;
4. Transport Infrastructure Ireland (TII) offices at Parkgate Business Centre, Parkgate Street, Dublin 8, D08 DK10;
5. National Transport Authority (NTA) offices at Dún Scéine, Harcourt Lane, Dublin 2, D02 WT20 (9.15am – 4pm Monday to Friday)

The draft Railway Order and the documentation accompanying the application may also be viewed at: <https://www.metrolinkro.ie> from the 29th September 2022.

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- Transport Infrastructure Ireland (TII), Parkgate Business Centre, Parkgate Street, Dublin 8, D08 DK10, Ireland

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Written Submissions

An Bord Pleanála is the competent authority responsible for making the decision whether or not to grant the order, from which relevant information can be obtained and to which comments or questions can be submitted. An Bord Pleanála will consider any submissions by any persons, made in writing from 7th October 2022 to 5.30pm on 25th November 2022 and accompanied by a fee of €50 in relation to the draft Railway Order, or in relation to the likely effects on the environment and the likely significant effects in the area concerned with European Sites if any, of the proposed railway works. This fee is not payable by certain prescribed bodies or by persons whose lands may be acquired under the draft Railway Order.

Submissions must be lodged no later than 5.30pm on 25th November 2022 and must be addressed to An Bord Pleanála, 64 Marlborough Street, Dublin 1, D01 V902 and marked "Railway (Metrolink-Estuary to Charlemont via Dublin Airport) Order 2022". Submissions can also be made on the An Bord Pleanála website at the following address: <https://www.pleanala.ie/en-ie/observations>

Oral Hearing

An Bord Pleanála may, at its absolute discretion, hold an oral hearing into the application for a Railway Order, under section 42 of the Act.

Judicial Review

A person may question the validity of the decision of An Bord Pleanála by way of an application for judicial review in accordance with section 47 and 47A of the Transport (Railway Infrastructure) Act 2001 (as amended and substituted) and under Order 84 of the Rules of the Superior Courts, 1986 (as amended) (S.I. No. 15 of 1986 as amended) and practical information on the review mechanism can be accessed under the heading 'Legal Notices' – 'Judicial Review Notice' on the Board's website www.pleanala.ie or on the Citizen's Information website www.citizeninformation.ie.

Signed: Edel McCormack

Secretary to the Authority

National Roads Authority (operating as Transport Infrastructure Ireland),
Transport Infrastructure Ireland,
Parkgate Business Centre,
Parkgate Street,
Dublin 8,
D08 DK10,
Ireland

16th September 2022

Further information is available from:

Telephone: 1800 333 777

Postal: Metrolink, Transport Infrastructure Ireland,
Parkgate Business Centre,
Parkgate Street,
Dublin 8,
D08 DK10.

Email: info@metrolink.ie

Website: www.metrolinkro.ie



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AN BORD PLEANÁLA AN TACHT IOMPAIR (BONNEAGAR IARNRÓID) 2001 (ARNA LEASÚ AGUS ARNA FHIONRAÍODH)

Iarratas ón Údarás um Bóithre Náisiúnta (a fheidhmíonn mar Bhonneagar Iompair Éireann) ar an Ordú Iarnróid (Metrolink – Inbhear go Charlemont trí Aerfort Bhaile Átha Cliath) [2022].

I bhfeidhmiú na gcumhachtaí a thugtar dó le hAlt 37 den Acht Iompair (Bonneagar Iarnróid) 2001 (arna leasú agus arna ionadú), beidh feidhm ag an Údarás um Bóithre Náisiúnta (ag feidhmiú mar Bhonneagar Iompair Éireann) (“an tAcht”) ar an 30 Meán Fómhair 2022 nó dá éis chuig an mBord Pleanála ar Ordú Iarnróid don Iarnróid (Metrolink – Inbhear go dtí Charlemont trí Aerfort Bhaile Átha Cliath) [2022] de bhun forálacha an Achta sin.

Údarófar leis an Ordú Iarnróid, má dheonaítear é, don Údarás um Bóithre Náisiúnta (a oibríonn mar Bhonneagar Iompair Éireann) oibreacha iarnróid a dhéanamh agus na hoibreacha go léir is gá chun tógáil, oibriú, cothabháil agus feabhsú iarnróid arna ainmniú mar mheitreo a chumasú lena n-áirítear, i measc rudaí eile, tógáil iarnróid agus meitreo leithscartha go hiomlán agus uathoibrithe den chuid is mó faoi thalamh thart ar 18.8km ar fad le 16 stáisiún ag rith ó thuaidh de Shoard ag Inbhear trí Sord, Aerfort Bhaile Átha Cliath, Baile Munna, Glas Naíon, agus Lár na Cathrach go dtí Charlemont i ndeisceart lár na cathrach Bhaile Átha Cliath.

Beidh na hoibreacha comhdhéanta go ginearálta ach níl siad teoranta do thógáil Iarnróid thart ar 18.8km ar fad atá faoin talamh den chuid is mó. Áiríonn sé cuid 9.4km de thollán tollta singil a ritheann faoi Lár na Cathrach Bhaile Átha Cliath a ritheann ó Charlemont go Stáisiún na Coille Thuaidh agus cuid 2.3km de thollán tollta singil a ritheann faoi Aerfort Bhaile Átha Cliath. I measc na gcodanna tolláin tá saoráidí rochtana idirghabhála le haghaidh seirbhísí éigeandála ag Aerfort Bhaile Átha Cliath, Páirc Choláiste Ailbhe agus díreach ó dheas de Stáisiún Charlemont, cuirfear struchtúir Thairseach an Tolláin ar fáil sa Choill Thuaidh, i mBaile an Dairdisigh agus in Aerfort Bhaile Átha Cliath. Ó thuaidh ó Aerfort Bhaile Átha Cliath tiocfaidh an t-Iarnróid amach as an tollán agus rithfidh sé ag leibhéal an dromchla agus i struchtúir ghearrtha agus chlúdaigh go Stáisiún an Inbhir. Áireofar créfoirt, úsáid struchtúir ghearrtha agus chlúdaigh coinnithe, codanna ardaithe chomh maith le hoibreacha draenála agus cóiríochta ilghnéitheacha i gcodanna reatha dromchla agus gearrtha agus clúdaigh. Tógfar droichead nua 99m thar an M50 agus Tarbhealach ilréise 261m ar fhad thar an Abhainn Ghabhra agus Abhainn an Bharda.

Beidh 16 stáisiún san iomlán ann, lena n-áirítear 11 stáisiún faoi thalamh ag Aerfort Bhaile Átha Cliath, An Choill Thuaidh, Baile Munna, Ascaill Uí Choleáin, Páirc Uí Ghríofa, Glas Naíon, an Mater, Sráid Uí Chonaill, Sráid na Teamhrach, Faiche Stiabhna agus Charlemont; 4 stáisiún gearrtha coinnithe ag Baile na Mara, Baile Shoard, Baile an Fhóraistearaigh agus Baile an Dairdisigh agus 1 ag stáisiún grád san Inbhear. Soláthrófar spás páirceála agus taistil ilstóir 3000 gar do Mhótarbhealach an M1 ag Stáisiún an Inbhir, tá iosta cothabhála suite in aice le Stáisiún Bhaile an Dairdisigh ina mbeidh na háiseanna go léir a theastaíonn chun an MetroLink agus ar a rothstoc agus ar an Lárionad Rialaithe Oibriúcháin cothabháil a dhéanamh agus a oibriú.

Áireoidh na hoibreacha freisin comharthaíocht iarnróid, córais cheannasaíochta, rialaithe agus cumarsáide; soláthar fostaíú leictreacha; bunú comhdhúile sealadach tógála; bunú bainistíochta tráchta sealadach agus atreoraithe bóithre; bealaí rochtana nua agus leasaithe agus feabhsúcháin ar aomhail bóithre; atreorú na bhfóntas atá ann cheana; bonneagar draenála nua a sholáthar; soláthar bearta maolaithe comhshaoil; agus modhnaithe bonneagair eile chun an tionscadal iomlán a éascú.

Áiríonn an tOrdú Iarnróid, má dheonaítear é, cumhachtaí freisin don Údarás um Bóithre Náisiúnta (a oibríonn mar Bhonneagar Iompair Éireann) talamh nó cearta a fháil go héigeantach i dtalamh, faoi thalamh nó os a chionn nó ar aon fhoshraith talún a shonraítear san ordú; chun talamh a shonraítear san ordú a fháil agus a áitiú go sealadach; chun éasúintí agus cearta eile ar thalamh a shonraítear san ordú a fháil; cearta poiblí agus/nó príobháideacha lena n-áirítear cearta slí atá sonraithe san ordú a mhúchadh; agus forálann sé do chearta eile ar thalamh.

Tá na hoibreacha iarnróid atá beartaithe a chumhdaítear leis an Ordú Iarnróid beartaithe faoi réir nós imeachta measúnaithe tionchair timpeallachta de bhun an Achta agus cuirfear isteach Ráiteas Tionchair Natura freisin.

Cinntí féideartha ar an Ordú Iarnróid oscailte don Bhord Pleanála

Tar éis breithniú a dhéanamh ar an iarratas ar Ordú Iarnróid tá roinnt roghanna cinnidh ar fáil don Bhord Pleanála:

- Féadfar an tOrdú Iarnróid a cheadú agus a dhéanamh;
- Féadfar an tOrdú Iarnróid a dhiúltú; nó
- Féadfar an tOrdú Iarnróid a cheadú agus a dhéanamh faoi réir cibé coinníollacha, modhnaithe, srianta agus ceanglais (agus ar cibé téarmaí eile) is cuí leis an mBord Pleanála agus a shonróidh sé san ordú.

Áireofar na nithe seo a leanas sna doiciméid tacaíochta a ghabhann leis an iarratas ar Ordú Iarnróid:

1. Dréacht den Ordú Iarnróid beartaithe, dar teideal “Ordú Iarnróid (Metrolink-Inbhear go Charlemont trí Aerfort Bhaile Átha Cliath) [2022]”
2. Plean de na hoibreacha iarnróid atá beartaithe agus na riachtanais talún le haghaidh na n-oibreacha iarnróid;
3. Leabhar tagartha don phlean, ag cur in iúl céannacht úinéirí agus áititheoirí na dtailte a bhfuil tuairisc orthu sa phlean;
4. Tuarascáil ar Mheasúnú Tionchair Timpeallachta (TMITT), a sholáthraíonn anailís agus measúnú córasach ar éifeachtaí suntasacha tionscadail bheartaithe ar an gcomhshaoil glactha;
5. Ráiteas Tionchair Natura

AN BORD PLEANÁLA TRANSPORT (RAILWAY INFRASTRUCTURE) ACT 2001 (AS AMENDED AND SUBSTITUTED)

Application by the National Roads Authority (operating as Transport Infrastructure Ireland) for the Railway (Metrolink– Estuary to Charlemont via Dublin Airport) Order [2022].

The National Roads Authority (operating as Transport Infrastructure Ireland) in exercise of the powers conferred upon it by Section 37 of the Transport (Railway Infrastructure) Act 2001 (as amended and substituted) (“the Act”) will apply on or after the 30th September 2022 to An Bord Pleanála for a Railway Order for the Railway (Metrolink–Estuary to Charlemont via Dublin Airport) Order [2022] pursuant to the provisions of the said Act.

The Railway Order, if granted, will authorise the National Roads Authority (operating as Transport Infrastructure Ireland) to carry out railway works and all works necessary to enable the construction, operation, maintenance and improvement of a railway designated as a metro including inter alia the construction of a fully segregated and automated railway and metro mostly underground approximately 18.8km in length with 16 stations running from north of Swords at Estuary through Swords, Dublin Airport, Ballymun, Glasnevin and the City Centre to Charlemont in the south of Dublin City Centre.

The works will generally comprise but are not limited to the construction of a Railway approximately 18.8km in length which is mostly underground. It includes a 9.4km section of single bore tunnel running beneath Dublin City Centre running from Charlemont to Northwood Station and a 2.3km section of single bore tunnel running beneath Dublin Airport. Tunnel sections include intervention access facilities for emergency services at Dublin Airport, Albert College Park and just south of Charlemont Station, tunnel Portal structures will be provided at Northwood, Dardistown and Dublin Airport. North of Dublin Airport the railway will emerge from tunnel and will run at surface level and in cut and cover structures to Estuary Station. Surface running sections and cut and cover sections will include earthworks, the use of retained cut and cover structures, elevated sections plus miscellaneous drainage and accommodation works. A new 99m bridge will be constructed over the M50 and a 261m long multi-span Viaduct over the Broadmeadow and Ward River.

There will be a total of 16 stations, including 11 underground stations at Dublin Airport, Northwood, Ballymun, Collins Avenue, Griffith Park, Glasnevin, Mater, O’Connell Street, Tara, St. Stephen’s Green and Charlemont; 4 retained cut stations at Seatown, Swords Central, Fosterstown and Dardistown and 1 at grade station at Estuary. A multi-storey 3000 space park and ride close to the M1 Motorway will be provided at Estuary Station, a maintenance depot is located near Dardistown Station which will house all the facilities required for the maintenance and operation of the MetroLink and its rolling stock and the Operational Control Centre.

The works will also include railway signalling, command and control and communications systems; provision of electrical substations; establishment of temporary construction compounds; establishment of temporary traffic management and road diversions; new and realigned access routes and road junction improvements; diversion of existing utilities; provision of new drainage infrastructure; provision of environmental mitigation measures; and other infrastructural modifications to facilitate the overall project.

The Railway Order, if granted, also includes powers for the National Roads Authority (operating as Transport Infrastructure Ireland) to acquire compulsorily land or rights in, under or over land or any substratum of land specified in the order; to temporarily acquire and occupy land specified in the order; to acquire easements and other rights over land specified in the order; to extinguish public and/or private rights including rights of way specified in the order; and provides for other rights over land.

The proposed railway works covered by the proposed Railway Order are subject to an environmental impact assessment procedure pursuant to the Act and a Natura Impact Statement will also be submitted

Potential decisions on the Railway Order open to An Bord Pleanála

Further to consideration of the application for a Railway Order there are a number of decision options available to An Bord Pleanála:

- The Railway Order may be approved and made;
- The Railway Order may be refused; or
- The Railway Order may be approved and made subject to such conditions, modifications, restrictions and requirements (and on such other terms) as An Bord Pleanála thinks proper and specifies in the order.

The supporting documentation accompanying the Railway Order application will include the following:

1. A draft of the proposed Railway Order, entitled “Railway (Metrolink–Estuary to Charlemont via Dublin Airport) Order [2022]”
2. A plan of the proposed railway works and the land requirements for the railway works;
3. A book of reference to the plan, indicating the identity of the owners and occupiers of the lands described in the plan;
4. An Environmental Impact Assessment Report (EIAR), providing a systematic analysis and assessment of the significant effects of a proposed project on the receiving environment;
5. A Natura Impact Statement.



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Iniúchadh ar an dréacht-Ordú Iarnróid agus ar na doiciméid a ghabhann leis

Féadfar cóip den dréacht-Ordú Iarnróid agus den doiciméadacht a ghabhann leis an iarratas a iniúchadh saor in aisce le linn gnáthuaireanta oifige nó oscailte ón 7 Deireadh Fómhair 2022 go dtí an 25 Samhain 2022 ag:

1. Oifigí An Bhoird Pleanála offices ag 64 Sráid Mhaolbhríde, Baile Átha Cliath 1, D01 V902;
2. Oifigí Chomhairle Cathrach Bhaile Átha Cliath ag Oifigí na Cathrach, Cé an Adhmaid, Baile Átha Cliath 8, D08 RF3F;
3. Oifigí Chomhairle Contae Fhine Gall ag Halla an Chontae, An Phríomshráid, Sord, Contae Bhaile Átha Cliath K67 X8Y2;
4. Oifigí Bonneagar Iompair Éireann (BIÉ) ag Ionad Gnó Gheata na Páirce, Sráid Gheata na Páirce, Baile Átha Claith 8, D08 DK10;
5. Oifigí an tÚdarás Náisiúnta Iompair (ÚNI) ag at Dún Scéine, Lána Fhearchair, Baile Átha Cliath 2, D02 WT20 (9.15rn – 4in de Luain go hAoine)

Is féidir an dréacht-Ordú Iarnróid agus na doiciméid a ghabhann leis an iarratas a fheiceáil ar: <https://www.metrolinkro.ie> ó 29 Meán Fómhair 2022.

Doiciméadúcháin a Cheannach

Féadfar cóipeanna nó sleachta as na doiciméid a ghabhann leis an iarratas ar an Ordú Iarnróid a cheannach ar tháille a íoc nach mó ná an costas réasúnach a bhaineann leis an gcóip sin a dhéanamh nó le sliocht as:

- Bonneagar Iompair Éireann, (BIÉ), Ionad Gnó Gheata na Páirce, Sráid Gheata na Páirce, Baile Átha Claith 8, D08 DK10, Éire

Féadfar iarratais cheannaigh den sórt sin a sheoladh chuig Bonneagar Iompair Éireann, Ionad Gnó Gheata na Páirce, Sráid Gheata na Páirce, Baile Átha Claith 8, D08 DK10 nó ar info@metrolink.ie nó trí ghlaoh a chur ar 1800 333 777.

Aighneachtaí Scríofa

Is é an Bord Pleanála an t-údarás inniúil atá freagrach as an gcinneadh an ndéanfar nó nach ndéanfar an t-ordú, ónár féidir faisnéis ábhartha a fháil agus ónár féidir tuairimí nó ceisteanna a chur isteach. Breithneoidh an Bord Pleanála aon aighneachtaí ó aon daoine, a dhéanfar i scríbhinn ón 7 Deireadh Fómhair 2022 go dtí 5.30in ar an 25 Samhain 2022 agus beidh táille €50 ag gabháil leo i ndáil leis an dréacht-Ordú Iarnróid, nó i ndáil leis na héifeachtaí dóchúlacha ar an gcomhshaol agus ar an tionchar suntasach dóchúlacha a bheidh ag na hoibreacha iarnróid atá beartaithe sa limistéar lena mbaineann le Láithreacha Eorpacha, más ann dóibh. Níl an táille seo iníoctha ag comhlachtaí forordaithe áirithe nó ag daoine a bhféadfar a gcuid tailte a fháil faoin dréacht-Ordú Iarnróid.

Ní mór aighneachtaí a chur isteach tráth nach déanaí ná 5.30in ar an 25 Samhain 2022 agus ní mór iad a sheoladh chuig an mBord Pleanála, 64 Sráid Maoilbhríde, Baile Átha Cliath 1, D01 V902 agus marcáilte "Ordú Iarnróid (Metrolink-Inbhear go Charlemont trí Aerfort Bhaile Átha Cliath) 2022". Is féidir aighneachtaí a chur faoi shuíomh gréasáin an Bhoird Pleanála freisin ag an seoladh seo a leanas: <https://www.pleanala.ie/en-ie/observations>

Éisteacht Ó Bhéal

Féadfaidh an Bord Pleanála, dá lánrogha féin, éisteacht ó bhéal a thionól maidir leis an iarratas ar Ordú Iarnróid, faoi alt 42 den Acht.

Athbhreithniú Breithiúnach

Féadfaidh duine bailíocht chinneadh an Bhoird Pleanála a cheistiú trí iarratas ar athbhreithniú breithiúnach de réir alt 47 agus 47A den Acht Iompair (Bonneagar Iarnróid) 2001 (arna leasú agus arna ionadú) agus faoi Ordú 84 de na Rialacha na nUaschúirteanna, 1986 (arna leasú) (S.I. Uimh. 15 de 1986 arna leasú) agus is féidir teacht ar fhaisnéis phraiticiúil faoin meicníocht athbhreithnithe faoin gceannnteideal 'Fógraí Dlí' – 'Fógra Athbhreithnithe Bhreithiúnaigh' ar shuíomh gréasáin an Bhoird www.pleanala.ie nó ar an suíomh gréasáin um Fhaisnéis do Shaoránaigh www.citizeninformation.ie.

Sínithe: **Edel McCormack**

Rúnaí don Údarás

An tÚdarás um Bóithre Náisiúnta (ag feidhmiú mar Bhonneagar Iompair Éireann),
Bonneagar Iompair Éireann,
Ionad Gnó Gheata na Páirce,
Sráid Gheata na Páirce, Baile Átha Claith 8,
D08 DK10, Éire

16 Meán Fómhair 2022

Tá tuilleadh eolais le fáil ar:

Teileafón: 1800 333 777

Ar poist: MetroLink, Bonneagar Iompair Éireann,
Ionad Gnó Gheata na Páirce,
Sráid Gheata na Páirce, Baile Átha Claith 8, D08 DK10.

Ríomhphost: info@metrolink.ie

Suíomh gréasáin: www.metrolinkro.ie

Inspection of the draft Railway Order and accompanying documentation

A copy of the draft Railway Order and the documentation accompanying the application may be inspected free of charge during normal office or opening hours from 7th October 2022 until the 25th November 2022 at:

1. An Bord Pleanála offices at 64 Marlborough Street, Dublin 1, D01 V902;
2. Dublin City Council offices at Civic Offices, Wood Quay, Dublin 8, D08 RF3F;
3. Fingal County Council offices at County Hall, Main Street, Swords, County Dublin, K67 X8Y2;
4. Transport Infrastructure Ireland (TII) offices at Parkgate Business Centre, Parkgate Street, Dublin 8, D08 DK10;
5. National Transport Authority (NTA) offices at Dún Scéine, Harcourt Lane, Dublin 2, D02 WT20 (9.15am – 4pm Monday to Friday)

The draft Railway Order and the documentation accompanying the application may also be viewed at: <https://www.metrolinkro.ie> from the 29th September 2022.

Purchase of Documentation

Copies or extracts from the documentation accompanying the application for the Railway Order may be purchased on payment of a fee not exceeding the reasonable cost of making such copy or extract from:

- Transport Infrastructure Ireland (TII), Parkgate Business Centre, Parkgate Street, Dublin 8, D08 DK10, Ireland

Such purchase requests may be sent to Transport Infrastructure Ireland, Parkgate Business Centre, Parkgate Street, Dublin 8, D08 DK10 or info@metrolink.ie or by calling 1800 333 777.

Written Submissions

An Bord Pleanála is the competent authority responsible for making the decision whether or not to grant the order, from which relevant information can be obtained and to which comments or questions can be submitted. An Bord Pleanála will consider any submissions by any persons, made in writing from 7th October 2022 to 5.30pm on 25th November 2022 and accompanied by a fee of €50 in relation to the draft Railway Order, or in relation to the likely effects on the environment and the likely significant effects in the area concerned with European Sites if any, of the proposed railway works. This fee is not payable by certain prescribed bodies or by persons whose lands may be acquired under the draft Railway Order.

Submissions must be lodged no later than 5.30pm on 25th November 2022 and must be addressed to An Bord Pleanála, 64 Marlborough Street, Dublin 1, D01 V902 and marked "Railway (Metrolink-Estuary to Charlemont via Dublin Airport) Order 2022". Submissions can also be made on the An Bord Pleanála website at the following address: <https://www.pleanala.ie/en-ie/observations>

Oral Hearing

An Bord Pleanála may, at its absolute discretion, hold an oral hearing into the application for a Railway Order, under section 42 of the Act.

Judicial Review

A person may question the validity of the decision of An Bord Pleanála by way of an application for judicial review in accordance with section 47 and 47A of the Transport (Railway Infrastructure) Act 2001 (as amended and substituted) and under Order 84 of the Rules of the Superior Courts, 1986 (as amended) (S.I. No. 15 of 1986 as amended) and practical information on the review mechanism can be accessed under the heading 'Legal Notices' – 'Judicial Review Notice' on the Board's website www.pleanala.ie or on the Citizen's Information website www.citizeninformation.ie.

Signed: **Edel McCormack**

Secretary to the Authority

National Roads Authority (operating as Transport Infrastructure Ireland),
Transport Infrastructure Ireland,
Parkgate Business Centre,
Parkgate Street,
Dublin 8,
D08 DK10,
Ireland

16th September 2022

Further information is available from:

Telephone: 1800 333 777

Postal: MetroLink, Transport Infrastructure Ireland,
Parkgate Business Centre,
Parkgate Street,
Dublin 8,
D08 DK10.

Email: info@metrolink.ie

Website: www.metrolinkro.ie



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AN BORD PLEANÁLA AN TACHT IOMPAIR (BONNEAGAR IARNRÓID) 2001 (ARNA LEASÚ AGUS ARNA FHIONRAÍODH)

Iarratas ón Údarás um Bóithre Náisiúnta (a fheidhmíonn mar Bhonneagar Iompair Éireann) ar an Ordú Iarnróid (Metrolink – Inbhear go Charlemont trí Aerfort Bhaile Átha Cliath) [2022].

I bhfeidhmiú na gcumhachtaí a thugtar dó le hAlt 37 den Acht Iompair (Bonneagar Iarnróid) 2001 (arna leasú agus arna ionadú), beidh feidhm ag an Údarás um Bóithre Náisiúnta (ag feidhmiú mar Bhonneagar Iompair Éireann) ("an tAcht") ar an 30 Meán Fómhair 2022 nó dá éis chuig an mBord Pleanála ar Ordú Iarnróid don Iarnróid (Metrolink – Inbhear go dtí Charlemont trí Aerfort Bhaile Átha Cliath) [2022] de bhun forálacha an Achta sin.

Údarófar leis an Ordú Iarnróid, má dheonaítear é, don Údarás um Bóithre Náisiúnta (a oibríonn mar Bhonneagar Iompair Éireann) oibreacha iarnróid a dhéanamh agus na hoibreacha go léir is gá chun tógáil, oibriú, cothabháil agus feabhsú iarnróid arna ainmniú mar mheitreo a chumasú lena n-áirítear, i measc rudaí eile, tógáil iarnróid agus meitreo leithscartha go hiomlán agus uathoibríthe den chuid is mó faoi thalamh thart ar 18.8km ar fad le 16 stáisiún ag rith ó thuaidh de Shoir ag Inbhear trí Sord, Aerfort Bhaile Átha Cliath, Baile Munna, Glas Naíon, agus Lár na Cathrach go dtí Charlemont i ndeisceart lár na cathrach Bhaile Átha Cliath.

Beidh na hoibreacha comhdhéanta go ginearálta ach níl siad teoranta do thógáil iarnróid thart ar 18.8km ar fad atá faoin talamh den chuid is mó. Áiríonn sé cuid 9.4km de thollán tollta singil a ritheann faoi Lár na Cathrach Bhaile Átha Cliath a ritheann ó Charlemont go Stáisiún na Coille Thuaidh agus cuid 2.3km de thollán tollta singil a ritheann faoi Aerfort Bhaile Átha Cliath. I measc na gcodanna tolláin tá saoráidí rochtana idirghabhála le haghaidh seirbhísí éigeandála ag Aerfort Bhaile Átha Cliath, Páirc Choláiste Ailbhe agus díreach ó dheas de Stáisiún Charlemont, cuirfear struchtúir Thairseach an Tolláin ar fáil sa Choill Thuaidh, i mBaile an Dairdisigh agus in Aerfort Bhaile Átha Cliath. Ó thuaidh ó Aerfort Bhaile Átha Cliath tiocfaidh an t-iarnróid amach as an tollán agus rithfidh sé ag leibhéal an dromchla agus i struchtúir ghearrtha agus chlúdaigh go Stáisiún an Inbhir. Áireofar créfoirt, úsáid struchtúir ghearrtha agus chlúdaigh coinnithe, codanna ardaithe chomh maith le hoibreacha draenála agus cóiríochta ilghnéitheacha i gcodanna reatha dromchla agus gearrtha agus chlúdaigh. Tógfar droichead nua 99m thar an M50 agus Tarbhealach ilréise 261m ar fhad thar an Abhainn Ghabhra agus Abhainn an Bhorda.

Beidh 16 stáisiún san iomlán ann, lena n-áirítear 11 stáisiún faoi thalamh ag Aerfort Bhaile Átha Cliath, An Choill Thuaidh, Baile Munna, Ascaill Uí Choleáin, Páirc Uí Ghriofa, Glas Naíon, an Mater, Sráid Uí Chonaill, Sráid na Teamhrach, Faiche Stiabhna agus Charlemont; 4 stáisiún gearrtha coinnithe ag Baile na Mara, Baile Shoir, Baile an Fhoraistéaraigh agus Baile an Dairdisigh agus 1 ag stáisiún grád san Inbhear. Soláthrófar spás páirceála agus taistil ilstóir 3000 gar do Mhótarbhealach an M1 ag Stáisiún an Inbhir, tá iosta cothabhála suite in aice le Stáisiún Bhaile an Dairdisigh ina mbeidh na háiseanna go léir a theastaíonn chun an MetroLink agus ar a rothstoc agus ar an Lárionad Rialaithe Oibriúcháin cothabháil a dhéanamh agus a oibriú.

Áireoidh na hoibreacha freisin comharthaíocht iarnróid, córais cheannasaíochta, rialaithe agus cumarsáide; soláthar fostáisiún leictreacha; bunú comhdhúile sealadach tógála; bunú bainistíochta tráchta sealadach agus atreoiríthe bóithre; bealaí rochtana nua agus leasaithe agus feabhsúcháin ar acomhail bóithre; atreorú na bhfóntas atá ann cheana; bonneagar draenála nua a sholáthar; soláthar bearta maolaithe comhshaoil; agus modhnaithe bonneagair eile chun an tionscadal iomlán a éascú.

Áiríonn an tOrdú Iarnróid, má dheonaítear é, cumhachtaí freisin don Údarás um Bóithre Náisiúnta (a oibríonn mar Bhonneagar Iompair Éireann) talamh nó cearta a fháil go héigeantach i dtalamh, faoi thalamh nó os a chionn nó ar aon fhoshraith talún a shonraítear san ordú; chun talamh a shonraítear san ordú a fháil agus a áitiú go sealadach; chun éasúintí agus cearta eile ar thalamh a shonraítear san ordú a fháil; cearta poiblí agus/nó príobháideacha lena n-áirítear cearta slí atá sonraithe san ordú a mhúchadh; agus forálann sé do chearta eile ar thalamh.

Tá na hoibreacha iarnróid atá beartaithe a chumhdáitear leis an Ordú Iarnróid beartaithe faoi réir nós imeachta measúnaithe tionchair timpeallachta de bhun an Achta agus cuirfear isteach Ráiteas Tionchair Natura freisin.

Cinntí féideartha ar an Ordú Iarnróid oscailte don Bhord Pleanála

Tar éis breithniú a dhéanamh ar an iarratas ar Ordú Iarnróid tá roinnt roghanna cinnidh ar fáil don Bhord Pleanála:

- Féadfar an tOrdú Iarnróid a cheadú agus a dhéanamh;
- Féadfar an tOrdú Iarnróid a dhiúltú; nó
- Féadfar an tOrdú Iarnróid a cheadú agus a dhéanamh faoi réir cibé coinníollacha, modhnaithe, srianta agus ceanglais (agus ar cibé téarmaí eile) is cuí leis an mBord Pleanála agus a shonróidh sé san ordú.

Áireofar na nithe seo a leanas sna doiciméid tacaíochta a ghabhann leis an iarratas ar Ordú Iarnróid:

1. Dréacht den Ordú Iarnróid beartaithe, dar teideal "Ordú Iarnróid (Metrolink-Inbhear go Charlemont trí Aerfort Bhaile Átha Cliath) [2022]"
2. Plean de na hoibreacha iarnróid atá beartaithe agus na riachtanais talún le haghaidh na n-oibreacha iarnróid;
3. Leabhar tagartha don phlean, ag cur in iúl céannacht úinéirí agus áititheoirí na dtailte a bhfuil tuairisc orthu sa phlean;
4. Tuarascáil ar Mheasúnú Tionchair Timpeallachta (TMTT), a sholáthraíonn anailís agus measúnú córasach ar éifeachtaí suntasacha tionscadail bheartaithe ar an gcomhshaoil glactha;
5. Ráiteas Tionchair Natura

AN BORD PLEANÁLA TRANSPORT (RAILWAY INFRASTRUCTURE) ACT 2001 (AS AMENDED AND SUBSTITUTED)

Application by the National Roads Authority (operating as Transport Infrastructure Ireland) for the Railway (Metrolink– Estuary to Charlemont via Dublin Airport) Order [2022].

The National Roads Authority (operating as Transport Infrastructure Ireland) in exercise of the powers conferred upon it by Section 37 of the Transport (Railway Infrastructure) Act 2001 (as amended and substituted) ("the Act") will apply on or after the 30th September 2022 to An Bord Pleanála for a Railway Order for the Railway (Metrolink–Estuary to Charlemont via Dublin Airport) Order [2022] pursuant to the provisions of the said Act.

The Railway Order, if granted, will authorise the National Roads Authority (operating as Transport Infrastructure Ireland) to carry out railway works and all works necessary to enable the construction, operation, maintenance and improvement of a railway designated as a metro including inter alia the construction of a fully segregated and automated railway and metro mostly underground approximately 18.8km in length with 16 stations running from north of Swords at Estuary through Swords, Dublin Airport, Ballymun, Glasnevin and the City Centre to Charlemont in the south of Dublin City Centre.

The works will generally comprise but are not limited to the construction of a Railway approximately 18.8km in length which is mostly underground. It includes a 9.4km section of single bore tunnel running beneath Dublin City Centre running from Charlemont to Northwood Station and a 2.3km section of single bore tunnel running beneath Dublin Airport. Tunnel sections include intervention access facilities for emergency services at Dublin Airport, Albert College Park and just south of Charlemont Station, tunnel Portal structures will be provided at Northwood, Dardistown and Dublin Airport. North of Dublin Airport the railway will emerge from tunnel and will run at surface level and in cut and cover structures to Estuary Station. Surface running sections and cut and cover sections will include earthworks, the use of retained cut and cover structures, elevated sections plus miscellaneous drainage and accommodation works. A new 99m bridge will be constructed over the M50 and a 261m long multi-span Viaduct over the Broadmeadow and Ward River.

There will be a total of 16 stations, including 11 underground stations at Dublin Airport, Northwood, Ballymun, Collins Avenue, Griffith Park, Glasnevin, Mater, O'Connell Street, Tara, St. Stephen's Green and Charlemont; 4 retained cut stations at Seatown, Swords Central, Fosterstown and Dardistown and 1 at grade station at Estuary. A multi-storey 3000 space park and ride close to the M1 Motorway will be provided at Estuary Station, a maintenance depot is located near Dardistown Station which will house all the facilities required for the maintenance and operation of the MetroLink and its rolling stock and the Operational Control Centre.

The works will also include railway signalling, command and control and communications systems; provision of electrical substations; establishment of temporary construction compounds; establishment of temporary traffic management and road diversions; new and realigned access routes and road junction improvements; diversion of existing utilities; provision of new drainage infrastructure; provision of environmental mitigation measures; and other infrastructural modifications to facilitate the overall project.

The Railway Order, if granted, also includes powers for the National Roads Authority (operating as Transport Infrastructure Ireland) to acquire compulsorily land or rights in, under or over land or any substratum of land specified in the order; to temporarily acquire and occupy land specified in the order; to acquire easements and other rights over land specified in the order; to extinguish public and/or private rights including rights of way specified in the order; and provides for other rights over land.

The proposed railway works covered by the proposed Railway Order are subject to an environmental impact assessment procedure pursuant to the Act and a Natura Impact Statement will also be submitted

Potential decisions on the Railway Order open to An Bord Pleanála

Further to consideration of the application for a Railway Order there are a number of decision options available to An Bord Pleanála:

- The Railway Order may be approved and made;
- The Railway Order may be refused; or
- The Railway Order may be approved and made subject to such conditions, modifications, restrictions and requirements (and on such other terms) as An Bord Pleanála thinks proper and specifies in the order.

The supporting documentation accompanying the Railway Order application will include the following:

1. A draft of the proposed Railway Order, entitled "Railway (Metrolink–Estuary to Charlemont via Dublin Airport) Order [2022]"
2. A plan of the proposed railway works and the land requirements for the railway works;
3. A book of reference to the plan, indicating the identity of the owners and occupiers of the lands described in the plan;
4. An Environmental Impact Assessment Report (EIAR), providing a systematic analysis and assessment of the significant effects of a proposed project on the receiving environment;
5. A Natura Impact Statement.



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Iniúchadh ar an dréacht-Ordú Iarnróid agus ar na doiciméid a ghabhann leis

Féadfar cóip den dréacht-Ordú Iarnróid agus den doiciméadacht a ghabhann leis an iarratas a iniúchadh saor in aisce le linn gnáthuaireanta oifige nó oscailte ón 7 Deireadh Fómhair 2022 go dtí an 25 Samhain 2022 ag:

1. Oifigí An Bhoird Pleanála offices ag 64 Sráid Mhaolbhríde, Baile Átha Cliath 1, D01 V902;
2. Oifigí Chomhairle Cathrach Bhaile Átha Cliath ag Oifigí na Cathrach, Cé an Adhmaid, Baile Átha Cliath 8, D08 RF3F;
3. Oifigí Chomhairle Contae Fhine Gall ag Halla an Chontae, An Phríomshráid, Sord, Contae Bhaile Átha Cliath K67 X8Y2;
4. Oifigí Bonneagar Iompair Éireann (BIÉ) ag Ionad Gnó Gheata na Páirce, Sráid Gheata na Páirce, Baile Átha Claith 8, D08 DK10;
5. Oifigí an tÚdarás Náisiúnta Iompair (ÚNI) ag at Dún Scéine, Lána Fhearchair, Baile Átha Cliath 2, D02 WT20 (9.15rn – 4in de Luain go hAoine)

Is féidir an dréacht-Ordú Iarnróid agus na doiciméid a ghabhann leis an iarratas a fheiceáil ar: <https://www.metrolinkro.ie> ó 29 Meán Fómhair 2022.

Doiciméadúcháin a Cheannach

Féadfar cóipeanna nó sleachta as na doiciméid a ghabhann leis an iarratas ar an Ordú Iarnróid a cheannach ar tháille a íoc nach mó ná an costas réasúnach a bhaineann leis an gcóip sin a dhéanamh nó le sliocht as:

- Bonneagar Iompair Éireann, (BIÉ), Ionad Gnó Gheata na Páirce, Sráid Gheata na Páirce, Baile Átha Claith 8, D08 DK10, Éire

Féadfar iarratais cheannaigh den sórt sin a sheoladh chuig Bonneagar Iompair Éireann, Ionad Gnó Gheata na Páirce, Sráid Gheata na Páirce, Baile Átha Claith 8, D08 DK10 nó ar info@metrolink.ie nó trí ghlaoch a chur ar 1800 333 777.

Aighneachtaí Scríofa

Is é an Bord Pleanála an t-údarás inniúil atá freagrach as an gcinneadh an ndéanfar nó nach ndéanfar an t-ordú, ónar féidir faisnéis ábhartha a fháil agus ónar féidir tuairimí nó ceisteanna a chur isteach. Breithneoidh an Bord Pleanála aon aighneachtaí ó aon daoine, a dhéanfar i scríbhinn ón 7 Deireadh Fómhair 2022 go dtí 5.30in ar an 25 Samhain 2022 agus beidh táille €50 ag gabháil leo i ndáil leis an dréacht-Ordú Iarnróid, nó i ndáil leis na héifeachtaí dóchúlacha ar an gcomhshaol agus ar an tionchar suntasach dóchúlacha a bheidh ag na hoibreacha iarnróid atá beartaithe sa limistéar lena mbaineann le Láithreáin Eorpacha, más ann dóibh. Níl an táille seo iníoctha ag comhlachtaí forordaithe áirithe nó ag daoine a bhféadfar a gcuid tailte a fháil faoin dréacht-Ordú Iarnróid.

Ní mór aighneachtaí a chur isteach tráth nach déanaí ná 5.30in ar an 25 Samhain 2022 agus ní mór iad a sheoladh chuig an mBord Pleanála, 64 Sráid Maoilbhríde, Baile Átha Cliath 1, D01 V902 agus marcáilte "Ordú Iarnróid (Metrolink-Inbhear go Charlemont trí Aerfort Bhaile Átha Cliath) 2022". Is féidir aighneachtaí a chur faoi shuíomh gréasáin an Bhoird Pleanála freisin ag an seoladh seo a leanas: <https://www.pleanala.ie/en-ie/observations>

Éisteacht Ó Bhéal

Féadfaidh an Bord Pleanála, dá lánrogha féin, éisteacht ó bhéal a thionól maidir leis an iarratas ar Ordú Iarnróid, faoi alt 42 den Acht.

Athbhreithniú Breithiúnach

Féadfaidh duine bailíocht chinneadh an Bhoird Pleanála a cheistiú trí iarratas ar athbhreithniú breithiúnach de réir alt 47 agus 47A den Acht Iompair (Bonneagar Iarnróid) 2001 (arna leasú agus arna ionadú) agus faoi Ordú 84 de na Rialacha na nUaschúirteanna, 1986 (arna leasú) (S.I. Uimh. 15 de 1986 arna leasú) agus is féidir teacht ar fhaisnéis phraicticiúil faoin meicníocht athbhreithnithe faoin gceannnteideal 'Fógraí Dlí' – 'Fógra Athbhreithnithe Bhreithiúnaigh' ar shuíomh gréasáin an Bhoird www.pleanala.ie nó ar an suíomh gréasáin um Faisnéis do Shaoránaigh www.citizeninformation.ie.

Sínithe: Edel McCormack

Rúnaí don Údarás

An tÚdarás um Bóithre Náisiúnta (ag feidhmiú mar Bhonneagar Iompair Éireann),
Bonneagar Iompair Éireann,
Ionad Gnó Gheata na Páirce,
Sráid Gheata na Páirce, Baile Átha Cliath 8,
D08 DK10, Éire

16 Meán Fómhair 2022

Tá tuilleadh eolais le fáil ar:

Teileafón: 1800 333 777

Ar poist: MetroLink, Bonneagar Iompair Éireann,
Ionad Gnó Gheata na Páirce,
Sráid Gheata na Páirce, Baile Átha Claith 8, D08 DK10.

Riomhphost: info@metrolink.ie

Suíomh gréasáin: www.metrolinkro.ie

Inspection of the draft Railway Order and accompanying documentation

A copy of the draft Railway Order and the documentation accompanying the application may be inspected free of charge during normal office or opening hours from 7th October 2022 until the 25th November 2022 at:

1. An Bord Pleanála offices at 64 Marlborough Street, Dublin 1, D01 V902;
2. Dublin City Council offices at Civic Offices, Wood Quay, Dublin 8, D08 RF3F;
3. Fingal County Council offices at County Hall, Main Street, Swords, County Dublin, K67 X8Y2;
4. Transport Infrastructure Ireland (TII) offices at Parkgate Business Centre, Parkgate Street, Dublin 8, D08 DK10;
5. National Transport Authority (NTA) offices at Dún Scéine, Harcourt Lane, Dublin 2, D02 WT20 (9.15am – 4pm Monday to Friday)

The draft Railway Order and the documentation accompanying the application may also be viewed at: <https://www.metrolinkro.ie> from the 29th September 2022.

Purchase of Documentation

Copies or extracts from the documentation accompanying the application for the Railway Order may be purchased on payment of a fee not exceeding the reasonable cost of making such copy or extract from:

- Transport Infrastructure Ireland (TII), Parkgate Business Centre, Parkgate Street, Dublin 8, D08 DK10, Ireland

Such purchase requests may be sent to Transport Infrastructure Ireland, Parkgate Business Centre, Parkgate Street, Dublin 8, D08 DK10 or info@metrolink.ie or by calling 1800 333 777.

Written Submissions

An Bord Pleanála is the competent authority responsible for making the decision whether or not to grant the order, from which relevant information can be obtained and to which comments or questions can be submitted. An Bord Pleanála will consider any submissions by any persons, made in writing from 7th October 2022 to 5.30pm on 25th November 2022 and accompanied by a fee of €50 in relation to the draft Railway Order, or in relation to the likely effects on the environment and the likely significant effects in the area concerned with European Sites if any, of the proposed railway works. This fee is not payable by certain prescribed bodies or by persons whose lands may be acquired under the draft Railway Order.

Submissions must be lodged no later than 5.30pm on 25th November 2022 and must be addressed to An Bord Pleanála, 64 Marlborough Street, Dublin 1, D01 V902 and marked "Railway (Metrolink-Estuary to Charlemont via Dublin Airport) Order 2022". Submissions can also be made on the An Bord Pleanála website at the following address: <https://www.pleanala.ie/en-ie/observations>

Oral Hearing

An Bord Pleanála may, at its absolute discretion, hold an oral hearing into the application for a Railway Order, under section 42 of the Act.

Judicial Review

A person may question the validity of the decision of An Bord Pleanála by way of an application for judicial review in accordance with section 47 and 47A of the Transport (Railway Infrastructure) Act 2001 (as amended and substituted) and under Order 84 of the Rules of the Superior Courts, 1986 (as amended) (S.I. No. 15 of 1986 as amended) and practical information on the review mechanism can be accessed under the heading 'Legal Notices' – 'Judicial Review Notice' on the Board's website www.pleanala.ie or on the Citizen's Information website www.citizeninformation.ie.

Signed: Edel McCormack

Secretary to the Authority

National Roads Authority (operating as Transport Infrastructure Ireland),
Transport Infrastructure Ireland,
Parkgate Business Centre,
Parkgate Street,
Dublin 8,
D08 DK10,
Ireland

16th September 2022

Further information is available from:

Telephone: 1800 333 777

Postal: MetroLink, Transport Infrastructure Ireland,
Parkgate Business Centre,
Parkgate Street,
Dublin 8,
D08 DK10.

Email: info@metrolink.ie

Website: www.metrolinkro.ie



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AN BORD PLEANÁLA AN TACHT IOMPAIR (BONNEAGAR IARNRÓID) 2001 (ARNA LEASÚ AGUS ARNA FHIONRAÍODH)

Iarratas ón Údarás um Bóithre Náisiúnta (a fheidhmíonn mar Bhonneagar Iompair Éireann) ar an Ordú Iarnróid (Metrolink – Inbhear go Charlemont trí Aerfort Bhaile Átha Cliath) [2022].

I bhfeidhmiú na gcumhachtaí a thugtar dó le hAlt 37 den Acht Iompair (Bonneagar Iarnróid) 2001 (arna leasú agus arna ionadú), beidh feidhm ag an Údarás um Bóithre Náisiúnta (ag feidhmiú mar Bhonneagar Iompair Éireann) ("an tAcht") ar an 30 Meán Fómhair 2022 nó dá éis chuig an mBord Pleanála ar Ordú Iarnróid don Iarnróid (Metrolink – Inbhear go dtí Charlemont trí Aerfort Bhaile Átha Cliath) [2022] de bhun forálacha an Achta sin.

Údarófar leis an Ordú Iarnróid, má dheonaítear é, don Údarás um Bóithre Náisiúnta (a oibríonn mar Bhonneagar Iompair Éireann) oibreacha iarnróid a dhéanamh agus na hoibreacha go léir is gá chun tógáil, oibriú, cothabháil agus feabhsú iarnróid arna ainmniú mar mheiteo a chumasú lena n-áirítear, i measc rudaí eile, tógáil iarnróid agus meiteo leithscartha go hiomlán agus uathoibrithe den chuid is mó faoi thalamh thart ar 18.8km ar fad le 16 stáisiún ag rith ó thuaidh de Shoirde ag Inbhear trí Sord, Aerfort Bhaile Átha Cliath, Baile Munna, Glas Naíon, agus Lár na Cathrach go dtí Charlemont i ndeisceart lár na cathrach Bhaile Átha Cliath.

Beidh na hoibreacha comhdhéanta go ginearálta ach níl siad teoranta do thógáil iarnróid thart ar 18.8km ar fad atá faoin talamh den chuid is mó. Áiríonn sé cuid 9.4km de thollán tollta singil a ritheann faoi Lár na Cathrach Bhaile Átha Cliath a ritheann ó Charlemont go Stáisiún na Coille Thuaidh agus cuid 2.3km de thollán tollta singil a ritheann faoi Aerfort Bhaile Átha Cliath. I measc na gcodanna tolláin tá saoráidí rochtana idirghabhála le haghaidh seirbhísí éigeandála ag Aerfort Bhaile Átha Cliath, Páirc Choláiste Ailbhe agus díreach ó dheas de Stáisiún Charlemont, cuirfear struchtúir Thairseach an Tolláin ar fáil sa Choill Thuaidh, i mBaile an Dairdisigh agus in Aerfort Bhaile Átha Cliath. Ó thuaidh ó Aerfort Bhaile Átha Cliath tiocfaidh an t-iarnróid amach as an tollán agus rithfidh sé ag leibhéal an dromchla agus i struchtúir ghearrtha agus chlúdaigh go Stáisiún an Inbhir. Áireofar créfoirt, úsáid struchtúir ghearrtha agus chlúdaigh coinnithe, codanna ardaíthe chomh maith le hoibreacha draenála agus cóiríochta ilghnéitheacha i gcodanna reatha dromchla agus gearrtha agus clúdaigh. Tógfar droichead nua 99m thar an M50 agus Tarbhealach ilréise 261m ar fhad thar an Abhainn Ghabhra agus Abhainn an Bharda.

Beidh 16 stáisiún san iomlán ann, lena n-áirítear 11 stáisiún faoi thalamh ag Aerfort Bhaile Átha Cliath, An Choill Thuaidh, Baile Munna, Ascaill Uí Choileáin, Páirc Uí Ghríofa, Glas Naíon, an Mater, Sráid Uí Chonaill, Sráid na Teamhrach, Faiche Stiabhna agus Charlemont; 4 stáisiún gearrtha coinnithe ag Baile na Mara, Baile Shoirde, Baile an Fhóraistearaigh agus Baile an Dairdisigh agus 1 ag stáisiún grád san Inbhear. Soláthrófar spás páirceála agus taistil ilstóir 3000 gar do Mhótarbhealach an M1 ag Stáisiún an Inbhir, tá iosta cothabhála suite in aice le Stáisiún Bhaile an Dairdisigh ina mbeidh na háiseanna go léir a theastaíonn chun an MetroLink agus ar a rothstoc agus ar an Lárionad Rialaithe Oibriúcháin cothabháil a dhéanamh agus a oibriú.

Áireoidh na hoibreacha freisin comharthaíocht iarnróid, córais cheannasaíochta, rialaithe agus cumarsáide; soláthar fostáisiún leictreacha; bunú comhdhúile sealadach tógála; bunú bainistíochta tráchta sealadach agus atreoraithe bóithre; bealaí rochtana nua agus leasaithe agus feabhsúcháin ar acomhail bóithre; atreorú na bhfóntas atá ann cheana; bonneagar draenála nua a sholáthar; soláthar bearta maolaithe comhshaoil; agus modhnaithe bonneagair eile chun an tionscadal iomlán a éascú.

Áiríonn an tOrdú Iarnróid, má dheonaítear é, cumhachtaí freisin don Údarás um Bóithre Náisiúnta (a oibríonn mar Bhonneagar Iompair Éireann) talamh nó cearta a fháil go héigeantach i dtalamh, faoi thalamh nó os a chionn nó ar aon fhoshraith talún a shonraítear san ordú; chun talamh a shonraítear san ordú a fháil agus a áitiú go sealadach; chun éasúintí agus cearta eile ar thalamh a shonraítear san ordú a fháil; cearta poiblí agus/nó príobháideacha lena n-áirítear cearta slí atá sonraithe san ordú a mhúchadh; agus forálann sé do chearta eile ar thalamh.

Tá na hoibreacha iarnróid atá beartaithe a chumhdaítear leis an Ordú Iarnróid beartaithe faoi réir nós imeachta measúnaithe tionchair timpeallachta de bhun an Achta agus cuirfear isteach Ráiteas Tionchair Natura freisin.

Cinntí féideartha ar an Ordú Iarnróid oscailte don Bhord Pleanála

Tar éis breithniú a dhéanamh ar an iarratas ar Ordú Iarnróid tá roinnt roghanna cinnidh ar fáil don Bhord Pleanála:

- Féadfar an tOrdú Iarnróid a cheadú agus a dhéanamh;
- Féadfar an tOrdú Iarnróid a dhiúltú; nó
- Féadfar an tOrdú Iarnróid a cheadú agus a dhéanamh faoi réir cibé coinníollacha, modhnaithe, srianta agus ceanglais (agus ar cibé téarmaí eile) is cuí leis an mBord Pleanála agus a shonróidh sé san ordú.

Áireofar na nithe seo a leanas sna doiciméid tacaíochta a ghabhann leis an iarratas ar Ordú Iarnróid:

1. Dréacht den Ordú Iarnróid beartaithe, dar teideal "Ordú Iarnróid (Metrolink-Inbhear go Charlemont trí Aerfort Bhaile Átha Cliath) [2022]"
2. Plean de na hoibreacha iarnróid atá beartaithe agus na riachtanais talún le haghaidh na n-oibreacha iarnróid;
3. Leabhar tagartha don phlean, ag cur in iúl céannacht úinéirí agus áititheoirí na dtailte a bhfuil tuairisc orthu sa phlean;
4. Tuarascáil ar Mheasúnú Tionchair Timpeallachta (TMTT), a sholáthraíonn anailís agus measúnú córasach ar éifeachtaí suntasacha tionscadail bheartaithe ar an gcomhshaoil glactha;
5. Ráiteas Tionchair Natura

AN BORD PLEANÁLA TRANSPORT (RAILWAY INFRASTRUCTURE) ACT 2001 (AS AMENDED AND SUBSTITUTED)

Application by the National Roads Authority (operating as Transport Infrastructure Ireland) for the Railway (Metrolink– Estuary to Charlemont via Dublin Airport) Order [2022].

The National Roads Authority (operating as Transport Infrastructure Ireland) in exercise of the powers conferred upon it by Section 37 of the Transport (Railway Infrastructure) Act 2001 (as amended and substituted) ("the Act") will apply on or after the 30th September 2022 to An Bord Pleanála for a Railway Order for the Railway (Metrolink–Estuary to Charlemont via Dublin Airport) Order [2022] pursuant to the provisions of the said Act.

The Railway Order, if granted, will authorise the National Roads Authority (operating as Transport Infrastructure Ireland) to carry out railway works and all works necessary to enable the construction, operation, maintenance and improvement of a railway designated as a metro including inter alia the construction of a fully segregated and automated railway and metro mostly underground approximately 18.8km in length with 16 stations running from north of Swords at Estuary through Swords, Dublin Airport, Ballymun, Glasnevin and the City Centre to Charlemont in the south of Dublin City Centre.

The works will generally comprise but are not limited to the construction of a Railway approximately 18.8km in length which is mostly underground. It includes a 9.4km section of single bore tunnel running beneath Dublin City Centre running from Charlemont to Northwood Station and a 2.3km section of single bore tunnel running beneath Dublin Airport. Tunnel sections include intervention access facilities for emergency services at Dublin Airport, Albert College Park and just south of Charlemont Station, tunnel Portal structures will be provided at Northwood, Dardistown and Dublin Airport. North of Dublin Airport the railway will emerge from tunnel and will run at surface level and in cut and cover structures to Estuary Station. Surface running sections and cut and cover sections will include earthworks, the use of retained cut and cover structures, elevated sections plus miscellaneous drainage and accommodation works. A new 99m bridge will be constructed over the M50 and a 261m long multi-span Viaduct over the Broadmeadow and Ward River.

There will be a total of 16 stations, including 11 underground stations at Dublin Airport, Northwood, Ballymun, Collins Avenue, Griffith Park, Glasnevin, Mater, O'Connell Street, Tara, St. Stephen's Green and Charlemont; 4 retained cut stations at Seatown, Swords Central, Fosterstown and Dardistown and 1 at grade station at Estuary. A multi-storey 3000 space park and ride close to the M1 Motorway will be provided at Estuary Station, a maintenance depot is located near Dardistown Station which will house all the facilities required for the maintenance and operation of the MetroLink and its rolling stock and the Operational Control Centre.

The works will also include railway signalling, command and control and communications systems; provision of electrical substations; establishment of temporary construction compounds; establishment of temporary traffic management and road diversions; new and realigned access routes and road junction improvements; diversion of existing utilities; provision of new drainage infrastructure; provision of environmental mitigation measures; and other infrastructural modifications to facilitate the overall project.

The Railway Order, if granted, also includes powers for the National Roads Authority (operating as Transport Infrastructure Ireland) to acquire compulsorily land or rights in, under or over land or any substratum of land specified in the order; to temporarily acquire and occupy land specified in the order; to acquire easements and other rights over land specified in the order; to extinguish public and/or private rights including rights of way specified in the order; and provides for other rights over land.

The proposed railway works covered by the proposed Railway Order are subject to an environmental impact assessment procedure pursuant to the Act and a Natura Impact Statement will also be submitted

Potential decisions on the Railway Order open to An Bord Pleanála

Further to consideration of the application for a Railway Order there are a number of decision options available to An Bord Pleanála:

- The Railway Order may be approved and made;
- The Railway Order may be refused; or
- The Railway Order may be approved and made subject to such conditions, modifications, restrictions and requirements (and on such other terms) as An Bord Pleanála thinks proper and specifies in the order.

The supporting documentation accompanying the Railway Order application will include the following:

1. A draft of the proposed Railway Order, entitled "Railway (Metrolink–Estuary to Charlemont via Dublin Airport) Order [2022]"
2. A plan of the proposed railway works and the land requirements for the railway works;
3. A book of reference to the plan, indicating the identity of the owners and occupiers of the lands described in the plan;
4. An Environmental Impact Assessment Report (EIAR), providing a systematic analysis and assessment of the significant effects of a proposed project on the receiving environment;
5. A Natura Impact Statement.



Rialtas
na hÉireann
Government
of Ireland

Tionscadal Éireann
Project Ireland
2040



METROLINK

Iníúchadh ar an dréacht-Ordú Iarnróid agus ar na doiciméid a ghabhann leis

Féadfar cóip den dréacht-Ordú Iarnróid agus den doiciméadacht a ghabhann leis an iarratas a iniúchadh saor in aisce le linn gnáthuaireanta oifige nó oscailte ón 7 Deireadh Fómhair 2022 go dtí an 25 Samhain 2022 ag:

1. Oifigí An Bhoird Pleanála offices ag 64 Sráid Mhaolbhríde, Baile Átha Cliath 1, D01 V902;
2. Oifigí Chomhairle Cathrach Bhaile Átha Cliath ag Oifigí na Cathrach, Cé an Adhmaid, Baile Átha Cliath 8, D08 RF3F;
3. Oifigí Chomhairle Contae Fhine Gall ag Halla an Chontae, An Phríomshráid, Sord, Contae Bhaile Átha Cliath K67 X8Y2;
4. Oifigí Bonneagar Iompair Éireann (BIÉ) ag Ionad Gnó Gheata na Páirce, Sráid Gheata na Páirce, Baile Átha Claith 8, D08 DK10;
5. Oifigí an tÚdarás Naisiúnta Iompair (ÚNI) ag at Dún Scéine, Lána Fhearchair, Baile Átha Cliath 2, D02 WT20 (9.15rn – 4in de Luain go hAoine)

Is féidir an dréacht-Ordú Iarnróid agus na doiciméid a ghabhann leis an iarratas a fheiceáil ar: <https://www.metrolinkro.ie> ó 29 Meán Fómhair 2022.

Doiciméadúcháin a Cheannach

Féadfar cóipeanna nó sleachta as na doiciméid a ghabhann leis an iarratas ar an Ordú Iarnróid a cheannach ar tháille a íoc nach mó ná an costas réasúnach a bhaineann leis an gcóip sin a dhéanamh nó le sliocht as:

- Bonneagar Iompair Éireann, (BIÉ), Ionad Gnó Gheata na Páirce, Sráid Gheata na Páirce, Baile Átha Claith 8, D08 DK10, Éire

Féadfar iarratais cheannaigh den sórt sin a sheoladh chuig Bonneagar Iompair Éireann, Ionad Gnó Gheata na Páirce, Sráid Gheata na Páirce, Baile Átha Claith 8, D08 DK10 nó ar info@metrolink.ie nó trí ghlaoh a chur ar 1800 333 777.

Aighneachtaí Scríofa

Is é an Bord Pleanála an t-údarás inniúil atá freagrach as an gcinneadh an ndéanfar nó nach ndéanfar an t-ordú, ónár féidir faisnéis ábhartha a fháil agus ónár féidir tuairimí nó ceisteanna a chur isteach. Breithneoidh an Bord Pleanála aon aighneachtaí ó aon daoine, a dhéanfar i scríbhinn ón 7 Deireadh Fómhair 2022 go dtí 5.30in ar an 25 Samhain 2022 agus beidh táille €50 ag gabháil leo i ndáil leis an dréacht-Ordú Iarnróid, nó i ndáil leis na héifeachtaí dóchúlacha ar an gcomhshaol agus ar an tionchar suntasach dóchúil a bheidh ag na hoibreacha iarnróid atá beartaithe sa limistéar lena mbaineann le Láithreáin Eorpacha, más ann dóibh. Níl an táille seo inioctha ag comhlachtaí forordaithe áirithe nó ag daoine a bhféadfar a gcuid tailte a fháil faoin dréacht-Ordú Iarnróid.

Ní mór aighneachtaí a chur isteach tráth nach déanaí ná 5.30in ar an 25 Samhain 2022 agus ní mór iad a sheoladh chuig an mBord Pleanála, 64 Sráid Maoilbhríde, Baile Átha Cliath 1, D01 V902 agus marcáilte "Ordú Iarnróid (Metrolink-Inbhear go Charlemont trí Aerfort Bhaile Átha Cliath) 2022". Is féidir aighneachtaí a chur faoi shuíomh gréasáin an Bhoird Pleanála freisin ag an seoladh seo a leanas: <https://www.pleanala.ie/en-ie/observations>

Éisteacht Ó Bhéal

Féadfaidh an Bord Pleanála, dá lánrogha féin, éisteacht ó bhéal a thionól maidir leis an iarratas ar Ordú Iarnróid, faoi alt 42 den Acht.

Athbhreithniú Breithiúnach

Féadfaidh duine bailíocht chinneadh an Bhoird Pleanála a cheistiú trí iarratas ar athbhreithniú breithiúnach de réir alt 47 agus 47A den Acht Iompair (Bonneagar Iarnróid) 2001 (arna leasú agus arna ionadú) agus faoi Ordú 84 de na Rialacha na nUaschúirteanna, 1986 (arna leasú) (S.I. Uimh. 15 de 1986 arna leasú) agus is féidir teacht ar fhaisnéis phraiticiúil faoin meicníocht athbhreithnithe faoin gceannnteideal 'Fógraí Dlí' – 'Fógra Athbhreithnithe Bhreithiúnaigh' ar shuíomh gréasáin an Bhoird www.pleanala.ie nó ar an suíomh gréasáin um Fhaisnéis do Shaoránaigh www.citizeninformation.ie.

Sínithe: Edel McCormack

Rúnaí don Údarás

An tÚdarás um Bóithre Náisiúnta (ag feidhmiú mar Bhonneagar Iompair Éireann), Bonneagar Iompair Éireann, Ionad Gnó Gheata na Páirce, Sráid Gheata na Páirce, Baile Átha Cliath 8, D08 DK10, Éire

16 Meán Fómhair 2022

Tá tuilleadh eolais le fáil ar:

Teileafón: 1800 333 777

Ar poist: MetroLink, Bonneagar Iompair Éireann, Ionad Gnó Gheata na Páirce, Sráid Gheata na Páirce, Baile Átha Claith 8, D08 DK10.

Ríomhphost: info@metrolink.ie

Suíomh gréasáin: www.metrolinkro.ie

Inspection of the draft Railway Order and accompanying documentation

A copy of the draft Railway Order and the documentation accompanying the application may be inspected free of charge during normal office or opening hours from 7th October 2022 until the 25th November 2022 at:

1. An Bord Pleanála offices at 64 Marlborough Street, Dublin 1, D01 V902;
2. Dublin City Council offices at Civic Offices, Wood Quay, Dublin 8, D08 RF3F;
3. Fingal County Council offices at County Hall, Main Street, Swords, County Dublin, K67 X8Y2;
4. Transport Infrastructure Ireland (TII) offices at Parkgate Business Centre, Parkgate Street, Dublin 8, D08 DK10;
5. National Transport Authority (NTA) offices at Dún Scéine, Harcourt Lane, Dublin 2, D02 WT20 (9.15am – 4pm Monday to Friday)

The draft Railway Order and the documentation accompanying the application may also be viewed at: <https://www.metrolinkro.ie> from the 29th September 2022.

Purchase of Documentation

Copies or extracts from the documentation accompanying the application for the Railway Order may be purchased on payment of a fee not exceeding the reasonable cost of making such copy or extract from:

- Transport Infrastructure Ireland (TII), Parkgate Business Centre, Parkgate Street, Dublin 8, D08 DK10, Ireland

Such purchase requests may be sent to Transport Infrastructure Ireland, Parkgate Business Centre, Parkgate Street, Dublin 8, D08 DK10 or info@metrolink.ie or by calling 1800 333 777.

Written Submissions

An Bord Pleanála is the competent authority responsible for making the decision whether or not to grant the order, from which relevant information can be obtained and to which comments or questions can be submitted. An Bord Pleanála will consider any submissions by any persons, made in writing from 7th October 2022 to 5.30pm on 25th November 2022 and accompanied by a fee of €50 in relation to the draft Railway Order, or in relation to the likely effects on the environment and the likely significant effects in the area concerned with European Sites if any, of the proposed railway works. This fee is not payable by certain prescribed bodies or by persons whose lands may be acquired under the draft Railway Order.

Submissions must be lodged no later than 5.30pm on 25th November 2022 and must be addressed to An Bord Pleanála, 64 Marlborough Street, Dublin 1, D01 V902 and marked "Railway (Metrolink-Estuary to Charlemont via Dublin Airport) Order 2022". Submissions can also be made on the An Bord Pleanála website at the following address: <https://www.pleanala.ie/en-ie/observations>

Oral Hearing

An Bord Pleanála may, at its absolute discretion, hold an oral hearing into the application for a Railway Order, under section 42 of the Act.

Judicial Review

A person may question the validity of the decision of An Bord Pleanála by way of an application for judicial review in accordance with section 47 and 47A of the Transport (Railway Infrastructure) Act 2001 (as amended and substituted) and under Order 84 of the Rules of the Superior Courts, 1986 (as amended) (S.I. No. 15 of 1986 as amended) and practical information on the review mechanism can be accessed under the heading 'Legal Notices' – 'Judicial Review Notice' on the Board's website www.pleanala.ie or on the Citizen's Information website www.citizeninformation.ie.

Signed: Edel McCormack

Secretary to the Authority

National Roads Authority (operating as Transport Infrastructure Ireland), Transport Infrastructure Ireland, Parkgate Business Centre, Parkgate Street, Dublin 8, D08 DK10, Ireland

16th September 2022

Further information is available from:

Telephone: 1800 333 777

Postal: MetroLink, Transport Infrastructure Ireland, Parkgate Business Centre, Parkgate Street, Dublin 8, D08 DK10.

Email: info@metrolink.ie

Website: www.metrolinkro.ie

Attachment 4 – List of Prescribed Bodies and list of Designated Bodies and specimen letter

ABP-302010-18

The following is a schedule of prescribed bodies considered relevant by the Board:

- (a) Department of Transport
- (b) Department of the Environment, Climate and Communications
- (c) Department of Tourism, Culture, Arts, Gaeltacht, Sports and Media
- (d) Department of Housing, Local Government and Heritage
- (e) Dublin City Council
- (f) Fingal County Council
- (g) Irish Water
- (h) An Chomhairle Ealaíon
- (i) Fáilte Ireland
- (j) An Taisce
- (j) The Heritage Council
- (k) The Commissioners of Public Works
- (l) Dublin Airport Authority
- (m) EirGrid
- (n) ESB
- (o) Health Service Executive
- (p) Health and Safety Authority
- (q) Inland Fisheries Ireland
- (r) Eastern and Midland Regional Assembly
- (s) National Transport Authority
- (t) Waterways Ireland
- (u) Commission for Regulation of Utilities
- (v) Commission for Railway Regulation
- (w) Córas Iompair Éireann



NOTICE published under section 39A
www.gov.ie/transport

Each of the following authorities is a designated body under section 39A of the Transport (Railway Infrastructure) Act 2001 in respect of the proposed MetroLink railway works:

- Dublin City Council
- Fingal County Council
- Department of Transport
- Department of Housing, Local Government and Heritage -Development Applications Unit including,
 - (i) National Parks & Wildlife Service section
 - (ii) Architectural Heritage Protection Unit
 - (ii) Archaeological-National Monuments Service
- Department of the Environment, Climate and Communications
- Department of Tourism, Culture, Arts, Gaeltacht, Sports and Media
- Irish Water
- An Chomhairle Ealaíon
- Fáilte Ireland
- An Taisce- the National Trust for Ireland
- The Heritage Council
- Eastern and Midland Regional Assembly
- Inland Fisheries Ireland
- Waterways Ireland
- National Transport Authority



- Health Service Executive
- Health and Safety Authority
- Commission for Regulation of Utilities
- Office of Public Works In Ireland
- ESB
- Environmental Protection Agency
- daa - Dublin Airport Authority
- EirGrid
- Córas Iompair Éireann - Dublin Bus, Bus Éireann, Iarnród Éireann

A handwritten signature in black ink, consisting of several loops and a long horizontal stroke, positioned above a horizontal line.

Eamon Ryan, T.D.
Minister for Transport

[ADDRESS]

Dáta | 28th September 2022

Ár dTag | Our Ref. |

Reference: Intended application by the National Roads Authority (operating as Transport Infrastructure Ireland) for the Railway (Metrolink–Estuary to Charlemont via Dublin Airport) Order [2022]

Dear Sir / Madam

The National Roads Authority (operating as Transport Infrastructure Ireland) (“TII”) intends to submit an application to An Bord Pleanála for a Railway Order on 30th September 2022 in respect of the MetroLink project. The proposed railway order application is governed by the Transport (Railway Infrastructure) Act, 2001, (as amended) (the “2001 Act”). You have been identified as a prescribed body by An Bord Pleanála and as a Designated Body by the Minister for Transport for the purposes of this Railway Order application and therefore are provided with the application documents as per your previously indicated requirements, in accordance with section 40(1)(c) of the 2001 Act. A password to allow access to the within documents will be sent to you simultaneously by email.

The Railway Order application documentation includes the following (together with a draft application letter to An Bord Pleanála):

1. The draft Railway (Metrolink–Estuary to Charlemont via Dublin Airport) Order 2022;
2. The associated Book of Reference and Schedules to the Railway Order, describing the works and listing owners and occupiers of lands by reference to the relevant plans accompanying the application;
3. The associated Railway Order Plans, identifying the proposed railway works and identifying the owners and occupiers of lands listed in the Schedules;

4. A report on the likely significant effects on the environment of the proposed railway works (the 'environmental impact assessment report' or **EIAR**) of the proposed railway works;
5. The Natura Impact Statement (NIS) for the project; and
6. The Planning Report for the project.

Please note that the SID Application Form and attachments referred to in the draft application letter to An Bord Pleanála are not included on the USB stick and will be available to view on the application website referred to below.

The draft Railway Order application documents are available for inspection at the locations identified in the enclosed newspaper paper notice and on the dedicated Railway Order application website www.metrolinkro.ie.

TII have set out the timeline for making submissions in the enclosed newspaper notice in accordance with section 40(1)(b) of the 2001 Act. As set out in the newspaper notice, those submissions must be made to An Bord Pleanála between 9.00am on 7th October 2022 and 5.30pm on 25th November 2022.

Should you have any issues with accessing the within documentation or require any further information, please do not hesitate to contact the MetroLink project team at Tel: 1800 333 777 or through email info@metrolink.ie.

Yours faithfully

Edel McCormack
Secretary to the Authority
Transport Infrastructure Ireland

Encls.

Attachment 5 – Specimen letter served on landowners / occupiers

By Post

Dáta | 20th September 2022

Ár dTag

| Our Ref. CAP_ML_0727_30 |

Reference: Intended application by the National Roads Authority (operating as Transport Infrastructure Ireland) for the Railway (MetroLink–Estuary to Charlemont via Dublin Airport) Order [2022]

Dear Sir/Madam,

I refer to the above matter.

The National Roads Authority (operating as Transport Infrastructure Ireland) (also referred to herein as “TII”) intends to submit an application to An Bord Pleanála under section 37(1) of the Transport (Railway Infrastructure) Act 2001 (as amended and substituted) (“**the 2001 Act**”) for the Railway (MetroLink–Estuary to Charlemont via Dublin Airport) Order [2022].

You may be an owner or occupier of land, or have rights over or an interest in land, referred in the documents which will accompany the Railway (MetroLink–Estuary to Charlemont via Dublin Airport) Order [2022] application.

Therefore, in accordance with Section 40(1)(d) of the 2001 Act we enclose herein, by way of service upon you, the following documents relating to the Railway (MetroLink–Estuary to Charlemont via Dublin Airport) Order [2022] application, comprising:

1. A copy of the newspaper notice relating to the application;

2. Relevant extracts from the draft of the proposed Railway Order;
3. Relevant extracts from the plan of the proposed railway works:
 - General Arrangement drawing(s)
4. Relevant extracts from the Book of Reference to the plan indicating the identity of the owners and of the occupiers of the lands described in the plan;
5. Relevant extracts of plans (including maps or drawings) which indicate the extent of the lands or land rights affected:
 - Individualised Land Plan(s)
 - Extracted Property Plan(s)
 - Alignment Long Section(s) (where required)
6. Relevant extracts from the Environmental Impact Assessment Report (Non-Technical Summary); and
7. Relevant Extracts from the Natura Impact Statement.

It is recommended that you consider these enclosures carefully. In light of what is proposed, and if necessary, you should seek advice in respect to your own interests.

As a part of TII's application to An Bord Pleanála for a Railway Order pursuant to the MetroLink project, TII will process the personal data of the owners, assumed owners and/or occupiers of the properties impacted by the preferred route, as necessary to comply with applicable legislation, namely the Transport (Railway Infrastructure) Act 2001. This may involve the processing of personal data that relates to you including your name, address and details relating to whether you are a property owner, or tenant, or occupier of properties impacted by the MetroLink project, together with information about that property (e.g. property records (e.g. from the Land Registry and the Registry of Deeds), survey records and photographs of the property) to prepare a document referred to as a Book of Reference to support the application. In line with the requirements of the legislation this may also involve some of this information being put on display to the public at various offices of Fingal County Council, Dublin City Council, TII, the National Transport Authority and An Bord Pleanála and being made available on the MetroLink project website and the website of An Bord

Pleanála. In each case this will be done in a manner that is proportionate and necessary to comply with the legislation. Please see further information in respect of our processing of your personal data, including information on your rights as a data subject, in the Data Protection Notice available at <https://www.metrolink.ie/dataprotectionnotice>.

Submissions relating to this project can be made as per the enclosed newspaper notice. These submissions must be made to An Bord Pleanála and received at their offices no later than 5.30pm on Friday 25th November 2022.

The draft Railway Order documents are available for inspection at the locations identified in the enclosed newspaper notice and on the dedicated Project website <https://www.metrolinkro.ie>.

Should you require any further information, please do not hesitate to contact the MetroLink project team at Tel: 1800 333 777 or through email info@metrolink.ie.

Yours faithfully



Secretary to the Board
Transport Infrastructure Ireland
Parkgate Business Centre
Parkgate Street
Dublin 8

User guide to the information provided in this postal pack

As the recipient of this user guide, you may be an owner or occupier of land, or have rights or an interest in land, referred to in the documents which will accompany the MetroLink Railway Order application. The following step-by-step guide should help you to understand how the information contained in this pack relates to your property interest:

1. A copy of the **newspaper notice** relating to the application, providing you with a general description of the proposed works together with various other information relating to the application.
2. Relevant extracts from the **draft of the proposed Railway Order**, which will be submitted to the Board for their approval as part of the application.
3. Relevant extracts from the plan of the **proposed railway works**, which are the general arrangement drawing(s) for the section of the MetroLink project corresponding with your property. The general arrangement drawing(s) illustrate the various components of the proposed MetroLink project in the vicinity of your property. A written description of the proposed railway works is set out in Schedule 1, which may be viewed at <https://www.metrolinkro.ie> and at the display locations referred to in the enclosed newspaper notice.
4. Relevant extracts from the **Book of Reference** to the plan, indicating the identity of the owners and of the occupiers of the lands described in the plan.

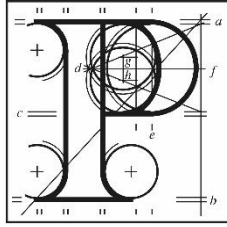
The below table provides you with a sample of the unique land take referencing and numbering for “ML60-A10”.

ML = MetroLink Project Reference	60 = relevant extracted property plan reference	A = Permanent Acquisition U = Acquisition of Substratum land T = Temporary possession W = Wayleave / rights of way to be acquired / extinguished. B = Acquisition of Basements	10 = unique land owner reference
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5. Relevant extracts of plans (including maps or drawings) which indicate the extent of the lands or land rights affected include:
 - **Individualised Land Plan(s)** (Title: MetroLink - Property Detail), which is the drawing(s) marking out your property (only), which is extracted from the below property plan.
 - **Extracted Property Plan(s)** (Title: MetroLink - Property Detail), shows the extent and types of land acquisition that TII proposes to acquire to facilitate the construction, operation, and maintenance of the MetroLink project along the section of the route close to your property.
 - **Alignment Long Section(s)** (where required), shows the indicative depth of the tunnel along the section of the route close to your property.
6. Relevant extracts from the Environmental Impact Assessment Report (EIAR); (**Non-Technical Summary**) which summaries the likely effects on the environment as detailed in the EIAR.
7. Relevant Extracts from the **Natura Impact Statement**, which is a statement of the implications of a project for European sites (European sites are sites designated to protect important types of plants, animals and habitats), which informs an assessment by an authority (e.g. An Bord Pleanála) as to whether the project will negatively affect these sites.

If you require further assistance to understand how the information contained in this pack relates to your property, please do not hesitate to contact the MetroLink project team at Tel: 1800 333 777 or through email info@metrolink.ie.

Attachment 6– SID Application Form and attachments



An
Bord
Pleanála

Application Form for Permission / Approval in respect of a Strategic Infrastructure Development

1.

Please specify the statutory provision under which your application is being made:	Section 37 of the Transport (Railway Infrastructure) Act 2001 (as amended and substituted)
--	--

2. Applicant:

Name of Applicant:	National Roads Authority (operating as Transport Infrastructure Ireland)
Address:	Parkgate Business Centre, Parkgate Street, Dublin 8, D08 DK10
Telephone No:	Main Number +353 1 6463600 Dedicated Metrolink number 1800 333 777
Email Address (if any):	Main contact info@tii.ie Dedicated Metrolink address info@metrolink.ie

3. Where Applicant is a company (registered under the Companies Acts):

Name(s) of company director(s):	n/a
Registered Address (of company)	n/a
Company Registration No.	n/a
Telephone No.	n/a
Email Address (if any)	n/a

4. Person / Agent acting on behalf of the Applicant (if any):

Name:	Aidan Foley
Address:	Parkgate Business Centre, Parkgate Street, Dublin 8, D08 DK10
Telephone No.	Main Number +353 1 6463600 Dedicated Metrolink number 1800 333 777
Mobile No. (if any)	n/a
Email address (if any)	Dedicated Metrolink address info@metrolink.ie

Should all correspondence be sent to the above address? (Please tick appropriate box)

(Please note that if the answer is “No”, all correspondence will be sent to the Applicant’s address)

Yes: [X] No:[]

Contact Name and Contact Details (Phone number) for arranging entry on site if required / appropriate:

Aidan Foley

Dedicated Metrolink number 1800 333 777

5. Person responsible for preparation of Drawings and Plans:

Name:	Alan Scullion
Firm / Company:	Jacobs Engineering Ireland Ltd
Address:	Merrion House, Merrion Rd, Dublin 4, D04 R2C5
Telephone No:	01 2695666
Mobile No:	n/a
Email Address (if any):	Alan.scullion@jacobs.com
Details all plans / drawings submitted – title of drawings / plans, scale and no. of copies submitted. This can be submitted as a separate schedule with the application form.	
See Attached Schedule of Drawings	

6. Site:

<p>Site Address / Location of the Proposed Development (as may best identify the land or structure in question)</p>	<p>The works will generally comprise but are not limited to the construction of a Railway running North to South from Swords to Charlemont in the city centre. The principal elements are located at the following locations:</p> <p>Estuary Station and Park and Ride - north of Ennis Lane, west of R132, townland of Lissenhall Little</p> <p>Seatown Station - south east side of junction of R132 and Seatown Road in the townland of Swords Demesne</p> <p>Swords Central Station - at the east side of the R132, south of the Malahide Road roundabout in the townland of Barrysparks</p> <p>Fosterstown Station - at the east side of the R132, west of Airside Retail Park, townlands of Miltonsfields and Crowscastle</p> <p>Dublin Airport Station - under the current Terminal 2 surface car park at Dublin Airport, townland of Corballis</p> <p>Dardistown Depot and Station - south of Old Airport Road, East of the R108 in the townlands of Coultry, Ballymun and Ballystruan</p> <p>Northwood Station - under the R108 close to the junction with Northwood Avenue in the townland of Balcurris</p> <p>Ballymun Station - west side of Ballymun Road under the site of the old Ballymun Shopping Centre north of Silloge Road</p> <p>Collins Avenue Station - east side of Ballymun Road, immediately in front of Our Lady of Victories Church</p> <p>Albert College Intervention Shaft - in the southern part of Albert College Park, east of the Ballymun Road</p> <p>Griffith Park Station - under the grounds of Home Farm Football Club, at the east side of St Mobhi Road</p> <p>Glasnevin Station - west side of Prospect Road, over the existing rail lines</p> <p>Mater Station - beneath the Four Masters Park, adjoining Berkeley Road and Eccles Street</p> <p>O'Connell Street Station - on a site bordered by O'Connell Street Upper, Moore Lane and Henry Place</p> <p>Tara Station - on a site bordered by Tara Street, Townsend Street and the Dart Line</p> <p>St Stephens Green Station - on the East side of St. Stephen's Green Park, lying partly under the boundary of the park, the</p>
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	<p>pavement, and extending part way under the western side of St Stephen's Green East roadway</p> <p>Charlemont Station - on a site bounded by Grand Parade, Dartmouth Road the Luas line and the rear of properties on Dartmouth Square.</p>		
Ordnance Survey Map Ref No. (and the Grid Reference where available)	Location	ITM_X	ITM_Y
	Park & Ride	718737.5	748551.2
	Estuary Station	718635.8	748540.9
	Seatown Station	718719.9	747010.8
	Swords Central Station	718413	746161.3
	Fosterstown Station	717736	745551.8
	Dublin Airport Station	716921.2	743428.2
	Depot	715681.3	741988.3
	Dardistown Station	715817.9	741854.1
	Northwood Station	715357.3	740739
	Ballymun Station	715411.2	739841.9
	Collins Avenue Station	715418.1	738903.3
	Ventilation Shaft Albert College Station	715415.9	738299
	Griffith Station	715427.9	737301.8
	Glasnevin Station	714991.8	736374.8
	Mater Station	715210.1	735669.2
	O'Connell Station	715745.7	734834.2
	Tara Station	716245.1	734326.9
St. Stephen's Green Station	716120.4	733359.8	
Charlemont Station	716069.9	732509.8	
<p>Where available, please provide the application site boundary, as shown in the submitted plans / drawings, as an ESRI shapefile in the Irish Transverse Mercator (ITM IRENET95) co-ordinate reference system. Alternatively, a CAD file in .dwg format, with all geometry referenced to ITM, may be provided.</p> <p>See attached for the associated shapefiles - MetroLink_Application_Site_Boundary.zip</p>			
Area of site to which the application relates in hectares		195.7 ha	
Site zoning in current Development Plan for the area:	See attached Schedule		
Existing use of the site & proposed use of the site:	<p>Lands include, agricultural amenity, business and employment, community, residential, airport.</p> <p>The proposed use will be an electrified metro railway line with associated infrastructure.</p>		
Name of the Planning Authority(s) in whose functional area the site is situated:	Fingal County Council and Dublin City Council		

7. Legal Interest of Applicant in respect of the site the subject of the application:

Please tick appropriate box to show applicant's legal interest in the land or structure:	Owner	Occupier
	Y	
	Other	
	Y	
Where legal interest is "Other", please expand further on your interest in the land or structure.		
Lands outside the applicant's ownership that are included within the red line of the application sites are subject to the proposed Railway Order application and compulsory purchase. The Transport (Railway Infrastructure) Act, 2001 (as amended and substituted) states at Section 45 (1) <i>"Upon the commencement of a railway order, the Agency of CIE shall thereupon be authorised to acquire compulsorily any land or rights in, under or over land or any substratum of land specified in the order and, for that purpose, the railway order shall have effect as if it were a compulsory purchase order referred to in section 10(1) of the Local Government (No.2) Act, 1960 (inserted by section 86 of the Housing Act, 1966.)"</i>		
If you are not the legal owner , please state the name and address of the owner and supply a letter from the owner of consent to make the application as listed in the accompanying documentation.		
The names and addresses of those who own the lands subject to the proposed Railway Order are included in the Book of Reference which forms part of the suite of application documents.		
Does the applicant own or have a beneficial interest in adjoining, abutting or adjacent lands? If so, identify the lands and state the interest.		
No		

8. Site History:

Details regarding site history (if known):

Has the site in question ever, to your knowledge, been flooded?

Yes: [☒] No: [☐]

If yes, please give details e.g. year, extent:

See Attached Schedule

Are you aware of previous uses of the site e.g. dumping or quarrying?

Yes: [☐] No:[☒]

If yes, please give details:

Are you aware of any valid planning applications previously made in respect of this land / structure?		
Yes: [Y] No: []		
If yes, please state planning register reference number(s) of same if known and details of applications		
See attached schedule		
If a valid planning application has been made in respect of this land or structure in the 6 months prior to the submission of this application, then any required site notice must be on a yellow background in accordance with Article 19(4) of the Planning and Development regulations 2001 as amended.		
Is the site of the proposal subject to a current appeal to An Bord Pleanála in respect of a similar development?		
Yes: [] No:[X]		
If yes please specify		
An Bord Pleanála Reference No.: ____n/a_____		

9. Description of the Proposed Development:

Brief description of nature and extent of development	See Attached
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10. In the case of mixed development (e.g. residential, commercial, industrial, etc), please provide breakdown of the different classes of development and a breakdown of the gross floor area of each class of development:

Class of Development:	Gross Floor Area in m ²
	See attached schedule

11. Where the application relates to a building or buildings:

Gross floor space of any existing buildings(s) in m ²	55,705 sqm
Gross floor space of proposed works in m ²	236,530 sqm
Gross floor space of work to be retained in m ² (if appropriate)	-
Gross floor space of any demolition in m ² (if appropriate)	55,705 sqm

12. In the case of residential development please provide breakdown of residential mix:

n/a

Number of	Studio	1 Bed	2 Bed	3 Bed	4 Bed	4+ Bed	Total
Houses							
Apartments							
Number of car parking spaces to be provided		Existing:	Proposed:			Total:	

13. Social Housing:

n/a

Please tick appropriate box:	Yes	No
<i>Is the application an application for permission for development to which Part V of the Planning and Development Act 2000 applies?</i>		

If the answer to the above question is “yes” and the development is not exempt (see below), you must provide, as part of your application, details as to how you propose to comply with section 96 of Part V of the Act.

If the answer to the above question is “yes” but you consider the development to be exempt by virtue of section 97 of the Planning and Development Act 2000, a copy of the Certificate of Exemption under section 97 must be submitted (or, where an application for a certificate of exemption has been made but has not yet been decided, a copy of the application should be submitted).

If the answer to the above question is “no” by virtue of section 96 (13) of the Planning and Development Act 2000, details indicating the basis on which section 96 (13) is considered to apply to the development should be submitted.

14. Where the application refers to a material change of use of any land or structure or the retention of such a material change of use:

Existing use (or previous use where retention permission is sought)
Lands include, agricultural amenity, business and employment, community, residential, airport.
Proposed use (or use it is proposed to retain)
The proposed use will be an electrified metro railway line with associated infrastructure.
Nature and extent of any such proposed use (or use it is proposed to retain).
n/a

15. Development Details:

Please tick appropriate box:	If answer is yes please give details	YES	NO
Does the proposed development involve the demolition of a Protected Structure(s), in whole or in part?		Y	
Does the proposed development consist of work to a protected structure and / or its curtilage or proposed protected structure and / or its curtilage?		Y	
Does the proposed development consist of work to the exterior of a structure which is located within an architectural conservation area (ACA)?		Y	
Does the application relate to development which affects or is close to a monument or place recorded under section 12 of the National Monuments (Amendment) Act, 1994.		Y	
Does the application relate to work within or close to a European Site or a Natural Heritage Area?		Y	
Does the development require the preparation of a Natura Impact Statement?		Y	
Does the proposed development require the preparation of an Environmental Impact Assessment Report?		Y	
Do you consider that the proposed development is likely to have significant effects on the environment in a transboundary state?			N
Does the application relate to a development which comprises or is for the purpose of an activity requiring an integrated pollution prevention and control license			N
Does the application relate to a development which comprises or is for the purpose of an activity requiring a waste license?			N
Do the Major Accident Regulations apply to the proposed development?			N
Does the application relate to a development in a Strategic Development Zone?			N
Does the proposed development involve the demolition of any habitable house?		Y	

16. Services:

Proposed Source of Water Supply:
Existing connection: <input type="checkbox"/> New Connection: <input checked="" type="checkbox"/>
Public Mains: <input checked="" type="checkbox"/> Group Water Scheme: <input type="checkbox"/> Private Well: <input type="checkbox"/>
Other (please specify): _____
Name of Group Water Scheme (where applicable): _____
Proposed Wastewater Management / Treatment:
Existing: <input type="checkbox"/> New: <input checked="" type="checkbox"/>
Public Sewer: <input checked="" type="checkbox"/> Conventional septic tank system: <input type="checkbox"/>
Other on site treatment system: <input type="checkbox"/> Please Specify: _____
Proposed Surface Water Disposal:
Public Sewer / Drain: <input checked="" type="checkbox"/> Soakpit: <input checked="" type="checkbox"/>
Watercourse: <input type="checkbox"/> Other: <input type="checkbox"/> Please specify:
The surface water is attenuated, treated and storage prior to discharge to the drainage network.

17. Notices:

Details of public newspaper notice – paper(s) and date of publication
<ul style="list-style-type: none">• Irish Independent, published on 17 September 2022;• Irish Times, published on 17 September 2022;• Northside People East, published on 21 September 2022;• Northside People West, published on 21 September 2022;• Southside People, published on 21 September 2022• Fingal Independent on 21 September 2022.
Copy of page(s) of relevant newspaper enclosed Yes: [X] No: []
Details of site notice, if any, - location and date of erection
n/a
Copy of site notice enclosed Yes: [] No: []
n/a
Details of other forms of public notification, if appropriate e.g. website
<p>A copy of the draft Railway Order and the documentation accompanying the application may be inspected free of charge during normal office or opening hours from 7th October 2022 until the 25th November 2022 at:</p> <ul style="list-style-type: none">• The application website - https://www.metrolinkro.ie (from 29th September 2022)• An Bord Pleanála offices, 64 Marlborough Street, Dublin 1, D01V902;• Dublin City Council offices, Civic Offices, Wood Quay, Dublin 8, D08 RF3F;• Fingal County Council offices, County Hall, Main Street, Swords, County Dublin, K67 X8Y2;• Transport Infrastructure Ireland (TII) offices at Parkgate Business Centre, Parkgate Street, Dublin 8, D08 DK10;• National Transport Authority (NTA) offices at Dún Scéine, Harcourt Lane, Dublin 2, D02 WT20 (9.15am – 4pm Monday to Friday)

18. Pre-application Consultation:

Date(s) of statutory pre-application consultations with An Bord Pleanála
<p>Schedule of any other pre application consultations –name of person / body and date of consultation to be provided as appropriate and also details of any general public consultations i.e. methods, dates, venues etc. This can be submitted as a separate schedule with the application form.</p> <p>Yes: [X] No:[]</p> <p>See attached Schedule and Chapter 8 of the accompanying EIAR</p> <p>Schedule of prescribed bodies to whom notification of the making of the application has been sent and a sample copy of such notification.</p> <p>Yes: [X] No:[]</p> <p>See Attached Schedule</p>

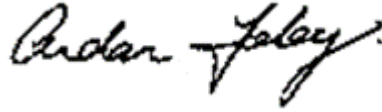
19. Confirmation Notice:

Copy of Confirmation Notice
<p>Attach a copy of the confirmation notice in relation to the EIA Portal where an EIAR accompanies the application.</p> <p>Confirmation Notice attached - Portal ID 2022188</p>

20. Application Fee:

Fee Payable	€100,000
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I hereby declare that, to the best of my knowledge and belief, the information given in this form is correct and accurate and that the application documents being deposited at the planning authority offices, and any other location specified by the Board in pre application consultations, including a website (if any) will be identical to the application documents being deposited with the Board.

Signed: (Applicant or Agent as appropriate)	
Date:	28/09/2022

General Guidance Note:

The range and format of material required to be compiled / submitted with any application in respect of a proposed strategic infrastructure development shall generally accord with the requirements for a planning application as set out in the Planning and Development Regulations, 2001 to 2018 and those Regulations should therefore be consulted prior to submission of any application.

September 2018

Application Form - Attachments

Question 5 – Drawing Schedule

Metrolink Schedule of Drawings

Alignment Book 1 (FCC)						
Name	Title Line 1	Title Line 2	RO Plan Drawing No.	Rev	Scale	Quantity
ML1-JAI-ARD-ROUT_XX-DR-Y-03001	METROLINK - GENERAL ARRANGEMENT	LISSENHALL LITTLE (SHEET 1 OF 4)	ML-RO 301 O-A	P03	1:500 (A1) 1:1000 (A3) , 1:200 (A1) 1:400 (A3)	2
ML1-JAI-ARD-ROUT_XX-DR-Y-03002	METROLINK - GENERAL ARRANGEMENT	LISSENHALL LITTLE (SHEET 2 OF 4)	ML-RO 301 A-B	P04	1:500 (A1) 1:1000 (A3) , 1:200 (A1) 1:400 (A3)	2
ML1-JAI-ARD-ROUT_XX-DR-Y-03003	METROLINK - GENERAL ARRANGEMENT	ESTUARY	ML-RO 301 B-C	P04	1:500 (A1) 1:1000 (A3) , 1:200 (A1) 1:400 (A3)	2
ML1-JAI-ARD-ROUT_XX-DR-Y-03004	METROLINK - GENERAL ARRANGEMENT	BALHEARY DEMESNE (SHEET 1 OF 5)	ML-RO 301 C-D	P05	1:500 (A1) 1:1000 (A3) , 1:200 (A1) 1:400 (A3)	2
ML1-JAI-ARD-ROUT_XX-DR-Y-03005	METROLINK - GENERAL ARRANGEMENT	LISSENHALL LITTLE (SHEET 3 OF 4)	ML-RO 301 L-E	P03	1:500 (A1) 1:1000 (A3)	2
ML1-JAI-ARD-ROUT_XX-DR-Y-03006	METROLINK - GENERAL ARRANGEMENT	LISSENHALL LITTLE (SHEET 4 OF 4)	ML-RO 301 2-3	P03	1:500 (A1) 1:1000 (A3)	2
ML1-JAI-ARD-ROUT_XX-DR-Y-03007	METROLINK - GENERAL ARRANGEMENT	LISSENHALL GREAT	ML-RO 301 4-5	P03	1:500 (A1) 1:1000 (A3)	2
ML1-JAI-ARD-ROUT_XX-DR-Y-03008	METROLINK - GENERAL ARRANGEMENT	BALHEARY DEMESNE (SHEET 2 OF 5)	ML-RO 301 D-E	P04	1:500 (A1) 1:1000 (A3) , 1:200 (A1) 1:400 (A3)	2
ML1-JAI-ARD-ROUT_XX-DR-Y-03009	METROLINK - GENERAL ARRANGEMENT	BALHEARY DEMESNE (SHEET 3 OF 5)	ML-RO 301 E-F	P04	1:500 (A1) 1:1000 (A3) , 1:200 (A1) 1:400 (A3)	2
ML1-JAI-ARD-ROUT_XX-DR-Y-03010	METROLINK - GENERAL ARRANGEMENT	BALHEARY DEMESNE (SHEET 4 OF 5)	ML-RO 301 F-G	P04	1:500 (A1) 1:1000 (A3) , 1:200 (A1) 1:400 (A3)	2
ML1-JAI-ARD-ROUT_XX-DR-Y-03011	METROLINK - GENERAL ARRANGEMENT	BALHEARY DEMESNE (SHEET 5 OF 5)	ML-RO 301 G-H	P04	1:500 (A1) 1:1000 (A3) , 1:200 (A1) 1:400 (A3)	2
ML1-JAI-ARD-ROUT_XX-DR-Y-03012	METROLINK - GENERAL ARRANGEMENT	SEATOWN (SHEET 1 OF 3)	ML-RO 301 H-J	P04	1:500 (A1) 1:1000 (A3) , 1:200 (A1) 1:400 (A3)	2
ML1-JAI-ARD-ROUT_XX-DR-Y-03013	METROLINK - GENERAL ARRANGEMENT	SEATOWN (SHEET 2 OF 3)	ML-RO 301 J-K	P06	1:500 (A1) 1:1000 (A3) , 1:200 (A1) 1:400 (A3)	2
ML1-JAI-ARD-ROUT_XX-DR-Y-03014	METROLINK - GENERAL ARRANGEMENT	SEATOWN (SHEET 3 OF 3)	ML-RO 301 K-L	P06	1:500 (A1) 1:1000 (A3) , 1:200 (A1) 1:400 (A3)	2
ML1-JAI-ARD-ROUT_XX-DR-Y-03015	METROLINK - GENERAL ARRANGEMENT	SEATOWN (SHEET 3 OF 3)	ML-RO 301 A-B	P03	1:500 (A1) 1:1000 (A3) , 1:200 (A1) 1:400 (A3)	2
ML1-JAI-ARD-ROUT_XX-DR-Y-03016	METROLINK - GENERAL ARRANGEMENT	SWORDS DEMESNE (SHEET 1 OF 2)	ML-RO 301 L-M	P05	1:500 (A1) 1:1000 (A3) , 1:200 (A1) 1:400 (A3)	2
ML1-JAI-ARD-ROUT_XX-DR-Y-03017	METROLINK - GENERAL ARRANGEMENT	SWORDS DEMESNE (SHEET 2 OF 2)	ML-RO 301 M-N	P05	1:500 (A1) 1:1000 (A3) , 1:200 (A1) 1:400 (A3)	2
ML1-JAI-ARD-ROUT_XX-DR-Y-03018	METROLINK - GENERAL ARRANGEMENT	MALAHIDE ROAD ROUNDABOUT	ML-RO 301 N-P	P04	1:500 (A1) 1:1000 (A3) , 1:200 (A1) 1:400 (A3)	2
ML1-JAI-ARD-ROUT_XX-DR-Y-03019	METROLINK - GENERAL ARRANGEMENT	SWORDS CENTRAL	ML-RO 301 P-Q	P05	1:500 (A1) 1:1000 (A3) , 1:200 (A1) 1:400 (A3)	2
ML1-JAI-ARD-ROUT_XX-DR-Y-03020	METROLINK - GENERAL ARRANGEMENT	AIRSIDE BUSINESS PARK	ML-RO 301 Q-R	P04	1:500 (A1) 1:1000 (A3) , 1:200 (A1) 1:400 (A3)	2
ML1-JAI-ARD-ROUT_XX-DR-Y-03021	METROLINK - GENERAL ARRANGEMENT	AIRSIDE BUSINESS PARK	ML-RO 301 R-S	P04	1:500 (A1) 1:1000 (A3) , 1:200 (A1) 1:400 (A3)	2
ML1-JAI-ARD-ROUT_XX-DR-Y-03022	METROLINK - GENERAL ARRANGEMENT	PINNOCK HILL ROUNDABOUT	ML-RO 301 S-T	P05	1:500 (A1) 1:1000 (A3) , 1:200 (A1) 1:400 (A3)	2
ML1-JAI-ARD-ROUT_XX-DR-Y-03023	METROLINK - GENERAL ARRANGEMENT	AIRSIDE SHOPPING CENTRE (SHEET 1 OF 2)	ML-RO 301 T-U	P06	1:500 (A1) 1:1000 (A3) , 1:200 (A1) 1:400 (A3)	2
ML1-JAI-ARD-ROUT_XX-DR-Y-03024	METROLINK - GENERAL ARRANGEMENT	AIRSIDE SHOPPING CENTRE (SHEET 2 OF 2)	ML-RO 301 U-V	P04	1:500 (A1) 1:1000 (A3) , 1:200 (A1) 1:400 (A3)	2
ML1-JAI-ARD-ROUT_XX-DR-Y-03025	METROLINK - GENERAL ARRANGEMENT	NEVINSTOWN	ML-RO 301 V-W	P04	1:500 (A1) 1:1000 (A3) , 1:200 (A1) 1:400 (A3)	2
ML1-JAI-ARD-ROUT_XX-DR-Y-03026	METROLINK - GENERAL ARRANGEMENT	FOSTERSTOWN (SHEET 1 OF 3)	ML-RO 301 W-X	P03	1:500 (A1) 1:1000 (A3) , 1:200 (A1) 1:400 (A3)	2
ML1-JAI-ARD-ROUT_XX-DR-Y-03027	METROLINK - GENERAL ARRANGEMENT	FOSTERSTOWN (SHEET 2 OF 3)	ML-RO 301 X-Y	P03	1:500 (A1) 1:1000 (A3) , 1:200 (A1) 1:400 (A3)	2
ML1-JAI-ARD-ROUT_XX-DR-Y-03028	METROLINK - GENERAL ARRANGEMENT	FOSTERSTOWN (SHEET 3 OF 3)	ML-RO 301 Y-O	P03	1:500 (A1) 1:1000 (A3) , 1:200 (A1) 1:400 (A3)	2
ML1-JAI-ARD-ROUT_XX-DR-Y-03029	METROLINK - GENERAL ARRANGEMENT	NAUL ROAD (SHEET 1 OF 2)	ML-RO 302 O-A	P04	1:500 (A1) 1:1000 (A3) , 1:200 (A1) 1:400 (A3)	2
ML1-JAI-ARD-ROUT_XX-DR-Y-03030	METROLINK - GENERAL ARRANGEMENT	NAUL ROAD TO DUBLIN AIRPORT	ML-RO 302 A-B	P03	1:500 (A1) 1:1000 (A3) , 1:200 (A1) 1:400 (A3)	2
ML1-JAI-ARD-ROUT_XX-DR-Y-03031	METROLINK - GENERAL ARRANGEMENT	DUBLIN AIRPORT (SHEET 1 OF 5)	ML-RO 302 B-C	P03	1:500 (A1) 1:1000 (A3) , 1:200 (A1) 1:400 (A3)	2
ML1-JAI-ARD-ROUT_XX-DR-Y-03032	METROLINK - GENERAL ARRANGEMENT	DUBLIN AIRPORT (SHEET 2 OF 5)	ML-RO 302 C-D	P04	1:500 (A1) 1:1000 (A3) , 1:200 (A1) 1:400 (A3)	2
ML1-JAI-ARD-ROUT_XX-DR-Y-03033	METROLINK - GENERAL ARRANGEMENT	DUBLIN AIRPORT (SHEET 3 OF 5)	ML-RO 302 D-E	P03	1:500 (A1) 1:1000 (A3) , 1:200 (A1) 1:400 (A3)	2
ML1-JAI-ARD-ROUT_XX-DR-Y-03034	METROLINK - GENERAL ARRANGEMENT	DUBLIN AIRPORT (SHEET 4 OF 5)	ML-RO 302 E-F	P03	1:500 (A1) 1:1000 (A3) , 1:200 (A1) 1:400 (A3)	2
ML1-JAI-ARD-ROUT_XX-DR-Y-03035	METROLINK - GENERAL ARRANGEMENT	DUBLIN AIRPORT (SHEET 5 OF 5)	ML-RO 302 F-G	P03	1:500 (A1) 1:1000 (A3) , 1:200 (A1) 1:400 (A3)	2
ML1-JAI-ARD-ROUT_XX-DR-Y-03036	METROLINK - GENERAL ARRANGEMENT	BALLYSTRAUN (SHEET 1 OF 7)	ML-RO 302 G-O	P04	1:500 (A1) 1:1000 (A3) , 1:200 (A1) 1:400 (A3)	2
ML1-JAI-ARD-ROUT_XX-DR-Y-03037	METROLINK - GENERAL ARRANGEMENT	BALLYSTRAUN (SHEET 2 OF 7)	ML-RO 303 1-2	P03	1:500 (A1) 1:1000 (A3) , 1:200 (A1) 1:400 (A3)	1
ML1-JAI-ARD-ROUT_XX-DR-Y-03038	METROLINK - GENERAL ARRANGEMENT	BALLYSTRAUN (SHEET 3 OF 7)	ML-RO 303 3-4	P03	1:500 (A1) 1:1000 (A3) , 1:200 (A1) 1:400 (A3)	2
ML1-JAI-ARD-ROUT_XX-DR-Y-03039	METROLINK - GENERAL ARRANGEMENT	BALLYSTRAUN (SHEET 4 OF 7)	ML-RO 303 4-5	P03	1:500 (A1) 1:1000 (A3)	2
ML1-JAI-ARD-ROUT_XX-DR-Y-03040	METROLINK - GENERAL ARRANGEMENT	BALLYSTRAUN (SHEET 5 OF 7)	ML-RO 303 5-6	P03	1:500 (A1) 1:1000 (A3)	2
ML1-JAI-ARD-ROUT_XX-DR-Y-03041	METROLINK - GENERAL ARRANGEMENT	COUNTRY	ML-RO 303 6-7	P03	1:500 (A1) 1:1000 (A3)	2
ML1-JAI-ARD-ROUT_XX-DR-Y-03042	METROLINK - GENERAL ARRANGEMENT	BALLYSTRAUN (SHEET 6 OF 7)	ML-RO 303 O-A	P03	1:500 (A1) 1:1000 (A3) , 1:200 (A1) 1:400 (A3)	2
ML1-JAI-ARD-ROUT_XX-DR-Y-03043	METROLINK - GENERAL ARRANGEMENT	BALLYSTRAUN (SHEET 7 OF 7)	ML-RO 303 A-B	P04	1:500 (A1) 1:1000 (A3) , 1:200 (A1) 1:400 (A3)	2
ML1-JAI-ARD-ROUT_XX-DR-Y-03044	METROLINK - GENERAL ARRANGEMENT	BALLYMUN (SHEET 1 OF 11)	ML-RO 303 B-C	P03	1:500 (A1) 1:1000 (A3)	2
ML1-JAI-ARD-ROUT_XX-DR-Y-03045	METROLINK - GENERAL ARRANGEMENT	BALLYMUN (SHEET 2 OF 11)	ML-RO 303 B1 C	P04	1:500 (A1) 1:1000 (A3) , 1:200 (A1) 1:400 (A3)	2
ML1-JAI-ARD-ROUT_XX-DR-Y-03046	METROLINK - GENERAL ARRANGEMENT	BALLYMUN (SHEET 3 OF 11)	ML-RO 303 C-D	P04	1:500 (A1) 1:1000 (A3) , 1:200 (A1) 1:400 (A3)	2
ML1-JAI-ARD-ROUT_XX-DR-Y-03047	METROLINK - GENERAL ARRANGEMENT	BALLYMUN (SHEET 4 OF 11)	ML-RO 303 D-E	P04	1:500 (A1) 1:1000 (A3) , 1:200 (A1) 1:400 (A3)	2
ML1-JAI-ARD-ROUT_XX-DR-Y-03048	METROLINK - GENERAL ARRANGEMENT	BALLYMUN (SHEET 5 OF 11)	ML-RO 303 E-F	P05	1:500 (A1) 1:1000 (A3) , 1:200 (A1) 1:400 (A3)	2
ML1-JAI-ARD-ROUT_XX-DR-Y-03049	METROLINK - GENERAL ARRANGEMENT	BALLYMUN (SHEET 6 OF 11)	ML-RO 303 F-G	P03	1:500 (A1) 1:1000 (A3) , 1:200 (A1) 1:400 (A3)	2
ML1-JAI-ARD-ROUT_XX-DR-Y-03050	METROLINK - GENERAL ARRANGEMENT	BALLYMUN (SHEET 7 OF 11)	ML-RO 303 G-H	P03	1:500 (A1) 1:1000 (A3) , 1:200 (A1) 1:400 (A3)	2
ML1-JAI-ARD-ROUT_XX-DR-Y-03051	METROLINK - GENERAL ARRANGEMENT	BALLYMUN (SHEET 8 OF 11)				1
ML1-JAI-ARD-ROUT_XX-DR-Y-03052	METROLINK - GENERAL ARRANGEMENT	BALLYMUN (SHEET 9 OF 11)				1
ML1-JAI-ARD-ROUT_XX-DR-Y-03053	METROLINK - GENERAL ARRANGEMENT	BALLYMUN (SHEET 10 OF 11)				1
ML1-JAI-ARD-ROUT_XX-DR-Y-03054	METROLINK - GENERAL ARRANGEMENT	BALLYMUN (SHEET 11 OF 11)				1
ML1-JAI-ARD-ROUT_XX-DR-Y-03055	METROLINK - GENERAL ARRANGEMENT	M50 JUNCTION 4	ML-RO 303 H-J	P04	1:500 (A1) 1:1000 (A3) , 1:200 (A1) 1:400 (A3)	2
ML1-JAI-ARD-ROUT_XX-DR-Y-03056	METROLINK - GENERAL ARRANGEMENT	OLD BALLYMUN ROAD (NORTH)	ML-RO 303 I-K	P04	1:500 (A1) 1:1000 (A3) , 1:200 (A1) 1:400 (A3)	2
ML1-JAI-ARD-ROUT_XX-DR-Y-03057	METROLINK - GENERAL ARRANGEMENT	GULLIVER'S RETAIL PARK	ML-RO 303 K-L	P03	1:500 (A1) 1:1000 (A3) , 1:200 (A1) 1:400 (A3)	2
ML1-JAI-ARD-ROUT_XX-DR-Y-03058	METROLINK - GENERAL ARRANGEMENT	NORTHWOOD (SHEET 1 OF 2)	ML-RO 303 L-M	P04	1:500 (A1) 1:1000 (A3) , 1:200 (A1) 1:400 (A3)	2
ML1-JAI-ARD-ROUT_XX-DR-Y-03059	METROLINK - GENERAL ARRANGEMENT	NORTHWOOD (SHEET 1 OF 2)	ML-RO 303 M-N	P03	1:500 (A1) 1:1000 (A3) , 1:200 (A1) 1:400 (A3)	2
ML1-JAI-ARD-ROUT_XX-DR-Y-03060	METROLINK - GENERAL ARRANGEMENT	ST. MARGARET'S ROAD	ML-RO 303 14-15			1
ML1-JAI-ARD-ROUT_XX-DR-Y-03061	METROLINK - GENERAL ARRANGEMENT	BALLYMUN INDUSTRIAL ROAD	ML-RO 303 15-16			1
ML1-JAI-ARD-ROUT_XX-DR-Y-03062	METROLINK - GENERAL ARRANGEMENT	BALBUTCHER LANE	ML-RO 303 N-O	P03	1:500 (A1) 1:1000 (A3) , 1:200 (A1) 1:400 (A3)	2
ML1-JAI-ARD-ROUT_XX-DR-Y-03063	METROLINK - GENERAL ARRANGEMENT	BALBUTCHER LANE TO BALCURRIS ROAD	ML-RO 304 O-A	P05	1:500 (A1) 1:1000 (A3) , 1:200 (A1) 1:400 (A3)	2
ML1-JAI-ARD-ROUT_XX-DR-Y-03099	METROLINK - GENERAL ARRANGEMENT	NAUL ROAD (SHEET 2 OF 2)	ML-RO 302 1-2	P03	1:500 (A1) 1:1000 (A3) , 1:200 (A1) 1:400 (A3)	2
ML1-JAI-ARD-ROUT_XX-DR-Y-01001	METROLINK - ALIGNMENT	LONG SECTION 1	ML-LN O-01	P02	1:1000 (A1) 1:2000 (A3)	2
ML1-JAI-ARD-ROUT_XX-DR-Y-01002	METROLINK - ALIGNMENT	LONG SECTION 2	ML-LN O-02	P02	1:1000 (A1) 1:2000 (A3)	2
ML1-JAI-ARD-ROUT_XX-DR-Y-01003	METROLINK - ALIGNMENT	LONG SECTION 3	ML-LN O-03	P02	1:1000 (A1) 1:2000 (A3)	2
ML1-JAI-ARD-ROUT_XX-DR-Y-01004	METROLINK - ALIGNMENT	LONG SECTION 4	ML-LN O-04	P02	1:1000 (A1) 1:2000 (A3)	2
ML1-JAI-ARD-ROUT_XX-DR-Y-01005	METROLINK - ALIGNMENT	LONG SECTION 5	ML-LN O-05	P02	1:1000 (A1) 1:2000 (A3)	2
ML1-JAI-ARD-ROUT_XX-DR-Y-01006	METROLINK - ALIGNMENT	LONG SECTION 6	ML-LN O-06	P02	1:1000 (A1) 1:2000 (A3)	2
ML1-JAI-ARD-ROUT_XX-DR-Y-01007	METROLINK - ALIGNMENT	LONG SECTION 7	ML-LN O-07	P02	1:1000 (A1) 1:2000 (A3)	2
ML1-JAI-ARD-ROUT_XX-DR-Y-01008	METROLINK - ALIGNMENT	LONG SECTION 8	ML-LN O-08	P02	1:1000 (A1) 1:2000 (A3)	2
ML1-JAI-ARD-ROUT_XX-DR-Y-01009	METROLINK - ALIGNMENT	LONG SECTION 9	ML-LN O-09	P02	1:1000 (A1) 1:2000 (A3)	2
ML1-JAI-ARD-ROUT_XX-DR-Y-01010	METROLINK - ALIGNMENT	LONG SECTION 10	ML-LN O-010	P02	1:1000 (A1) 1:2000 (A3)	2
ML1-JAI-ARD-ROUT_XX-DR-Y-01011	METROLINK - ALIGNMENT	LONG SECTION 11	ML-LN O-011	P02	1:1000 (A1) 1:2000 (A3)	2
ML1-JAI-GEN-ROUT_XX-DR-Z-00001	Metrolink	Alignment Key Plan		P02	N/A	2
* = Drawing No Longer Required						

Metrolink Schedule of Drawings

Alignment Book 2 (DCC)						
Name	Title Line 1	Title Line 2	RO Plan Drawing No.	Rev. Ver	Scale	Quantity
ML1-JAI-ARD-ROUT_XX-DR-Y-03064	METROLINK - GENERAL ARRANGEMENT	BALCURRIS ROAD TO SHANGAN ROAD	ML-RO 304 A-B	P06	1:500 (A1) 1:1000 (A3) , 1:200 (A1) 1:400 (A3)	2
ML1-JAI-ARD-ROUT_XX-DR-Y-03065	METROLINK - GENERAL ARRANGEMENT	SHANGAN ROAD TO GATEWAY CRESCENT	ML-RO 304 B-C	P07	1:500 (A1) 1:1000 (A3) , 1:200 (A1) 1:400 (A3)	2
ML1-JAI-ARD-ROUT_XX-DR-Y-03066	METROLINK - GENERAL ARRANGEMENT	GATEWAY CRESCENT TO BALLYMUN LIBRARY	ML-RO 304 C-D	P03	1:500 (A1) 1:1000 (A3) , 1:200 (A1) 1:400 (A3)	2
ML1-JAI-ARD-ROUT_XX-DR-Y-03067	METROLINK - GENERAL ARRANGEMENT	BALLYMUN LIBRARY TO GLASNEVIN AVENUE	ML-RO 304 D-E	P03	1:500 (A1) 1:1000 (A3) , 1:200 (A1) 1:400 (A3)	2
ML1-JAI-ARD-ROUT_XX-DR-Y-03068	METROLINK - GENERAL ARRANGEMENT	GLASNEVIN AVENUE TO SAINT PAPPIN ROAD	ML-RO 304 E-F	P06	1:500 (A1) 1:1000 (A3) , 1:200 (A1) 1:400 (A3)	2
ML1-JAI-ARD-ROUT_XX-DR-Y-03069	METROLINK - GENERAL ARRANGEMENT	SAINT PAPPIN ROAD	ML-RO 304 F-G	P06	1:500 (A1) 1:1000 (A3) , 1:200 (A1) 1:400 (A3)	2
ML1-JAI-ARD-ROUT_XX-DR-Y-03070	METROLINK - GENERAL ARRANGEMENT	SAINT CANICE'S ROAD TO GRIFFITH AVENUE	ML-RO 304 G-H	P05	1:500 (A1) 1:1000 (A3) , 1:200 (A1) 1:400 (A3)	2
ML1-JAI-ARD-ROUT_XX-DR-Y-03071	METROLINK - GENERAL ARRANGEMENT	GRIFFITH AVENUE TO STELLA AVENUE	ML-RO 304 H-J	P03	1:500 (A1) 1:1000 (A3) , 1:200 (A1) 1:400 (A3)	2
ML1-JAI-ARD-ROUT_XX-DR-Y-03072	METROLINK - GENERAL ARRANGEMENT	SAINT MCHIR ROAD	ML-RO 304 J-K	P05	1:500 (A1) 1:1000 (A3) , 1:200 (A1) 1:400 (A3)	2
ML1-JAI-ARD-ROUT_XX-DR-Y-03073	METROLINK - GENERAL ARRANGEMENT	GRIFFITH PARK TO BOTANIC AVENUE	ML-RO 304 K-L	P06	1:500 (A1) 1:1000 (A3) , 1:200 (A1) 1:400 (A3)	2
ML1-JAI-ARD-ROUT_XX-DR-Y-03074	METROLINK - GENERAL ARRANGEMENT	BOTANIC AVENUE TO CLIFTONVILLE ROAD	ML-RO 304 L-M	P03	1:500 (A1) 1:1000 (A3) , 1:200 (A1) 1:400 (A3)	2
ML1-JAI-ARD-ROUT_XX-DR-Y-03075	METROLINK - GENERAL ARRANGEMENT	CLIFTONVILLE ROAD TO PROSPECT WAY	ML-RO 304 M-N	P03	1:500 (A1) 1:1000 (A3) , 1:200 (A1) 1:400 (A3)	2
ML1-JAI-ARD-ROUT_XX-DR-Y-03076	METROLINK - GENERAL ARRANGEMENT	PROSPECT WAY TO ROYAL CANAL	ML-RO 304 N-O	P07	1:500 (A1) 1:1000 (A3) , 1:200 (A1) 1:400 (A3)	2
ML1-JAI-ARD-ROUT_XX-DR-Y-03077	METROLINK - GENERAL ARRANGEMENT	WHITWORTH ROAD	ML-RO 304 3-4	P04	1:500 (A1) 1:1000 (A3)	2
ML1-JAI-ARD-ROUT_XX-DR-Y-03078	METROLINK - GENERAL ARRANGEMENT	ROYAL CANAL WAY (SHEET 1 OF 4)	ML-RO 304 5-6	P05	1:500 (A1) 1:1000 (A3)	2
ML1-JAI-ARD-ROUT_XX-DR-Y-03079	METROLINK - GENERAL ARRANGEMENT	ROYAL CANAL WAY (SHEET 2 OF 4)	ML-RO 304 6-7	P03	1:500 (A1) 1:1000 (A3)	2
ML1-JAI-ARD-ROUT_XX-DR-Y-03080	METROLINK - GENERAL ARRANGEMENT	ROYAL CANAL WAY (SHEET 3 OF 4)	ML-RO 304 7-8	P03	1:500 (A1) 1:1000 (A3)	2
ML1-JAI-ARD-ROUT_XX-DR-Y-03081	METROLINK - GENERAL ARRANGEMENT	ROYAL CANAL WAY (SHEET 4 OF 4)	ML-RO 304 8-9	P04	1:500 (A1) 1:1000 (A3)	2
ML1-JAI-ARD-ROUT_XX-DR-Y-03082	METROLINK - GENERAL ARRANGEMENT	ROYAL CANAL TO CONNAUGHT STREET	ML-RO 305 O-A	P04	1:500 (A1) 1:1000 (A3) , 1:200 (A1) 1:400 (A3)	2
ML1-JAI-ARD-ROUT_XX-DR-Y-03083	METROLINK - GENERAL ARRANGEMENT	CONNAUGHT STREET TO GOLDSMITH STREET	ML-RO 305 A-B	P04	1:500 (A1) 1:1000 (A3) , 1:200 (A1) 1:400 (A3)	2
ML1-JAI-ARD-ROUT_XX-DR-Y-03084	METROLINK - GENERAL ARRANGEMENT	GOLDSMITH STREET TO NELSON STREET	ML-RO 305 B-C	P04	1:500 (A1) 1:1000 (A3) , 1:200 (A1) 1:400 (A3)	2
ML1-JAI-ARD-ROUT_XX-DR-Y-03085	METROLINK - GENERAL ARRANGEMENT	NELSON STREET TO DORSET STREET UPPER	ML-RO 305 C-D	P04	1:500 (A1) 1:1000 (A3) , 1:200 (A1) 1:400 (A3)	2
ML1-JAI-ARD-ROUT_XX-DR-Y-03086	METROLINK - GENERAL ARRANGEMENT	DORSET STREET UPPER TO GARDINER ROW	ML-RO 305 D-E	P03	1:500 (A1) 1:1000 (A3) , 1:200 (A1) 1:400 (A3)	2
ML1-JAI-ARD-ROUT_XX-DR-Y-03087	METROLINK - GENERAL ARRANGEMENT	GARDINER ROW TO PARNELL STREET	ML-RO 305 E-F	P04	1:500 (A1) 1:1000 (A3) , 1:200 (A1) 1:400 (A3)	2
ML1-JAI-ARD-ROUT_XX-DR-Y-03088	METROLINK - GENERAL ARRANGEMENT	PARNELL STREET TO GPO BUILDINGS	ML-RO 305 F-G	P07	1:500 (A1) 1:1000 (A3) , 1:200 (A1) 1:400 (A3)	2
ML1-JAI-ARD-ROUT_XX-DR-Y-03089	METROLINK - GENERAL ARRANGEMENT	GPO BUILDINGS TO BURGH QUAY	ML-RO 305 G-O	P03	1:500 (A1) 1:1000 (A3) , 1:200 (A1) 1:400 (A3)	2
ML1-JAI-ARD-ROUT_XX-DR-Y-03090	METROLINK - GENERAL ARRANGEMENT	BURGH QUAY TO PEARSE STREET	ML-RO 306 O-A	P06	1:500 (A1) 1:1000 (A3) , 1:200 (A1) 1:400 (A3)	2
ML1-JAI-ARD-ROUT_XX-DR-Y-03091	METROLINK - GENERAL ARRANGEMENT	PEARSE STREET TO LEINSTER STREET SOUTH	ML-RO 306 A-B	P03	1:500 (A1) 1:1000 (A3) , 1:200 (A1) 1:400 (A3)	2
ML1-JAI-ARD-ROUT_XX-DR-Y-03092	METROLINK - GENERAL ARRANGEMENT	LEINSTER ST SOUTH TO ST STEPHEN'S GREEN	ML-RO 306 B-C	P03	1:500 (A1) 1:1000 (A3) , 1:200 (A1) 1:400 (A3)	2
ML1-JAI-ARD-ROUT_XX-DR-Y-03093	METROLINK - GENERAL ARRANGEMENT	SAINT STEPHEN'S GREEN	ML-RO 306 C-D	P04	1:500 (A1) 1:1000 (A3) , 1:200 (A1) 1:400 (A3)	2
ML1-JAI-ARD-ROUT_XX-DR-Y-03094	METROLINK - GENERAL ARRANGEMENT	ST. STEPHEN'S GREEN TO HATCH ST LOWER	ML-RO 306 D-E	P05	1:500 (A1) 1:1000 (A3) , 1:200 (A1) 1:400 (A3)	2
ML1-JAI-ARD-ROUT_XX-DR-Y-03095	METROLINK - GENERAL ARRANGEMENT	HATCH STREET LOWER TO GRANDE PARADE	ML-RO 306 E-O	P05	1:500 (A1) 1:1000 (A3) , 1:200 (A1) 1:400 (A3)	2
ML1-JAI-ARD-ROUT_XX-DR-Y-03096	METROLINK - GENERAL ARRANGEMENT	GRAND PARADE TO NORTHBROOK ROAD	ML-RO 307 O-A	P07	1:500 (A1) 1:1000 (A3) , 1:200 (A1) 1:400 (A3)	2
ML1-JAI-ARD-ROUT_XX-DR-Y-03097	METROLINK - GENERAL ARRANGEMENT	NORTHBROOK ROAD TO RANELAGH ROAD	ML-RO 307 A-O	P05	1:500 (A1) 1:1000 (A3) , 1:200 (A1) 1:400 (A3)	2
ML1-JAI-ARD-ROUT_XX-DR-Y-03098	METROLINK - GENERAL ARRANGEMENT	ALBERT COLLEGE PARK	ML-RO 304 1-2	P05	1:500 (A1) 1:1000 (A3)	2
ML1-JAI-ARD-ROUT_XX-DR-Y-01012	METROLINK - ALIGNMENT	LONG SECTION 12	ML-LN-O-012	P02	1:1000 (A1) 1:2000 (A3)	2
ML1-JAI-ARD-ROUT_XX-DR-Y-01013	METROLINK - ALIGNMENT	LONG SECTION 13	ML-LN-O-013	P02	1:1000 (A1) 1:2000 (A3)	2
ML1-JAI-ARD-ROUT_XX-DR-Y-01014	METROLINK - ALIGNMENT	LONG SECTION 14	ML-LN-O-014	P02	1:1000 (A1) 1:2000 (A3)	2
ML1-JAI-ARD-ROUT_XX-DR-Y-01015	METROLINK - ALIGNMENT	LONG SECTION 15	ML-LN-O-015	P02	1:1000 (A1) 1:2000 (A3)	2
ML1-JAI-ARD-ROUT_XX-DR-Y-01016	METROLINK - ALIGNMENT	LONG SECTION 16	ML-LN-O-016	P03	1:1000 (A1) 1:2000 (A3)	2
ML1-JAI-ARD-ROUT_XX-DR-Y-01017	METROLINK - ALIGNMENT	LONG SECTION 17	ML-LN-O-017	P03	1:1000 (A1) 1:2000 (A3)	2
ML1-JAI-ARD-ROUT_XX-DR-Y-01018	METROLINK - ALIGNMENT	LONG SECTION 18	ML-LN-O-018	P03	1:1000 (A1) 1:2000 (A3)	2
ML1-JAI-ARD-ROUT_XX-DR-Y-01019	METROLINK - ALIGNMENT	LONG SECTION 19	ML-LN-O-019	P03	1:1000 (A1) 1:2000 (A3)	2
ML1-JAI-GEN-ROUT_XX-DR-Z-00002	Metrolink	Alignment Key Plan		P02	N/A	2

Metrolink Schedule of Drawings

Structures Book 1 (FCC Stops)							
Name	Title Line 1	Title Line 2	Title Line 3	RO Plan Drawing No.	Rev/Ver	Scale	Quantity
ML1-JAI-SRD-ROUT_XX-DR-Y-02001	METROLINK - STRUCTURES	ESTUARY STATION	PROPOSED STREET LEVEL DESIGN	ML-ST 301 B-C1	P04	1:250 (A1) 1:500 (A3)	2
ML1-JAI-SRD-ROUT_XX-DR-Y-02002	METROLINK - STRUCTURES	ESTUARY STATION	STREET LEVEL ELEVATION	ML-ST 301 B-C2	P04	1:200 (A1) 1:400 (A3), 1:100 (A1) 1:200 (A3)	2
ML1-JAI-SRD-ROUT_XX-DR-Y-02003	METROLINK - STRUCTURES	ESTUARY STATION	PLATFORM LEVEL	ML-ST 301 B-C3	P03	1:250 (A1) 1:500 (A3)	2
ML1-JAI-SRD-ROUT_XX-DR-Y-02004	METROLINK - STRUCTURES	ESTUARY STATION	LONGITUDINAL SECTION	ML-ST 301 B-C4	P04	1:200 (A1) 1:400 (A3)	2
ML1-JAI-SRD-ROUT_XX-DR-Y-02005	METROLINK - STRUCTURES	ESTUARY STATION	CROSS SECTION	ML-ST 301 B-C5	P03	1:200 (A1) 1:400 (A3)	2
ML1-JAI-SRD-ROUT_XX-DR-Y-02006	METROLINK - STRUCTURES	SEATOWN STATION	PROPOSED STREET LEVEL DESIGN	ML-ST 301 K-L1	P05	1:250 (A1) 1:500 (A3)	2
ML1-JAI-SRD-ROUT_XX-DR-Y-02007	METROLINK - STRUCTURES	SEATOWN STATION	STREET LEVEL ELEVATION	ML-ST 301 K-L2	P03	1:200 (A1) 1:400 (A3), 1:100 (A1) 1:200 (A3)	2
ML1-JAI-SRD-ROUT_XX-DR-Y-02008	METROLINK - STRUCTURES	SEATOWN STATION	PLATFORM & UNDER PLATFORM LEVEL PLAN	ML-ST 301 K-L3	P04	1:250 (A1) 1:500 (A3)	2
ML1-JAI-SRD-ROUT_XX-DR-Y-02009	METROLINK - STRUCTURES	SEATOWN STATION	LONGITUDINAL SECTION	ML-ST 301 K-L4	P04	1:200 (A1) 1:400 (A3)	2
ML1-JAI-SRD-ROUT_XX-DR-Y-02010	METROLINK - STRUCTURES	SEATOWN STATION	CROSS SECTION	ML-ST 301 K-L5	P04	1:100 (A1) 1:200 (A3)	2
ML1-JAI-SRD-ROUT_XX-DR-Y-02011	METROLINK - STRUCTURES	SWORDS CENTRAL STATION	PROPOSED STREET LEVEL DESIGN	ML-ST 301 P-Q1	P05	1:200 (A1) 1:400 (A3), 1:100 (A1) 1:200 (A3)	2
ML1-JAI-SRD-ROUT_XX-DR-Y-02012	METROLINK - STRUCTURES	SWORDS CENTRAL STATION	STREET LEVEL ELEVATION	ML-ST 301 P-Q2	P03	1:100 (A1) 1:200 (A3)	2
ML1-JAI-SRD-ROUT_XX-DR-Y-02013	METROLINK - STRUCTURES	SWORDS CENTRAL STATION	PLATFORM & UNDER PLATFORM LEVEL PLAN	ML-ST 301 P-Q3	P03	1:250 (A1) 1:500 (A3)	2
ML1-JAI-SRD-ROUT_XX-DR-Y-02014	METROLINK - STRUCTURES	SWORDS CENTRAL STATION	LONGITUDINAL SECTION	ML-ST 301 P-Q4	P03	1:200 (A1) 1:400 (A3)	2
ML1-JAI-SRD-ROUT_XX-DR-Y-02015	METROLINK - STRUCTURES	SWORDS CENTRAL STATION	CROSS SECTION	ML-ST 301 P-Q5	P03	1:100 (A1) 1:200 (A3)	2
ML1-JAI-SRD-ROUT_XX-DR-Y-02016	METROLINK - STRUCTURES	FOSTERSTOWN STATION	PROPOSED STREET LEVEL DESIGN	ML-ST 301 T-U1	P06	1:250 (A1) 1:500 (A3)	2
ML1-JAI-SRD-ROUT_XX-DR-Y-02017	METROLINK - STRUCTURES	FOSTERSTOWN STATION	STREET LEVEL ELEVATION	ML-ST 301 T-U2	P03	1:200 (A1) 1:400 (A3), 1:100 (A1) 1:200 (A3)	2
ML1-JAI-SRD-ROUT_XX-DR-Y-02018	METROLINK - STRUCTURES	FOSTERSTOWN STATION	PLATFORM & UNDER PLATFORM LEVEL PLAN	ML-ST 301 T-U3	P03	1:250 (A1) 1:500 (A3)	2
ML1-JAI-SRD-ROUT_XX-DR-Y-02019	METROLINK - STRUCTURES	FOSTERSTOWN STATION	LONGITUDINAL SECTION	ML-ST 301 T-U4	P03	1:200 (A1) 1:400 (A3)	2
ML1-JAI-SRD-ROUT_XX-DR-Y-02020	METROLINK - STRUCTURES	FOSTERSTOWN STATION	CROSS SECTION	ML-ST 301 T-U5	P03	1:100 (A1) 1:200 (A3)	2
ML1-JAI-SRD-ROUT_XX-DR-Y-02021	METROLINK - STRUCTURES	DUBLIN AIRPORT STATION	PROPOSED STREET LEVEL DESIGN	ML-ST 302 C-D1	P04	1:250 (A1) 1:500 (A3)	2
ML1-JAI-SRD-ROUT_XX-DR-Y-02022	METROLINK - STRUCTURES	DUBLIN AIRPORT STATION	STREET LEVEL ELEVATION	ML-ST 302 C-D2	P03	1:200 (A1) 1:400 (A3), 1:100 (A1) 1:200 (A3)	2
ML1-JAI-SRD-ROUT_XX-DR-Y-02023	METROLINK - STRUCTURES	DUBLIN AIRPORT STATION	CONCOURSE & MEZZANINE LEVEL PLAN	ML-ST 302 C-D3	P03	1:250 (A1) 1:500 (A3)	2
ML1-JAI-SRD-ROUT_XX-DR-Y-02024	METROLINK - STRUCTURES	DUBLIN AIRPORT STATION	PLATFORM & UNDER PLATFORM LEVEL PLAN	ML-ST 302 C-D4	P03	1:250 (A1) 1:500 (A3)	2
ML1-JAI-SRD-ROUT_XX-DR-Y-02025	METROLINK - STRUCTURES	DUBLIN AIRPORT STATION	LONGITUDINAL SECTION	ML-ST 302 C-D5	P03	1:200 (A1) 1:400 (A3)	2
ML1-JAI-SRD-ROUT_XX-DR-Y-02026	METROLINK - STRUCTURES	DUBLIN AIRPORT STATION	CROSS SECTION	ML-ST 302 C-D6	P03	1:100 (A1) 1:200 (A3)	2
ML1-JAI-SRD-ROUT_XX-DR-Y-02027	METROLINK - STRUCTURES	DARDISTOWN STATION	PROPOSED STREET LEVEL DESIGN	ML-ST 303 B1-C1	P04	1:250 (A1) 1:500 (A3)	2
ML1-JAI-SRD-ROUT_XX-DR-Y-02028	METROLINK - STRUCTURES	DARDISTOWN STATION	STREET LEVEL ELEVATION	ML-ST 303 B1-C2	P03	1:200 (A1) 1:400 (A3), 1:100 (A1) 1:200 (A3)	2
ML1-JAI-SRD-ROUT_XX-DR-Y-02029	METROLINK - STRUCTURES	DARDISTOWN STATION	PLATFORM & UNDERPASS LEVEL PLAN	ML-ST 303 B1-C3	P04	1:250 (A1) 1:500 (A3)	2
ML1-JAI-SRD-ROUT_XX-DR-Y-02030	METROLINK - STRUCTURES	DARDISTOWN STATION	LONGITUDINAL SECTION	ML-ST 303 B1-C4	P04	1:200 (A1) 1:400 (A3)	2
ML1-JAI-SRD-ROUT_XX-DR-Y-02031	METROLINK - STRUCTURES	DARDISTOWN STATION	CROSS SECTION	ML-ST 303 B1-C5	P04	1:100 (A1) 1:200 (A3)	2
ML1-JAI-SRD-ROUT_XX-DR-Y-02032	METROLINK - STRUCTURES	NORTHWOOD STATION	PROPOSED STREET LEVEL DESIGN	ML-ST 303 L-M1	P04	1:250 (A1) 1:500 (A3)	2
ML1-JAI-SRD-ROUT_XX-DR-Y-02033	METROLINK - STRUCTURES	NORTHWOOD STATION	STREET LEVEL ELEVATION	ML-ST 303 L-M2	P03	1:200 (A1) 1:400 (A3), 1:100 (A1) 1:200 (A3)	2
ML1-JAI-SRD-ROUT_XX-DR-Y-02034	METROLINK - STRUCTURES	NORTHWOOD STATION	MEZZANINE LEVEL PLAN	ML-ST 303 L-M3	P05	1:250 (A1) 1:500 (A3)	2
ML1-JAI-SRD-ROUT_XX-DR-Y-02035	METROLINK - STRUCTURES	NORTHWOOD STATION	PLATFORM LEVEL PLAN	ML-ST 303 L-M4	P04	1:250 (A1) 1:500 (A3)	2
ML1-JAI-SRD-ROUT_XX-DR-Y-02036	METROLINK - STRUCTURES	NORTHWOOD STATION	UNDER PLATFORMS LEVEL PLAN	ML-ST 303 L-M5	P04	1:250 (A1) 1:500 (A3)	2
ML1-JAI-SRD-ROUT_XX-DR-Y-02037	METROLINK - STRUCTURES	NORTHWOOD STATION	LONGITUDINAL SECTION	ML-ST 303 L-M6	P04	1:200 (A1) 1:400 (A3)	2
ML1-JAI-SRD-ROUT_XX-DR-Y-02038	METROLINK - STRUCTURES	NORTHWOOD STATION	CROSS SECTION	ML-ST 303 L-M7	P04	1:200 (A1) 1:400 (A3)	2
ML1-JAI-GEN-ROUT_XX-DR-Z-00003	Metrolink	Structure Key Plan	FCC		P01	N/A	2

Metrolink Schedule of Drawings

Structures Book 2 (DCC Stops)							
Name	Title Line 1	Title Line 2	Title Line 3	BO Plan Drawing No.	Rev./Ver	Scale	Quantity
ML1-JAI-SRD-ROUT_XX-DR-Y-02039	METROLINK - STRUCTURES	BALLYMUN STATION	PROPOSED STREET LEVEL DESIGN	ML-ST 304 B-C1	P04	1:200 (A1) 1:400 (A3), 1:100 (A1) 1:200 (A3)	2
ML1-JAI-SRD-ROUT_XX-DR-Y-02040	METROLINK - STRUCTURES	BALLYMUN STATION	STREET LEVEL ELEVATION	ML-ST 304 B-C2	P03.1	1:200 (A1) 1:400 (A3), 1:100 (A1) 1:200 (A3)	2
ML1-JAI-SRD-ROUT_XX-DR-Y-02041	METROLINK - STRUCTURES	BALLYMUN STATION	CONCOURSE & MEZZANINE LEVEL PLAN	ML-ST 304 B-C3	P03	1:250 (A1) 1:500 (A3)	2
ML1-JAI-SRD-ROUT_XX-DR-Y-02042	METROLINK - STRUCTURES	BALLYMUN STATION	PLATFORM & UNDER PLATFORM LEVEL PLAN	ML-ST 304 B-C4	P03	1:250 (A1) 1:500 (A3)	2
ML1-JAI-SRD-ROUT_XX-DR-Y-02043	METROLINK - STRUCTURES	BALLYMUN STATION	LONGITUDINAL SECTION	ML-ST 304 B-C5	P03	1:200 (A1) 1:400 (A3)	2
ML1-JAI-SRD-ROUT_XX-DR-Y-02044	METROLINK - STRUCTURES	BALLYMUN STATION	CROSS SECTION	ML-ST 304 B-C6	P03	1:100 (A1) 1:200 (A3)	2
ML1-JAI-SRD-ROUT_XX-DR-Y-02045	METROLINK - STRUCTURES	COLLINS AVENUE STATION	PROPOSED STREET LEVEL DESIGN	ML-ST 304 E-F1	P06	1:250 (A1) 1:500 (A3)	2
ML1-JAI-SRD-ROUT_XX-DR-Y-02046	METROLINK - STRUCTURES	COLLINS AVENUE STATION	STREET LEVEL ELEVATION	ML-ST 304 E-F2	P03	1:200 (A1) 1:400 (A3), 1:100 (A1) 1:200 (A3)	2
ML1-JAI-SRD-ROUT_XX-DR-Y-02047	METROLINK - STRUCTURES	COLLINS AVENUE STATION	CONCOURSE & MEZZANINE LEVEL PLAN	ML-ST 304 E-F3	P03	1:250 (A1) 1:500 (A3)	2
ML1-JAI-SRD-ROUT_XX-DR-Y-02048	METROLINK - STRUCTURES	COLLINS AVENUE STATION	PLATFORM & UNDER PLATFORM LEVEL PLAN	ML-ST 304 E-F4	P03	1:250 (A1) 1:500 (A3)	2
ML1-JAI-SRD-ROUT_XX-DR-Y-02049	METROLINK - STRUCTURES	COLLINS AVENUE STATION	LONGITUDINAL SECTION	ML-ST 304 E-F5	P03	1:200 (A1) 1:400 (A3)	2
ML1-JAI-SRD-ROUT_XX-DR-Y-02050	METROLINK - STRUCTURES	COLLINS AVENUE STATION	CROSS SECTION	ML-ST 304 E-F6	P03	1:200 (A1) 1:400 (A3)	2
ML1-JAI-SRD-ROUT_XX-DR-Y-02051	METROLINK - STRUCTURES	GRIFFITH PARK STATION	PROPOSED STREET LEVEL DESIGN	ML-ST 304 K-L1	P04	1:200 (A1) 1:400 (A3), 1:100 (A1) 1:200 (A3)	2
ML1-JAI-SRD-ROUT_XX-DR-Y-02052	METROLINK - STRUCTURES	GRIFFITH PARK STATION	STREET LEVEL ELEVATION	ML-ST 304 K-L2	P03	1:200 (A1) 1:400 (A3), 1:100 (A1) 1:200 (A3)	2
ML1-JAI-SRD-ROUT_XX-DR-Y-02053	METROLINK - STRUCTURES	GRIFFITH PARK STATION	CONCOURSE & MEZZANINE LEVEL PLAN	ML-ST 304 K-L3	P03	1:250 (A1) 1:500 (A3)	2
ML1-JAI-SRD-ROUT_XX-DR-Y-02054	METROLINK - STRUCTURES	GRIFFITH PARK STATION	PLATFORM & UNDER PLATFORM LEVEL PLAN	ML-ST 304 K-L4	P03	1:250 (A1) 1:500 (A3)	2
ML1-JAI-SRD-ROUT_XX-DR-Y-02055	METROLINK - STRUCTURES	GRIFFITH PARK STATION	LONGITUDINAL SECTION	ML-ST 304 K-L5	P03	1:200 (A1) 1:400 (A3)	2
ML1-JAI-SRD-ROUT_XX-DR-Y-02056	METROLINK - STRUCTURES	GRIFFITH PARK STATION	CROSS SECTION	ML-ST 304 K-L6	P03	1:200 (A1) 1:400 (A3)	2
ML1-JAI-SRD-ROUT_XX-DR-Y-02057	METROLINK - STRUCTURES	GLASNEVIN STATION	PROPOSED STREET LEVEL DESIGN	ML-ST 304 N-O1	P06	1:250 (A1) 1:500 (A3)	2
ML1-JAI-SRD-ROUT_XX-DR-Y-02058	METROLINK - STRUCTURES	GLASNEVIN STATION	STREET LEVEL ELEVATION	ML-ST 304 N-O2	P04	1:200 (A1) 1:400 (A3), 1:100 (A1) 1:200 (A3)	2
ML1-JAI-SRD-ROUT_XX-DR-Y-02059	METROLINK - STRUCTURES	GLASNEVIN STATION	IRISH RAIL PLATFORM LEVEL PLAN	ML-ST 304 N-O3	P03	1:250 (A1) 1:500 (A3)	2
ML1-JAI-SRD-ROUT_XX-DR-Y-02060	METROLINK - STRUCTURES	GLASNEVIN STATION	CONCOURSE LEVEL PLAN	ML-ST 304 N-O4	P04	1:250 (A1) 1:500 (A3)	2
ML1-JAI-SRD-ROUT_XX-DR-Y-02061	METROLINK - STRUCTURES	GLASNEVIN STATION	MEZZANINE & PLATFORM LEVEL PLAN	ML-ST 304 N-O5	P03	1:250 (A1) 1:500 (A3)	2
ML1-JAI-SRD-ROUT_XX-DR-Y-02062	METROLINK - STRUCTURES	GLASNEVIN STATION	UNDER PLATFORM LEVEL PLANS	ML-ST 304 N-O6	P03	1:250 (A1) 1:500 (A3)	2
ML1-JAI-SRD-ROUT_XX-DR-Y-02063	METROLINK - STRUCTURES	GLASNEVIN STATION	LONGITUDINAL SECTION	ML-ST 304 N-O7	P03	1:200 (A1) 1:400 (A3)	2
ML1-JAI-SRD-ROUT_XX-DR-Y-02064	METROLINK - STRUCTURES	GLASNEVIN STATION	CROSS SECTION	ML-ST 304 N-O8	P03	1:100 (A1) 1:200 (A3)	2
ML1-JAI-SRD-ROUT_XX-DR-Y-02065	METROLINK - STRUCTURES	MATER STATION	PROPOSED STREET LEVEL DESIGN	ML-ST 305 B-C1	P04	1:250 (A1) 1:500 (A3)	2
ML1-JAI-SRD-ROUT_XX-DR-Y-02066	METROLINK - STRUCTURES	MATER STATION	STREET LEVEL ELEVATION	ML-ST 305 B-C2	P04	1:200 (A1) 1:400 (A3), 1:100 (A1) 1:200 (A3)	2
ML1-JAI-SRD-ROUT_XX-DR-Y-02067	METROLINK - STRUCTURES	MATER STATION	CONCOURSE & MEZZANINE LEVEL PLAN	ML-ST 305 B-C3	P03	1:250 (A1) 1:500 (A3)	2
ML1-JAI-SRD-ROUT_XX-DR-Y-02068	METROLINK - STRUCTURES	MATER STATION	PLATFORM & UNDER PLATFORM LEVEL PLAN	ML-ST 305 B-C4	P03	1:250 (A1) 1:500 (A3)	2
ML1-JAI-SRD-ROUT_XX-DR-Y-02069	METROLINK - STRUCTURES	MATER STATION	LONGITUDINAL SECTION	ML-ST 305 B-C5	P03	1:200 (A1) 1:400 (A3)	2
ML1-JAI-SRD-ROUT_XX-DR-Y-02070	METROLINK - STRUCTURES	MATER STATION	CROSS SECTION	ML-ST 305 B-C6	P03	1:100 (A1) 1:200 (A3)	2
ML1-JAI-SRD-ROUT_XX-DR-Y-02071	METROLINK - STRUCTURES	O'CONNELL STREET STATION	PROPOSED STREET LEVEL DESIGN	ML-ST 305 F-G1	P05	1:250 (A1) 1:500 (A3)	2
ML1-JAI-SRD-ROUT_XX-DR-Y-02072	METROLINK - STRUCTURES	O'CONNELL STREET STATION	STREET LEVEL ELEVATION	ML-ST 305 F-G2	P03	1:200 (A1) 1:400 (A3), 1:100 (A1) 1:200 (A3)	2
ML1-JAI-SRD-ROUT_XX-DR-Y-02073	METROLINK - STRUCTURES	O'CONNELL STREET STATION	CONCOURSE LEVEL PLAN	ML-ST 305 F-G3	P03	1:250 (A1) 1:500 (A3)	2
ML1-JAI-SRD-ROUT_XX-DR-Y-02074	METROLINK - STRUCTURES	O'CONNELL STREET STATION	MEZZANINE LEVEL PLAN	ML-ST 305 F-G4	P03	1:250 (A1) 1:500 (A3)	2
ML1-JAI-SRD-ROUT_XX-DR-Y-02075	METROLINK - STRUCTURES	O'CONNELL STREET STATION	PLATFORM & UNDER PLATFORM LEVEL PLAN	ML-ST 305 F-G5	P03	1:250 (A1) 1:500 (A3)	2
ML1-JAI-SRD-ROUT_XX-DR-Y-02076	METROLINK - STRUCTURES	O'CONNELL STREET STATION	LONGITUDINAL SECTION	ML-ST 305 F-G6	P03	1:200 (A1) 1:400 (A3)	2
ML1-JAI-SRD-ROUT_XX-DR-Y-02077	METROLINK - STRUCTURES	O'CONNELL STREET STATION	CROSS SECTION	ML-ST 305 F-G7	P03	1:100 (A1) 1:200 (A3)	2
ML1-JAI-SRD-ROUT_XX-DR-Y-02078	METROLINK - STRUCTURES	TARA STATION	PROPOSED STREET LEVEL DESIGN	ML-ST 306 O-A1	P05	1:250 (A1) 1:500 (A3)	2
ML1-JAI-SRD-ROUT_XX-DR-Y-02079	METROLINK - STRUCTURES	TARA STATION	STREET LEVEL ELEVATION	ML-ST 306 O-A2	P03	1:200 (A1) 1:400 (A3), 1:100 (A1) 1:200 (A3)	2
ML1-JAI-SRD-ROUT_XX-DR-Y-02080	METROLINK - STRUCTURES	TARA STATION	CONCOURSE & MEZZANINE LEVEL PLAN	ML-ST 306 O-A3	P04	1:250 (A1) 1:500 (A3)	2
ML1-JAI-SRD-ROUT_XX-DR-Y-02081	METROLINK - STRUCTURES	TARA STATION	PLATFORM & UNDER PLATFORM LEVEL PLAN	ML-ST 306 O-A4	P03	1:250 (A1) 1:500 (A3)	2
ML1-JAI-SRD-ROUT_XX-DR-Y-02082	METROLINK - STRUCTURES	TARA STATION	LONGITUDINAL SECTION	ML-ST 306 O-A5	P03	1:200 (A1) 1:400 (A3)	2
ML1-JAI-SRD-ROUT_XX-DR-Y-02083	METROLINK - STRUCTURES	TARA STATION	CROSS SECTION	ML-ST 306 O-A6	P03	1:100 (A1) 1:200 (A3)	2
ML1-JAI-SRD-ROUT_XX-DR-Y-02084	METROLINK - STRUCTURES	ST. STEPHENS GREEN STATION	PROPOSED STREET LEVEL DESIGN	ML-ST 306 C-D1	P04	1:250 (A1) 1:500 (A3)	2
ML1-JAI-SRD-ROUT_XX-DR-Y-02085	METROLINK - STRUCTURES	ST. STEPHENS GREEN STATION	STREET LEVEL ELEVATION	ML-ST 306 C-D2	P04	1:200 (A1) 1:400 (A3), 1:100 (A1) 1:200 (A3)	2
ML1-JAI-SRD-ROUT_XX-DR-Y-02086	METROLINK - STRUCTURES	ST. STEPHENS GREEN STATION	CONCOURSE & MEZZANINE LEVEL PLAN	ML-ST 306 C-D3	P03	1:250 (A1) 1:500 (A3)	2
ML1-JAI-SRD-ROUT_XX-DR-Y-02087	METROLINK - STRUCTURES	ST. STEPHENS GREEN STATION	PLATFORM & UNDER PLATFORM LEVEL PLAN	ML-ST 306 C-D4	P03	1:250 (A1) 1:500 (A3)	2
ML1-JAI-SRD-ROUT_XX-DR-Y-02088	METROLINK - STRUCTURES	ST. STEPHENS GREEN STATION	LONGITUDINAL SECTION	ML-ST 306 C-D5	P03	1:200 (A1) 1:400 (A3)	2
ML1-JAI-SRD-ROUT_XX-DR-Y-02089	METROLINK - STRUCTURES	ST. STEPHENS GREEN STATION	CROSS SECTION	ML-ST 306 C-D6	P03	1:100 (A1) 1:200 (A3)	2
ML1-JAI-SRD-ROUT_XX-DR-Y-02090	METROLINK - STRUCTURES	CHARLEMONT STATION	PROPOSED STREET LEVEL DESIGN	ML-ST 307 O-A1	P07	1:250 (A1) 1:500 (A3)	2
ML1-JAI-SRD-ROUT_XX-DR-Y-02091	METROLINK - STRUCTURES	CHARLEMONT STATION	STREET LEVEL ELEVATION	ML-ST 307 O-A2	P03	1:200 (A1) 1:400 (A3), 1:100 (A1) 1:200 (A3)	2
ML1-JAI-SRD-ROUT_XX-DR-Y-02092	METROLINK - STRUCTURES	CHARLEMONT STATION	CONCOURSE LEVEL PLAN	ML-ST 307 O-A3	P03	1:250 (A1) 1:500 (A3)	2
ML1-JAI-SRD-ROUT_XX-DR-Y-02093	METROLINK - STRUCTURES	CHARLEMONT STATION	MEZZANINE LEVEL PLAN	ML-ST 307 O-A4	P04	1:250 (A1) 1:500 (A3)	2
ML1-JAI-SRD-ROUT_XX-DR-Y-02094	METROLINK - STRUCTURES	CHARLEMONT STATION	PLATFORM LEVEL PLAN	ML-ST 307 O-A5	P03	1:250 (A1) 1:500 (A3)	2
ML1-JAI-SRD-ROUT_XX-DR-Y-02095	METROLINK - STRUCTURES	CHARLEMONT STATION	UNDER PLATFORM LEVEL PLANS	ML-ST 307 O-A6	P03	1:250 (A1) 1:500 (A3)	2
ML1-JAI-SRD-ROUT_XX-DR-Y-02096	METROLINK - STRUCTURES	CHARLEMONT STATION	LONGITUDINAL SECTION	ML-ST 307 O-A7	P03	1:200 (A1) 1:400 (A3)	2
ML1-JAI-SRD-ROUT_XX-DR-Y-02097	METROLINK - STRUCTURES	CHARLEMONT STATION	CROSS SECTION	ML-ST 307 O-A8	P03	1:100 (A1) 1:200 (A3)	2
ML1-JAI-GEN-ROUT_XX-DR-Z-00004	Metrolink	Structure Key Plan	DCC		P01	N/A	2
* = Drawing No Longer Required							

Metrolink Schedule of Drawings

Structures Book 3 (FCC and DCC and Other)						
Name	Title Line 1	Title Line 2	Title Line 3	RD Plan Drawing No.	Rev. Var.	Quantity
ML1-JAI-SRD-ROUT_XX-DR-Y-01001	METROLINK - STRUCTURES	NORTH PORTAL		ML-TP 302 O-A	P02	2
ML1-JAI-SRD-ROUT_XX-DR-Y-01002	METROLINK - STRUCTURES	SOUTH PORTAL		ML-TP 302 E-F	P02	2
ML1-JAI-SRD-ROUT_XX-DR-Y-01003	METROLINK - STRUCTURES	SOUTH PORTAL VENTILATION AND EMERGENCY A		ML-TP 302 E-O	P02	2
ML1-JAI-SRD-ROUT_XX-DR-Y-01004	METROLINK - STRUCTURES	TYPICAL TUNNEL CROSS SECTIONS		ML-TP 302 O-01	P02	2
ML1-JAI-SRD-ROUT_XX-DR-Y-01006	METROLINK - STRUCTURES	CULVERT 1		ML-VR 301 Y-O	P02	2
ML1-JAI-SRD-MS11_XX-DR-Y-01001	METROLINK	GLASNEVIN HEAVY RAIL	TRACK REALIGNMENT	ML-ST 304 N-09	P02	2
ML1-JAI-SRD-MS11_XX-DR-Y-01002	METROLINK	GLASNEVIN HEAVY RAIL	TRACK REALIGNMENT	ML-ST 304 N-010	P02	2
ML1-JAI-SRD-MS11_XX-DR-Y-01003	METROLINK	GLASNEVIN HEAVY RAIL	TRACK REALIGNMENT	ML-ST 304 N-011	P02	2
ML1-JAI-SRD-MS11_XX-DR-Y-01004	METROLINK	GLASNEVIN HEAVY RAIL	CSWR LONG SECTION	ML-ST 304 O-03	P02	2
ML1-JAI-SRD-MS11_XX-DR-Y-01005	METROLINK	GLASNEVIN HEAVY RAIL	MGWR LONG SECTION	ML-ST 304 O-03A	P02	2
ML1-JAI-SRD-ROUT_XX-DR-Y-01007	METROLINK - STRUCTURES	CULVERT	DEPOT MAIN ACCESS ROAD	ML-VR 303 6-7	P01	2
ML1-JAI-SRD-ROUT_XX-DR-Y-03001	METROLINK - STRUCTURES	ALBERT COLLEGE PARK INTERVENTION SHAFT	GENERAL ARRANGEMENT	ML-VT 304 G-H	P02	2
ML1-JAI-SRD-ROUT_XX-DR-Y-04001	METROLINK - STRUCTURES	M50 VIADUCT	PLAN LAYOUT AND LONGITUDINAL SECTION	ML-VR 301 G-J	P02	2
ML1-JAI-SRD-ROUT_XX-DR-Y-04002	METROLINK - STRUCTURES	BROAD MEADOW AND WARD RIVER VIADUCT	PLAN LAYOUT AND LONGITUDINAL SECTION	ML-VR 301 G-E	P02	2
ML1-JAI-SRD-ROUT_XX-DR-Y-04003	METROLINK - STRUCTURES	FOSTERSTOWN ACCOMMODATION BRIDGE	PLAN LAYOUT AND LONGITUDINAL SECTION	ML-VR 301 W-X	P01	2
ML1-JAI-SRD-ROUT_XX-DR-Y-05001	METROLINK - STRUCTURES	DEPOT	GENERAL LAYOUT	ML-DP 303	P02	2
ML1-JAI-SRD-ROUT_XX-DR-Y-05002	METROLINK - STRUCTURES	DEPOT, STABLING AREA (BUILDING G-G1)	GROUND LEVEL PLAN	ML-DP 303 A-B1	P03	2
ML1-JAI-SRD-ROUT_XX-DR-Y-05003	METROLINK - STRUCTURES	DEPOT, STABLING AREA (BUILDING G-G1)	ROOF LEVEL PLAN	ML-DP 303 A-B2	P03	2
ML1-JAI-SRD-ROUT_XX-DR-Y-05004	METROLINK - STRUCTURES	DEPOT, STABLING AREA (BUILDING G-G1)	SECTIONS	ML-DP 303 A-B3	P03	2
ML1-JAI-SRD-ROUT_XX-DR-Y-05005	METROLINK - STRUCTURES	DEPOT, STABLING AREA (BUILDING G-G1)	ELEVATIONS	ML-DP 303 A-B4	P03	2
ML1-JAI-SRD-ROUT_XX-DR-Y-05006	METROLINK - STRUCTURES	DEPOT, MAIN MAINTENANCE WORKSHOP & GENER	GROUND LEVEL PLAN	ML-DP 303 A-B5	P03	2
ML1-JAI-SRD-ROUT_XX-DR-Y-05007	METROLINK - STRUCTURES	DEPOT, MAIN MAINTENANCE WORKSHOP & GENER	ROOF LEVEL PLAN	ML-DP 303 A-B6	P03	2
ML1-JAI-SRD-ROUT_XX-DR-Y-05008	METROLINK - STRUCTURES	DEPOT, MAIN MAINTENANCE WORKSHOP & GENER	SECTIONS	ML-DP 303 A-B7	P04	2
ML1-JAI-SRD-ROUT_XX-DR-Y-05009	METROLINK - STRUCTURES	DEPOT, MAIN MAINTENANCE WORKSHOP & GENER	ELEVATIONS	ML-DP 303 A-B8	P04	2
ML1-JAI-SRD-ROUT_XX-DR-Y-05010	METROLINK - STRUCTURES	DEPOT, MAIN OFFICES AND ADMINISTRATION/S	GROUND LEVEL PLAN	ML-DP 303 B1-C1	P03	2
ML1-JAI-SRD-ROUT_XX-DR-Y-05011	METROLINK - STRUCTURES	DEPOT, MAIN OFFICES AND ADMINISTRATION/S	FIRST LEVEL PLAN	ML-DP 303 B1-C2	P03	2
ML1-JAI-SRD-ROUT_XX-DR-Y-05012	METROLINK - STRUCTURES	DEPOT, MAIN OFFICES AND ADMINISTRATION/S	ROOF LEVEL PLAN	ML-DP 303 B1-C3	P03	2
ML1-JAI-SRD-ROUT_XX-DR-Y-05013	METROLINK - STRUCTURES	DEPOT, MAIN OFFICES AND ADMINISTRATION/S	SECTIONS	ML-DP 303 B1-C4	P03	2
ML1-JAI-SRD-ROUT_XX-DR-Y-05014	METROLINK - STRUCTURES	DEPOT, MAIN OFFICES AND ADMINISTRATION/S	ELEVATIONS	ML-DP 303 B1-C5	P03	2
ML1-JAI-SRD-ROUT_XX-DR-Y-05015	METROLINK - STRUCTURES	DEPOT, ELECTRICAL SUBSTATION AND DISTRI	GROUND LEVEL PLAN	ML-DP 303 B1-C6	P03	2
ML1-JAI-SRD-ROUT_XX-DR-Y-05016	METROLINK - STRUCTURES	DEPOT, ELECTRICAL SUBSTATION AND DISTRI	ROOF LEVEL PLAN	ML-DP 303 B1-C7	P03	2
ML1-JAI-SRD-ROUT_XX-DR-Y-05017	METROLINK - STRUCTURES	DEPOT, ELECTRICAL SUBSTATION AND DISTRI	SECTIONS	ML-DP 303 B1-C8	P04	2
ML1-JAI-SRD-ROUT_XX-DR-Y-05018	METROLINK - STRUCTURES	DEPOT, ELECTRICAL SUBSTATION AND DISTRI	ELEVATIONS	ML-DP 303 B1-C9	P04	2
ML1-JAI-SRD-ROUT_XX-DR-Y-05019	METROLINK - STRUCTURES	DEPOT, PERMANENT WAY & MAINTENANCE BUILD	GROUND LEVEL PLAN	ML-DP 303 B-C1	P03	2
ML1-JAI-SRD-ROUT_XX-DR-Y-05020	METROLINK - STRUCTURES	DEPOT, PERMANENT WAY & MAINTENANCE BUILD	ROOF LEVEL PLAN	ML-DP 303 B-C2	P03	2
ML1-JAI-SRD-ROUT_XX-DR-Y-05021	METROLINK - STRUCTURES	DEPOT, PERMANENT WAY & MAINTENANCE BUILD	SECTIONS	ML-DP 303 B-C3	P04	2
ML1-JAI-SRD-ROUT_XX-DR-Y-05022	METROLINK - STRUCTURES	DEPOT, PERMANENT WAY & MAINTENANCE BUILD	ELEVATIONS	ML-DP 303 B-C4	P04	2
ML1-JAI-SRD-ROUT_XX-DR-Y-06001	METROLINK - STRUCTURES	ESTUARY PARK AND RIDE	GENERAL LAYOUT	ML-MS 301 B-C1	P02	2
ML1-JAI-SRD-ROUT_XX-DR-Y-06002	METROLINK - STRUCTURES	ESTUARY PARK AND RIDE	GROUND FLOOR	ML-MS 301 B-C2	P02	2
ML1-JAI-SRD-ROUT_XX-DR-Y-06003	METROLINK - STRUCTURES	ESTUARY PARK AND RIDE	FIRST FLOOR	ML-MS 301 B-C3	P02	2
ML1-JAI-SRD-ROUT_XX-DR-Y-06004	METROLINK - STRUCTURES	ESTUARY PARK AND RIDE	SECOND FLOOR	ML-MS 301 B-C4	P02	2
ML1-JAI-SRD-ROUT_XX-DR-Y-06005	METROLINK - STRUCTURES	ESTUARY PARK AND RIDE	THIRD FLOOR	ML-MS 301 B-C5	P02	2
ML1-JAI-SRD-ROUT_XX-DR-Y-06006	METROLINK - STRUCTURES	ESTUARY PARK AND RIDE	FOURTH FLOOR	ML-MS 301 B-C6	P02	2
ML1-JAI-SRD-ROUT_XX-DR-Y-06007	METROLINK - STRUCTURES	ESTUARY PARK AND RIDE	ENLARGED OFFICE PLAN	ML-MS 301 B-C7	P02	2
ML1-JAI-SRD-ROUT_XX-DR-Y-06008	METROLINK - STRUCTURES	ESTUARY PARK AND RIDE	GENERAL ELEVATIONS	ML-MS 301 B-C8	P02	2
ML1-JAI-SRD-ROUT_XX-DR-Y-06009	METROLINK - STRUCTURES	ESTUARY PARK AND RIDE	GENERAL SECTIONS	ML-MS 301 B-C9	P02	2
ML1-JAI-SRD-ROUT_XX-DR-Y-07001	METROLINK - BOUNDARY TREATMENT	FENCE TYPE A	TYPICAL DETAIL	ML-BT O-01	P02	2
ML1-JAI-SRD-ROUT_XX-DR-Y-07002	METROLINK - BOUNDARY TREATMENT	FENCE TYPE B	TYPICAL DETAIL	ML-BT O-02	P02	2
ML1-JAI-SRD-ROUT_XX-DR-Y-07003	METROLINK - BOUNDARY TREATMENT	FENCE TYPE C	TYPICAL DETAIL	ML-BT O-03	P02	2
ML1-JAI-SRD-ROUT_XX-DR-Y-07004	METROLINK - BOUNDARY TREATMENT	FENCE TYPE D	TYPICAL DETAIL	ML-BT O-04	P02	2
ML1-JAI-SRD-ROUT_XX-DR-Y-07005	METROLINK - BOUNDARY TREATMENT	FENCE TYPE E	TYPICAL DETAIL	ML-BT O-05	P02	2
ML1-JAI-SRD-ROUT_XX-DR-Y-07006	METROLINK - BOUNDARY TREATMENT	FENCE TYPE F	TYPICAL DETAIL	ML-BT O-06	P02	2
ML1-JAI-SRD-ROUT_XX-DR-Y-07007	METROLINK - BOUNDARY TREATMENT	FENCE TYPE G	TYPICAL DETAIL	ML-BT O-07	P01	2
ML1-JAI-SRD-ROUT_XX-DR-Y-07008	METROLINK - BOUNDARY TREATMENT	FENCE TYPE H	TYPICAL DETAIL	ML-BT O-08	P01	2
ML1-JAI-SRD-ROUT_XX-DR-Y-07009	METROLINK - STRUCTURES	FLOODLIGHTING	TYPICAL DETAIL	ML-BT O-09	P01	2
ML1-JAI-SRD-ROUT_XX-DR-Y-08001	METROLINK - STRUCTURES	NORTH PORTAL SUBSTATION	GENERAL ARRANGEMENT	ML-SS 302 O-01	P03	2
ML1-JAI-SRD-ROUT_XX-DR-Y-08008	METROLINK - STRUCTURES	BICYCLE PARKING BUILDING	GENERAL ARRANGEMENT	ML-BP O-01	P01	2
ML1-JAI-SRD-ROUT_XX-DR-Y-08009	ESBN	HV SURFACE SUBSTATION - NORTH PORTAL		ML-SS O-07	P01	2
ML1-JAI-SRD-ROUT_XX-DR-Y-08010	ESBN	HV SURFACE SUBSTATION - DARDISTOWN		ML-SS O-08	P02	2
ML1-JAI-SRD-ROUT_XX-DR-Y-08011	METROLINK - STRUCTURES	PLAN AND ELEVATION	PROPOSED CHANGING ROOM		P01	2
ML1-JAI-SRD-ROUT_XX-DR-Y-08012	ESBN & Metrolink 110KV Substation	Compound Plan View	Dispot		P01	2
ML1-JAI-SRD-ROUT_XX-DR-Y-08013	ESBN & Metrolink 110KV Substation	Compound Elevation	Dispot		P01	2
ML1-JAI-SRD-ROUT_XX-DR-Y-08014	ESBN & Metrolink 110KV Substation	Compound Plan View	North Portal		P01	2
ML1-JAI-SRD-ROUT_XX-DR-Y-08015	ESBN & Metrolink 110KV Substation	Compound Elevation View	North Portal		P01	2
ML1-JAI-SRD-ROUT_XX-DR-Y-09001	METROLINK - COMMUNICATIONS	RADIO BASE STATION & ANTENNA	LOCATION PLAN & SECTION	ML-RM 301 O-01	P01	2
ML1-JAI-SRD-ROUT_XX-DR-Y-09002	METROLINK - COMMUNICATIONS	RADIO BASE STATION & ANTENNA	LOCATION PLAN & SECTION	ML-RM 303 O-01	P02	2
ML1-JAI-SRD-ROUT_XX-DR-Y-09007	METROLINK - STRUCTURES	Swords Pumping Station	Pumping Station		P01	2
ML1-JAI-SRD-ROUT_XX-DR-Y-09008	METROLINK - STRUCTURES	Swords Pumping Station	West Elevation		P01	2
ML1-JAI-SRD-ROUT_XX-DR-Y-09009	METROLINK - STRUCTURES	Swords Pumping Station	North Elevation		P01	2
ML1-JAI-SRD-ROUT_XX-DR-Y-09010	METROLINK - STRUCTURES	Swords Pumping Station	Control Building Elevations		P01	2
ML1-JAI-SRD-ROUT_XX-DR-Y-09011	METROLINK - STRUCTURES	Swords Pumping Station	Control Building Plan		P01	2
ML1-JAI-SRD-ROUT_XX-DR-Y-09012	METROLINK - STRUCTURES	Swords Pumping Station	Sump Access Cover Layout		P01	2
ML1-JAI-SRD-ROUT_XX-DR-Y-09013	METROLINK - STRUCTURES	Swords Pumping Station	East Elevation		P01	2
ML1-JAI-SRD-ROUT_XX-DR-Y-09014	METROLINK - STRUCTURES	Swords Pumping Station	South Elevation		P01	2
ML1-JAI-SRD-ROUT_XX-DR-Y-09015	METROLINK - STRUCTURES	Swords Pumping Station	Cross Section		P01	2
ML1-JAI-SRD-ROUT_XX-DR-Y-09016	METROLINK - STRUCTURES	Swords Pumping Station	General Arrangement	ML-UC 301 G-H	P02	2
ML1-JAI-GEN-ROUT_XX-DR-2-00005	Metrolink	Structure Key Plan	FCC&DCC		P02	2
ML1-JAI-GEN-ROUT_XX-DR-2-00006	Metrolink	Structure Key Plan	FCC&DCC		P02	2

Metrolink Schedule of Drawings

Utilities Book 1 (Utilities Diversions FCC)							
Name	Title Line 1	Title Line 2	Title Line 3	RO Plan Drawing No.	Rev. Var	Scale	Quantity
ML1-JA-URD-ROUT_XX-DR-Y-01001	METROLINK - UTILITY DIVERSION	LISSENHALL LITTLE (SHEET 1 OF 4)		ML-UC 301 O-A	P03	1:500 (A1) 1:1000 (A3)	2
ML1-JA-URD-ROUT_XX-DR-Y-01002	METROLINK - UTILITY DIVERSION	LISSENHALL LITTLE (SHEET 2 OF 4)		ML-UC 301 A-B	P03	1:500 (A1) 1:1000 (A3)	2
ML1-JA-URD-ROUT_XX-DR-Y-01003	METROLINK - UTILITY DIVERSION	ESTUARY		ML-UC 301 B-C	P03	1:500 (A1) 1:1000 (A3)	2
ML1-JA-URD-ROUT_XX-DR-Y-01004	METROLINK - UTILITY DIVERSION	BALHEARY DEMESNE (SHEET 1 OF 5)		ML-UC 301 C-D	P03	1:500 (A1) 1:1000 (A3)	2
ML1-JA-URD-ROUT_XX-DR-Y-01005	METROLINK - UTILITY DIVERSION	LISSENHALL LITTLE (SHEET 3 OF 4)		ML-UC 301 1-2	P03	1:500 (A1) 1:1000 (A3)	2
ML1-JA-URD-ROUT_XX-DR-Y-01006	METROLINK - UTILITY DIVERSION	LISSENHALL LITTLE (SHEET 4 OF 4)		ML-UC 301 2-3	P03	1:500 (A1) 1:1000 (A3)	2
ML1-JA-URD-ROUT_XX-DR-Y-01007	METROLINK - UTILITY DIVERSION	LISSENHALL GREAT		ML-UC 301 4-5	P03	1:500 (A1) 1:1000 (A3)	2
ML1-JA-URD-ROUT_XX-DR-Y-01008	METROLINK - UTILITY DIVERSION	BALHEARY DEMESNE (SHEET 2 OF 5)		ML-UC 301 D-E	P03	1:500 (A1) 1:1000 (A3)	2
ML1-JA-URD-ROUT_XX-DR-Y-01009	METROLINK - UTILITY DIVERSION	BALHEARY DEMESNE (SHEET 3 OF 5)		ML-UC 301 E-F	P03	1:500 (A1) 1:1000 (A3)	2
ML1-JA-URD-ROUT_XX-DR-Y-01010	METROLINK - UTILITY DIVERSION	BALHEARY DEMESNE (SHEET 4 OF 5)		ML-UC 301 F-G	P03	1:500 (A1) 1:1000 (A3)	2
ML1-JA-URD-ROUT_XX-DR-Y-01011	METROLINK - UTILITY DIVERSION	BALHEARY DEMESNE (SHEET 5 OF 5)		ML-UC 301 G-H	P06	1:500 (A1) 1:1000 (A3)	2
ML1-JA-URD-ROUT_XX-DR-Y-01012	METROLINK - UTILITY DIVERSION	SEATOWN (SHEET 1 OF 3)		ML-UC 301 H-I	P04	1:500 (A1) 1:1000 (A3)	2
ML1-JA-URD-ROUT_XX-DR-Y-01013	METROLINK - UTILITY DIVERSION	SEATOWN (SHEET 2 OF 3)		ML-UC 301 J-K	P03	1:500 (A1) 1:1000 (A3)	2
ML1-JA-URD-ROUT_XX-DR-Y-01014	METROLINK - UTILITY DIVERSION	SEATOWN (SHEET 3 OF 3)		ML-UC 301 K-L	P04	1:500 (A1) 1:1000 (A3)	2
ML1-JA-URD-ROUT_XX-DR-Y-01015	METROLINK - UTILITY DIVERSION	SWORDS BUSINESS PARK		ML-UC 301 6-7	P03	1:500 (A1) 1:1000 (A3)	2
ML1-JA-URD-ROUT_XX-DR-Y-01016	METROLINK - UTILITY DIVERSION	SWORDS DEMESNE (SHEET 1 OF 2)		ML-UC 301 L-M	P04	1:500 (A1) 1:1000 (A3)	2
ML1-JA-URD-ROUT_XX-DR-Y-01017	METROLINK - UTILITY DIVERSION	SWORDS DEMESNE (SHEET 2 OF 2)		ML-UC 301 M-N	P03	1:500 (A1) 1:1000 (A3)	2
ML1-JA-URD-ROUT_XX-DR-Y-01018	METROLINK - UTILITY DIVERSION	MALAHIDE ROAD ROUNDABOUT		ML-UC 301 N-P	P03	1:500 (A1) 1:1000 (A3)	2
ML1-JA-URD-ROUT_XX-DR-Y-01019	METROLINK - UTILITY DIVERSION	SWORDS CENTRAL		ML-UC 301 P-Q	P03	1:500 (A1) 1:1000 (A3)	2
ML1-JA-URD-ROUT_XX-DR-Y-01020	METROLINK - UTILITY DIVERSION	AIRSIDE BUSINESS PARK (SHEET 1 OF 2)		ML-UC 301 Q-R	P03	1:500 (A1) 1:1000 (A3)	2
ML1-JA-URD-ROUT_XX-DR-Y-01021	METROLINK - UTILITY DIVERSION	AIRSIDE BUSINESS PARK (SHEET 2 OF 2)		ML-UC 301 R-S	P04	1:500 (A1) 1:1000 (A3)	2
ML1-JA-URD-ROUT_XX-DR-Y-01022	METROLINK - UTILITY DIVERSION	PINNOCK HILL ROUNDABOUT		ML-UC 301 S-T	P04	1:500 (A1) 1:1000 (A3)	2
ML1-JA-URD-ROUT_XX-DR-Y-01023	METROLINK - UTILITY DIVERSION	AIRSIDE SHOPPING CENTRE (SHEET 1 OF 2)		ML-UC 301 T-U	P04	1:500 (A1) 1:1000 (A3)	2
ML1-JA-URD-ROUT_XX-DR-Y-01024	METROLINK - UTILITY DIVERSION	AIRSIDE SHOPPING CENTRE (SHEET 2 OF 2)		ML-UC 301 U-V	P03	1:500 (A1) 1:1000 (A3)	2
ML1-JA-URD-ROUT_XX-DR-Y-01025	METROLINK - UTILITY DIVERSION	NEVINSTOWN		ML-UC 301 V-W	P03	1:500 (A1) 1:1000 (A3)	2
ML1-JA-URD-ROUT_XX-DR-Y-01026	METROLINK - UTILITY DIVERSION	FOSTERSTOWN (SHEET 1 OF 3)		ML-UC 301 W-X	P03	1:500 (A1) 1:1000 (A3)	2
ML1-JA-URD-ROUT_XX-DR-Y-01027	METROLINK - UTILITY DIVERSION	FOSTERSTOWN (SHEET 2 OF 3)		ML-UC 301 X-Y	P03	1:500 (A1) 1:1000 (A3)	2
ML1-JA-URD-ROUT_XX-DR-Y-01028	METROLINK - UTILITY DIVERSION	FOSTERSTOWN (SHEET 3 OF 3)		ML-UC 301 Y-O	P04	1:500 (A1) 1:1000 (A3)	2
ML1-JA-URD-ROUT_XX-DR-Y-01029	METROLINK - UTILITY DIVERSION	NAUL ROAD		ML-UC 302 O-A	P03	1:500 (A1) 1:1000 (A3)	2
ML1-JA-URD-ROUT_XX-DR-Y-01030	METROLINK - UTILITY DIVERSION	NAUL ROAD TO DUBLIN AIRPORT		ML-UC 302 A-B	P04	1:500 (A1) 1:1000 (A3)	2
ML1-JA-URD-ROUT_XX-DR-Y-01031	METROLINK - UTILITY DIVERSION	DUBLIN AIRPORT (SHEET 1 OF 5)		ML-UC 302 B-C	P03	1:500 (A1) 1:1000 (A3)	2
ML1-JA-URD-ROUT_XX-DR-Y-01032	METROLINK - UTILITY DIVERSION	DUBLIN AIRPORT (SHEET 2 OF 5)		ML-UC 302 C-D	P04	1:500 (A1) 1:1000 (A3)	2
ML1-JA-URD-ROUT_XX-DR-Y-01033	METROLINK - UTILITY DIVERSION	DUBLIN AIRPORT (SHEET 3 OF 5)		ML-UC 302 D-E	P04	1:500 (A1) 1:1000 (A3)	2
ML1-JA-URD-ROUT_XX-DR-Y-01034	METROLINK - UTILITY DIVERSION	DUBLIN AIRPORT (SHEET 4 OF 5)		ML-UC 302 E-F	P04	1:500 (A1) 1:1000 (A3)	2
ML1-JA-URD-ROUT_XX-DR-Y-01035	METROLINK - UTILITY DIVERSION	DUBLIN AIRPORT (SHEET 5 OF 5)		ML-UC 302 F-G	P04	1:500 (A1) 1:1000 (A3)	2
ML1-JA-URD-ROUT_XX-DR-Y-01036	METROLINK - UTILITY DIVERSION	BALLYSTRAUN (SHEET 1 OF 7)		ML-UC 302 G-O	P03	1:500 (A1) 1:1000 (A3)	2
ML1-JA-URD-ROUT_XX-DR-Y-01037	METROLINK - UTILITY DIVERSION	BALLYSTRAUN (SHEET 2 OF 7)		ML-UC 303 1-2	P04	1:500 (A1) 1:1000 (A3)	2
ML1-JA-URD-ROUT_XX-DR-Y-01038	METROLINK - UTILITY DIVERSION	BALLYSTRAUN (SHEET 3 OF 7)		ML-UC 303 3-4	P04	1:500 (A1) 1:1000 (A3)	2
ML1-JA-URD-ROUT_XX-DR-Y-01039	METROLINK - UTILITY DIVERSION	BALLYSTRAUN (SHEET 4 OF 7)		ML-UC 303 4-5	P04	1:500 (A1) 1:1000 (A3)	2
ML1-JA-URD-ROUT_XX-DR-Y-01040	METROLINK - UTILITY DIVERSION	BALLYSTRAUN (SHEET 5 OF 7)		ML-UC 303 5-6	P04	1:500 (A1) 1:1000 (A3)	2
ML1-JA-URD-ROUT_XX-DR-Y-01041	METROLINK - UTILITY DIVERSION	COLTRY		ML-UC 303 6-7	P04	1:500 (A1) 1:1000 (A3)	2
ML1-JA-URD-ROUT_XX-DR-Y-01042	METROLINK - UTILITY DIVERSION	BALLYSTRAUN (SHEET 6 OF 7)		ML-UC 303 O-A	P04	1:500 (A1) 1:1000 (A3)	2
ML1-JA-URD-ROUT_XX-DR-Y-01043	METROLINK - UTILITY DIVERSION	BALLYSTRAUN (SHEET 7 OF 7)		ML-UC 303 A-B	P04	1:500 (A1) 1:1000 (A3)	2
ML1-JA-URD-ROUT_XX-DR-Y-01044	METROLINK - UTILITY DIVERSION	BALLYMUN (SHEET 1 OF 11)		ML-UC 303 B-C	P04	1:500 (A1) 1:1000 (A3)	2
ML1-JA-URD-ROUT_XX-DR-Y-01045	METROLINK - UTILITY DIVERSION	BALLYMUN (SHEET 2 OF 11)		ML-UC 303 B1-C	P04	1:500 (A1) 1:1000 (A3)	2
ML1-JA-URD-ROUT_XX-DR-Y-01046	METRO LINK - UTILITY DIVERSION	BALLYMUN (SHEET 3 OF 11)		ML-UC 303 C-D	P04	1:500 (A1) 1:1000 (A3)	2
ML1-JA-URD-ROUT_XX-DR-Y-01047	METRO LINK - UTILITY DIVERSION	BALLYMUN (SHEET 4 OF 11)		ML-UC 303 D-E	P04	1:500 (A1) 1:1000 (A3)	2
ML1-JA-URD-ROUT_XX-DR-Y-01048	METRO LINK - UTILITY DIVERSION	BALLYMUN (SHEET 5 OF 11)		ML-UC 303 E-F	P04	1:500 (A1) 1:1000 (A3)	2
ML1-JA-URD-ROUT_XX-DR-Y-01049	METRO LINK - UTILITY DIVERSION	BALLYMUN (SHEET 6 OF 11)		ML-UC 303 F-G	P04	1:500 (A1) 1:1000 (A3)	2
ML1-JA-URD-ROUT_XX-DR-Y-01050	METRO LINK - UTILITY DIVERSION	BALLYMUN (SHEET 7 OF 11)		ML-UC 303 G-H	P04	1:500 (A1) 1:1000 (A3)	2
ML1-JA-URD-ROUT_XX-DR-Y-01051	METRO LINK - UTILITY DIVERSION	BALLYMUN (SHEET 8 OF 11)		ML-UC 303 8-9	P04	1:500 (A1) 1:1000 (A3)	2
ML1-JA-URD-ROUT_XX-DR-Y-01052	METRO LINK - UTILITY DIVERSION	BALLYMUN (SHEET 9 OF 11)		ML-UC 303 9-10	P06	1:500 (A1) 1:1000 (A3)	2
ML1-JA-URD-ROUT_XX-DR-Y-01053	METRO LINK - UTILITY DIVERSION	BALLYMUN (SHEET 10 OF 11)		ML-UC 303 11-12	P04	1:500 (A1) 1:1000 (A3)	2
ML1-JA-URD-ROUT_XX-DR-Y-01054	METRO LINK - UTILITY DIVERSION	BALLYMUN (SHEET 11 OF 11)		ML-UC 303 12-13	P06	1:500 (A1) 1:1000 (A3)	2
ML1-JA-URD-ROUT_XX-DR-Y-01055	METRO LINK - UTILITY DIVERSION	M50 JUNCTION 4 BALLYMUN		ML-UC 303 H-J	P04	1:500 (A1) 1:1000 (A3)	2
ML1-JA-URD-ROUT_XX-DR-Y-01056	METRO LINK - UTILITY DIVERSION	OLD BALLYMUN ROAD (NORTH)		ML-UC 303 J-K	P06	1:500 (A1) 1:1000 (A3)	2
ML1-JA-URD-ROUT_XX-DR-Y-01057	METRO LINK - UTILITY DIVERSION	GULLIVER'S RETAIL PARK		ML-UC 303 K-L	P06	1:500 (A1) 1:1000 (A3)	2
ML1-JA-URD-ROUT_XX-DR-Y-01058	METRO LINK - UTILITY DIVERSION	NORTHWOOD (SHEET 1 OF 2)		ML-UC 303 L-M	P04	1:500 (A1) 1:1000 (A3)	2
ML1-JA-URD-ROUT_XX-DR-Y-01059	METRO LINK - UTILITY DIVERSION	NORTHWOOD (SHEET 2 OF 2)		ML-UC 303 M-N	P04	1:500 (A1) 1:1000 (A3)	2
ML1-JA-URD-ROUT_XX-DR-Y-01060	METRO LINK - UTILITY DIVERSION	SAINT MARGARET'S ROAD		ML-UC 303 14-15	P04	1:500 (A1) 1:1000 (A3)	2
ML1-JA-URD-ROUT_XX-DR-Y-01061	METRO LINK - UTILITY DIVERSION	BALLYMUN INDUSTRIAL ESTATE		ML-UC 303 16	P04	1:500 (A1) 1:1000 (A3)	2
ML1-JA-URD-ROUT_XX-DR-Y-01062	METROLINK - UTILITY DIVERSION	BALBUTCHER LANE		ML-UC 303 N-O	P06	1:500 (A1) 1:1000 (A3)	2
ML1-JA-URD-ROUT_XX-DR-Y-01063	METROLINK - UTILITY DIVERSION	BALBUTCHER LANE TO BALCURRIS ROAD		ML-UC 304 O-A	P04	1:500 (A1) 1:1000 (A3)	2
ML1-JA-URD-ROUT_XX-DR-Y-010158	METROLINK - UTILITY DIVERSION	NAUL ROAD (SHEET 2 OF 2)		ML-UC 303 L-M	P01	1:500 (A1) 1:1000 (A3)	2
ML1-JA-URD-ROUT_XX-DR-Y-010159	METROLINK - UTILITY DIVERSION	BALBUTCHER LANE		ML-UC 303 M-N	P02	1:500 (A1) 1:1000 (A3)	2
ML1-JA-URD-ROUT_XX-DR-Y-01108	KEY PLAN						2

Metrolink Schedule of Drawings

Utilities Book 2 (Utilities Diversions DCC)							
Name	Title Line 1	Title Line 2	Title Line 3	RD Plan Drawing No.	Rev/Var	Scale	Quantity
ML1-JA-URD-ROUT_XX-DR-Y-01064	METROLINK - UTILITY DIVERSION	BALCURRIS ROAD TO SHANGAN ROAD		ML-UC 304 A-B	P04	1:500 (A1) 1:1000 (A3)	2
ML1-JA-URD-ROUT_XX-DR-Y-01065	METROLINK - UTILITY DIVERSION	SHANGAN ROAD TO GATEWAY CRESCENT		ML-UC 304 B-C	P04	1:500 (A1) 1:1000 (A3)	2
ML1-JA-URD-ROUT_XX-DR-Y-01066	METROLINK - UTILITY DIVERSION	GATEWAY CRESCENT TO BALLYMUN LIBRARY		ML-UC 304 C-D	P04	1:500 (A1) 1:1000 (A3)	2
ML1-JA-URD-ROUT_XX-DR-Y-01067	METROLINK - UTILITY DIVERSION	BALLYMUN LIBRARY TO GLASNEVIN AVENUE		ML-UC 304 D-E	P04	1:500 (A1) 1:1000 (A3)	2
ML1-JA-URD-ROUT_XX-DR-Y-01068	METROLINK - UTILITY DIVERSION	GLASNEVIN AVENUE TO SAINT PAPPIN ROAD		ML-UC 304 E-F	P04	1:500 (A1) 1:1000 (A3)	2
ML1-JA-URD-ROUT_XX-DR-Y-01069	METROLINK - UTILITY DIVERSION	SAINT PAPPIN ROAD TO SAINT CANICE'S ROAD		ML-UC 304 F-G	P04	1:500 (A1) 1:1000 (A3)	2
ML1-JA-URD-ROUT_XX-DR-Y-01070	METROLINK - UTILITY DIVERSION	SAINT CANICE'S ROAD TO GRIFFITH AVENUE		ML-UC 304 G-H	P04	1:500 (A1) 1:1000 (A3)	2
ML1-JA-URD-ROUT_XX-DR-Y-01071	METROLINK - UTILITY DIVERSION	GRIFFITH AVENUE TO STELLA AVENUE		ML-UC 304 H-J	P04	1:500 (A1) 1:1000 (A3)	2
ML1-JA-URD-ROUT_XX-DR-Y-01072	METROLINK - UTILITY DIVERSION	SAINT MOBH ROAD		ML-UC 304 J-K	P04	1:500 (A1) 1:1000 (A3)	2
ML1-JA-URD-ROUT_XX-DR-Y-01073	METROLINK - UTILITY DIVERSION	GRIFFITH PARK TO BOTANIC AVENUE		ML-UC 304 K-L	P04	1:500 (A1) 1:1000 (A3)	2
ML1-JA-URD-ROUT_XX-DR-Y-01074	METROLINK - UTILITY DIVERSION	BOTANIC AVENUE TO CLIFTONVILLE ROAD		ML-UC 304 L-M	P04	1:500 (A1) 1:1000 (A3)	2
ML1-JA-URD-ROUT_XX-DR-Y-01075	METROLINK - UTILITY DIVERSION	CLIFTONVILLE ROAD TO PROSPECT WAY		ML-UC 304 M-N	P04	1:500 (A1) 1:1000 (A3)	2
ML1-JA-URD-ROUT_XX-DR-Y-01076	METROLINK - UTILITY DIVERSION	PROSPECT WAY TO ROYAL CANAL		ML-UC 304 N-O	P04	1:500 (A1) 1:1000 (A3)	2
ML1-JA-URD-ROUT_XX-DR-Y-01078	METROLINK - UTILITY DIVERSION	ALBERT COLLEGE PARK		ML-UC 304 3-A	P04	1:500 (A1) 1:1000 (A3)	2
ML1-JA-URD-ROUT_XX-DR-Y-01077	METROLINK - UTILITY DIVERSION	WHITWORTH ROAD		ML-UC 304 5-6	P04	1:500 (A1) 1:1000 (A3)	2
ML1-JA-URD-ROUT_XX-DR-Y-01078	METROLINK - UTILITY DIVERSION	ROYAL CANAL WAY (SHEET 1 OF 4)		ML-UC 304 6-7	P04	1:500 (A1) 1:1000 (A3)	2
ML1-JA-URD-ROUT_XX-DR-Y-01079	METROLINK - UTILITY DIVERSION	ROYAL CANAL WAY (SHEET 2 OF 4)		ML-UC 304 7-8	P04	1:500 (A1) 1:1000 (A3)	2
ML1-JA-URD-ROUT_XX-DR-Y-01080	METROLINK - UTILITY DIVERSION	ROYAL CANAL WAY (SHEET 3 OF 4)		ML-UC 304 8-9	P04	1:500 (A1) 1:1000 (A3)	2
ML1-JA-URD-ROUT_XX-DR-Y-01081	METROLINK - UTILITY DIVERSION	ROYAL CANAL WAY (SHEET 4 OF 4)		ML-UC 305 0-A	P04	1:500 (A1) 1:1000 (A3)	2
ML1-JA-URD-ROUT_XX-DR-Y-01082	METROLINK - UTILITY DIVERSION	ROYAL CANAL TO CONNAUGHT STREET		ML-UC 305 A-B	P04	1:500 (A1) 1:1000 (A3)	2
ML1-JA-URD-ROUT_XX-DR-Y-01083	METROLINK - UTILITY DIVERSION	CONNAUGHT STREET TO GOLDSMITH STREET		ML-UC 305 B-C	P04	1:500 (A1) 1:1000 (A3)	2
ML1-JA-URD-ROUT_XX-DR-Y-01084	METROLINK - UTILITY DIVERSION	GOLDSMITH STREET TO NELSON STREET		ML-UC 305 C-D	P03	1:500 (A1) 1:1000 (A3)	2
ML1-JA-URD-ROUT_XX-DR-Y-01085	METROLINK - UTILITY DIVERSION	NELSON STREET TO DORSET STREET UPPER		ML-UC 305 D-E	P03	1:500 (A1) 1:1000 (A3)	2
ML1-JA-URD-ROUT_XX-DR-Y-01086	METROLINK - UTILITY DIVERSION	DORSET STREET UPPER TO GARDINER ROW		ML-UC 305 E-F	P03	1:500 (A1) 1:1000 (A3)	2
ML1-JA-URD-ROUT_XX-DR-Y-01087	METROLINK - UTILITY DIVERSION	GARDINER ROW TO PARNELL STREET		ML-UC 305 F-G	P03	1:500 (A1) 1:1000 (A3)	2
ML1-JA-URD-ROUT_XX-DR-Y-01088	METROLINK - UTILITY DIVERSION	PARNELL STREET TO GPO BUILDINGS		ML-UC 305 G-O	P03	1:500 (A1) 1:1000 (A3)	2
ML1-JA-URD-ROUT_XX-DR-Y-01089	METROLINK - UTILITY DIVERSION	GPO BUILDINGS TO BURGH QUAY		ML-UC 306 0-A	P03	1:500 (A1) 1:1000 (A3)	2
ML1-JA-URD-ROUT_XX-DR-Y-01090	METROLINK - UTILITY DIVERSION	BURGH QUAY TO PEARSE STREET		ML-UC 306 A-B	P03	1:500 (A1) 1:1000 (A3)	2
ML1-JA-URD-ROUT_XX-DR-Y-01091	METROLINK - UTILITY DIVERSION	PEARSE STREET TO LEINSTER STREET SOUTH		ML-UC 306 B-C	P03	1:500 (A1) 1:1000 (A3)	2
ML1-JA-URD-ROUT_XX-DR-Y-01092	METROLINK - UTILITY DIVERSION	LEINSTER STREET SOUTH TO SAINT STEPHEN'S GREEN		ML-UC 306 C-D	P04	1:500 (A1) 1:1000 (A3)	2
ML1-JA-URD-ROUT_XX-DR-Y-01093	METROLINK - UTILITY DIVERSION	SAINT STEPHEN'S GREEN		ML-UC 306 D-E	P04	1:500 (A1) 1:1000 (A3)	2
ML1-JA-URD-ROUT_XX-DR-Y-01094	METROLINK - UTILITY DIVERSION	SAINT STEPHEN'S GREEN TO HATCH STREET LOWER		ML-UC 306 E-O	P04	1:500 (A1) 1:1000 (A3)	2
ML1-JA-URD-ROUT_XX-DR-Y-01095	METROLINK - UTILITY DIVERSION	HATCH STREET LOWER TO GRANDE PARADE		ML-UC 307 0-A	P04	1:500 (A1) 1:1000 (A3)	2
ML1-JA-URD-ROUT_XX-DR-Y-01096	METROLINK - UTILITY DIVERSION	GRAND PARADE TO NORTHBROOK ROAD		ML-UC 307 A-O	P04	1:500 (A1) 1:1000 (A3)	2
ML1-JA-URD-ROUT_XX-DR-Y-01097	METROLINK - UTILITY DIVERSION	NORTHBROOK ROAD TO RANELAGH ROAD		ML-UC 304 1-2	P04	1:500 (A1) 1:1000 (A3)	2
ML1-JA-URD-ROUT_XX-DR-Y-01058	METROLINK - UTILITY DIVERSION	NAUL ROAD (SHEET 2 OF 2)		ML-UC 303 L-M	P04	1:500 (A1) 1:1000 (A3)	2
ML1-JA-URD-ROUT_XX-DR-Y-01059	METROLINK - UTILITY DIVERSION	BALBUTCHER LANE		ML-UC 303 M-N	P04	1:500 (A1) 1:1000 (A3)	2
ML1-JA-URD-ROUT_XX-DR-Y-01107	KEY PLAN				P01	N/A	2

Metrolink Schedule of Drawings

Utilities Book 3 (Surface Water Drawings FCC)							
Name	Title Line 1	Title Line 2	Title Line 3	RO Plan Drawing No.	Rev/Ver	Scale	Quantity
ML1-JA1-URD-ROUT_XX-DR-Y-02001	METROLINK - PROPOSED SURFACE DRAINAGE	LISSENHALL LITTLE (SHEET 1 OF 4)		ML-UN 301 O-A	P02	1:500 (A1) 1:1000 (A3)	2
ML1-JA1-URD-ROUT_XX-DR-Y-02002	METROLINK - PROPOSED SURFACE DRAINAGE	LISSENHALL LITTLE (SHEET 2 OF 4)		ML-UN 301 A-B	P02	1:500 (A1) 1:1000 (A3)	2
ML1-JA1-URD-ROUT_XX-DR-Y-02003	METROLINK - PROPOSED SURFACE DRAINAGE	ESTUARY		ML-UN 301 B-C	P02	1:500 (A1) 1:1000 (A3)	2
ML1-JA1-URD-ROUT_XX-DR-Y-02004	METROLINK - PROPOSED SURFACE DRAINAGE	BALHEARY DEMESNE (SHEET 1 OF 5)		ML-UN 301 C-D	P02	1:500 (A1) 1:1000 (A3)	2
ML1-JA1-URD-ROUT_XX-DR-Y-02008	METROLINK - PROPOSED SURFACE DRAINAGE	BALHEARY DEMESNE (SHEET 2 OF 5)		ML-UN 301 D-E	P02	1:500 (A1) 1:1000 (A3)	2
ML1-JA1-URD-ROUT_XX-DR-Y-02009	METROLINK - PROPOSED SURFACE DRAINAGE	BALHEARY DEMESNE (SHEET 3 OF 5)		ML-UN 301 E-F	P02	1:500 (A1) 1:1000 (A3)	2
ML1-JA1-URD-ROUT_XX-DR-Y-02010	METROLINK - PROPOSED SURFACE DRAINAGE	BALHEARY DEMESNE (SHEET 4 OF 5)		ML-UN 301 F-G	P02	1:500 (A1) 1:1000 (A3)	2
ML1-JA1-URD-ROUT_XX-DR-Y-02011	METROLINK - PROPOSED SURFACE DRAINAGE	BALHEARY DEMESNE (SHEET 5 OF 5)		ML-UN 301 G-H	P02	1:500 (A1) 1:1000 (A3)	2
ML1-JA1-URD-ROUT_XX-DR-Y-02012	METROLINK - PROPOSED SURFACE DRAINAGE	SEATOWN (SHEET 1 OF 3)		ML-UN 301 H-J	P02	1:500 (A1) 1:1000 (A3)	2
ML1-JA1-URD-ROUT_XX-DR-Y-02013	METROLINK - PROPOSED SURFACE DRAINAGE	SEATOWN (SHEET 2 OF 3)		ML-UN 301 J-K	P02	1:500 (A1) 1:1000 (A3)	2
ML1-JA1-URD-ROUT_XX-DR-Y-02014	METROLINK - PROPOSED SURFACE DRAINAGE	SEATOWN (SHEET 3 OF 3)		ML-UN 301 K-L	P03	1:500 (A1) 1:1000 (A3)	2
ML1-JA1-URD-ROUT_XX-DR-Y-02016	METROLINK - PROPOSED SURFACE DRAINAGE	SWORDS DEMESNE (SHEET 1 OF 2)		ML-UN 301 L-M	P03	1:500 (A1) 1:1000 (A3)	2
ML1-JA1-URD-ROUT_XX-DR-Y-02017	METROLINK - PROPOSED SURFACE DRAINAGE	SWORDS DEMESNE (SHEET 2 OF 2)		ML-UN 301 M-N	P02	1:500 (A1) 1:1000 (A3)	2
ML1-JA1-URD-ROUT_XX-DR-Y-02018	METROLINK - PROPOSED SURFACE DRAINAGE	MAHAHIDE ROAD ROUNDABOUT		ML-UN 301 N-P	P02	1:500 (A1) 1:1000 (A3)	2
ML1-JA1-URD-ROUT_XX-DR-Y-02019	METROLINK - PROPOSED SURFACE DRAINAGE	SWORDS CENTRAL		ML-UN 301 P-Q	P02	1:500 (A1) 1:1000 (A3)	2
ML1-JA1-URD-ROUT_XX-DR-Y-02020	METROLINK - PROPOSED SURFACE DRAINAGE	AIRSIDE BUSINESS PARK (SHEET 1 OF 2)		ML-UN 301 Q-R	P02	1:500 (A1) 1:1000 (A3)	2
ML1-JA1-URD-ROUT_XX-DR-Y-02021	METROLINK - PROPOSED SURFACE DRAINAGE	AIRSIDE BUSINESS PARK (SHEET 2 OF 2)		ML-UN 301 R-S	P02	1:500 (A1) 1:1000 (A3)	2
ML1-JA1-URD-ROUT_XX-DR-Y-02022	METROLINK - PROPOSED SURFACE DRAINAGE	PINNOCK HILL ROUNDABOUT		ML-UN 301 S-T	P02	1:500 (A1) 1:1000 (A3)	2
ML1-JA1-URD-ROUT_XX-DR-Y-02023	METROLINK - PROPOSED SURFACE DRAINAGE	AIRSIDE SHOPPING CENTRE (SHEET 1 OF 2)		ML-UN 301 T-U	P02	1:500 (A1) 1:1000 (A3)	2
ML1-JA1-URD-ROUT_XX-DR-Y-02024	METROLINK - PROPOSED SURFACE DRAINAGE	AIRSIDE SHOPPING CENTRE (SHEET 2 OF 2)		ML-UN 301 U-V	P02	1:500 (A1) 1:1000 (A3)	2
ML1-JA1-URD-ROUT_XX-DR-Y-02025	METROLINK - PROPOSED SURFACE DRAINAGE	NEVINSTOWN		ML-UN 301 V-W	P02	1:500 (A1) 1:1000 (A3)	2
ML1-JA1-URD-ROUT_XX-DR-Y-02026	METROLINK - PROPOSED SURFACE DRAINAGE	FOSTERSTOWN (SHEET 1 OF 3)		ML-UN 301 W-X	P02	1:500 (A1) 1:1000 (A3)	2
ML1-JA1-URD-ROUT_XX-DR-Y-02027	METROLINK - PROPOSED SURFACE DRAINAGE	FOSTERSTOWN (SHEET 2 OF 3)		ML-UN 301 X-Y	P02	1:500 (A1) 1:1000 (A3)	2
ML1-JA1-URD-ROUT_XX-DR-Y-02028	METROLINK - PROPOSED SURFACE DRAINAGE	FOSTERSTOWN (SHEET 3 OF 3)		ML-UN 301 Y-O	P03	1:500 (A1) 1:1000 (A3)	2
ML1-JA1-URD-ROUT_XX-DR-Y-02029	METROLINK - PROPOSED SURFACE DRAINAGE	NAUL ROAD		ML-UN 302 O-A	P03	1:500 (A1) 1:1000 (A3)	2
ML1-JA1-URD-ROUT_XX-DR-Y-02032	METROLINK - PROPOSED SURFACE DRAINAGE	DUBLIN AIRPORT (SHEET 2 OF 5)		ML-UN 302 C-D	P02	1:500 (A1) 1:1000 (A3)	2
ML1-JA1-URD-ROUT_XX-DR-Y-02034	METROLINK - PROPOSED SURFACE DRAINAGE	DUBLIN AIRPORT (SHEET 4 OF 5)		ML-UN 302 E-F	P02	1:500 (A1) 1:1000 (A3)	2
ML1-JA1-URD-ROUT_XX-DR-Y-02038	METROLINK - PROPOSED SURFACE DRAINAGE	BALLYSTRAUN (SHEET 3 OF 7)		ML-UN 303 3-4	P03	1:500 (A1) 1:1000 (A3)	2
ML1-JA1-URD-ROUT_XX-DR-Y-02039	METROLINK - PROPOSED SURFACE DRAINAGE	BALLYSTRAUN (SHEET 4 OF 7)		ML-UN 303 4-5	P02	1:500 (A1) 1:1000 (A3)	2
ML1-JA1-URD-ROUT_XX-DR-Y-02040	METROLINK - PROPOSED SURFACE DRAINAGE	BALLYSTRAUN (SHEET 5 OF 7)		ML-UN 303 5-6	P02	1:500 (A1) 1:1000 (A3)	2
ML1-JA1-URD-ROUT_XX-DR-Y-02041	METROLINK - PROPOSED SURFACE DRAINAGE	COLTRY		ML-UN 303 6-7	P02	1:500 (A1) 1:1000 (A3)	2
ML1-JA1-URD-ROUT_XX-DR-Y-02042	METROLINK - PROPOSED SURFACE DRAINAGE	BALLYSTRAUN (SHEET 6 OF 7)		ML-UN 303 O-A	P03	1:500 (A1) 1:1000 (A3)	2
ML1-JA1-URD-ROUT_XX-DR-Y-02043	METROLINK - PROPOSED SURFACE DRAINAGE	BALLYSTRAUN (SHEET 7 OF 7)		ML-UN 303 A-B	P02	1:500 (A1) 1:1000 (A3)	2
ML1-JA1-URD-ROUT_XX-DR-Y-02044	METROLINK - PROPOSED SURFACE DRAINAGE	BALLYMUN (SHEET 1 OF 11)		ML-UN 303 B-C	P02	1:500 (A1) 1:1000 (A3)	2
ML1-JA1-URD-ROUT_XX-DR-Y-02045	METROLINK - PROPOSED SURFACE DRAINAGE	BALLYMUN (SHEET 2 OF 11)		ML-UN 303 B1-C	P02	1:500 (A1) 1:1000 (A3)	2
ML1-JA1-URD-ROUT_XX-DR-Y-02046	METROLINK - PROPOSED SURFACE DRAINAGE	BALLYMUN (SHEET 3 OF 11)		ML-UN 303 C-D	P02	1:500 (A1) 1:1000 (A3)	2
ML1-JA1-URD-ROUT_XX-DR-Y-02047	METROLINK - PROPOSED SURFACE DRAINAGE	BALLYMUN (SHEET 4 OF 11)		ML-UN 303 D-E	P02	1:500 (A1) 1:1000 (A3)	2
ML1-JA1-URD-ROUT_XX-DR-Y-02048	METROLINK - PROPOSED SURFACE DRAINAGE	BALLYMUN (SHEET 5 OF 11)		ML-UN 303 E-F	P02	1:500 (A1) 1:1000 (A3)	2
ML1-JA1-URD-ROUT_XX-DR-Y-02049	METROLINK - PROPOSED SURFACE DRAINAGE	BALLYMUN (SHEET 6 OF 11)		ML-UN 303 F-G	P02	1:500 (A1) 1:1000 (A3)	2
ML1-JA1-URD-ROUT_XX-DR-Y-02050	METROLINK - PROPOSED SURFACE DRAINAGE	BALLYMUN (SHEET 7 OF 11)		ML-UN 303 G-H	P02	1:500 (A1) 1:1000 (A3)	2
ML1-JA1-URD-ROUT_XX-DR-Y-02055	METROLINK - PROPOSED SURFACE DRAINAGE	M50 JUNCTION 4, BALLYMUN		ML-UN 303 H-J	P02	1:500 (A1) 1:1000 (A3)	2
ML1-JA1-URD-ROUT_XX-DR-Y-02056	METROLINK - PROPOSED SURFACE DRAINAGE	OLD BALLYMUN ROAD (NORTH)		ML-UN 303 J-K	P02	1:500 (A1) 1:1000 (A3)	2
ML1-JA1-URD-ROUT_XX-DR-Y-02057	METROLINK - PROPOSED SURFACE DRAINAGE	GULLIVER'S RETAIL PARK		ML-UN 303 K-L	P03	1:500 (A1) 1:1000 (A3)	2
ML1-JA1-URD-ROUT_XX-DR-Y-02058	METROLINK - PROPOSED SURFACE DRAINAGE	NORTHWOOD (SHEET 1 OF 2)		ML-UN 303 L-M	P03	1:500 (A1) 1:1000 (A3)	2
ML1-JA1-URD-ROUT_XX-DR-Y-02107	METROLINK - PROPOSED DRAINAGE	KEY PLAN			P03	N/A	2

Metrolink Schedule of Drawings

Utilities Book 4 (Surface Water Drawings DCC)							
Name	Title Line 1	Title Line 2	Title Line 3	RD Plan Drawing No.	Rev. Var	Scale	Quantity
ML1-JA1-URD-ROUT_XX-DR-Y-02065	METROLINK - PROPOSED SURFACE DRAINAGE	SHANGAN ROAD TO GATEWAY CRESCENT		ML-UN 304 B-C	P02	1:500 (A1)	2
ML1-JA1-URD-ROUT_XX-DR-Y-02068	METROLINK - PROPOSED SURFACE DRAINAGE	GLASNEVIN AVENUE TO SAINT PAPPIN ROAD		ML-UN 304 E-F	P02	1:500 (A1)	2
ML1-JA1-URD-ROUT_XX-DR-Y-02070	METROLINK - PROPOSED SURFACE DRAINAGE	SAINT CANICE'S ROAD TO GRIFFITH AVENUE		ML-UN 304 G-H	P03	1:500 (A1)	2
ML1-JA1-URD-ROUT_XX-DR-Y-02073	METROLINK - PROPOSED SURFACE DRAINAGE	GRIFFITH PARK TO BOTANIC AVENUE		ML-UN 304 K-L	P02	1:500 (A1)	2
ML1-JA1-URD-ROUT_XX-DR-Y-02076	METROLINK - PROPOSED SURFACE DRAINAGE	PROSPECT WAY TO ROYAL CANAL		ML-UN 304 N-O	P03	1:500 (A1)	2
ML1-JA1-URD-ROUT_XX-DR-Y-02084	METROLINK - PROPOSED SURFACE DRAINAGE	GOLDSMITH STREET TO NELSON STREET		ML-UN 305 B-C	P02	1:500 (A1)	2
ML1-JA1-URD-ROUT_XX-DR-Y-02090	METROLINK - PROPOSED SURFACE DRAINAGE	BURGH QUAY TO PEARSE STREET		ML-UN 306 O-A	P03	1:500 (A1)	2
ML1-JA1-URD-ROUT_XX-DR-Y-02093	METROLINK - PROPOSED SURFACE DRAINAGE	SAINT STEPHEN'S GREEN		ML-UN 306 C-D	P03	1:500 (A1)	2
ML1-JA1-URD-ROUT_XX-DR-Y-02096	METROLINK - PROPOSED SURFACE DRAINAGE	GRAND PARADE TO NORTHBROOK ROAD		ML-UN 307 O-A	P01	1:500	2
ML1-JA1-URD-ROUT_XX-DR-Y-02108	METROLINK - PROPOSED DRAINAGE	KEY PLAN			P03	N/A	2

Metrolink Schedule of Drawings

Property Book 1							
Name	Title Line 1	Title Line 2	Title Line 3	RO Plan Drawing No.	Rev. Var.	Scale	Quantity
ML1-JAI-BOR-ROUT_XX-DR-Y-01001	METRO LINK - PROPERTY DETAILS LISSENHALL LITTLE (SHEET 1 OF 4)	LISSENHALL LITTLE (SHEET 1 OF 4)		ML-P 301 O-A	P03	1:1000 (A3)	2
ML1-JAI-BOR-ROUT_XX-DR-Y-01002	METRO LINK - PROPERTY DETAILS LISSENHALL LITTLE (SHEET 2 OF 4)	LISSENHALL LITTLE (SHEET 2 OF 4)		ML-P 301 A-B	P03	1:1000 (A3)	2
ML1-JAI-BOR-ROUT_XX-DR-Y-01003	METRO LINK - PROPERTY DETAILS ESTUARY	ESTUARY		ML-P 301 B-C	P03	1:1000 (A3)	2
ML1-JAI-BOR-ROUT_XX-DR-Y-01004	METRO LINK - PROPERTY DETAILS BALHEARY DEMESNE (SHEET 1 OF 5)	BALHEARY DEMESNE (SHEET 1 OF 5)		ML-P 301 C-D	P03	1:1000 (A3)	2
ML1-JAI-BOR-ROUT_XX-DR-Y-01005	METRO LINK - PROPERTY DETAILS LISSENHALL LITTLE (SHEET 3 OF 4)	LISSENHALL LITTLE (SHEET 3 OF 4)		ML-P 301 1-2	P03	1:1000 (A3)	2
ML1-JAI-BOR-ROUT_XX-DR-Y-01006	METRO LINK - PROPERTY DETAILS LISSENHALL LITTLE (SHEET 4 OF 4)	LISSENHALL LITTLE (SHEET 4 OF 4)		ML-P 301 2-3	P03	1:1000 (A3)	2
ML1-JAI-BOR-ROUT_XX-DR-Y-01007	METRO LINK - PROPERTY DETAILS LISSENHALL GREAT	LISSENHALL GREAT		ML-P 301 4-5	P03	1:1000 (A3)	2
ML1-JAI-BOR-ROUT_XX-DR-Y-01008	METRO LINK - PROPERTY DETAILS BALHEARY DEMESNE (SHEET 2 OF 5)	BALHEARY DEMESNE (SHEET 2 OF 5)		ML-P 301 D-E	P03	1:1000 (A3)	2
ML1-JAI-BOR-ROUT_XX-DR-Y-01009	METRO LINK - PROPERTY DETAILS BALHEARY DEMESNE (SHEET 3 OF 5)	BALHEARY DEMESNE (SHEET 3 OF 5)		ML-P 301 E-F	P03	1:1000 (A3)	2
ML1-JAI-BOR-ROUT_XX-DR-Y-01010	METRO LINK - PROPERTY DETAILS BALHEARY DEMESNE (SHEET 4 OF 5)	BALHEARY DEMESNE (SHEET 4 OF 5)		ML-P 301 F-G	P03	1:1000 (A3)	2
ML1-JAI-BOR-ROUT_XX-DR-Y-01011	METRO LINK - PROPERTY DETAILS BALHEARY DEMESNE (SHEET 5 OF 5)	BALHEARY DEMESNE (SHEET 5 OF 5)		ML-P 301 G-H	P03	1:1000 (A3)	2
ML1-JAI-BOR-ROUT_XX-DR-Y-01012	METRO LINK - PROPERTY DETAILS SEATOWN (SHEET 1 OF 3)	SEATOWN (SHEET 1 OF 3)		ML-P 301 H-J	P03	1:1000 (A3)	2
ML1-JAI-BOR-ROUT_XX-DR-Y-01013	METRO LINK - PROPERTY DETAILS SEATOWN (SHEET 2 OF 3)	SEATOWN (SHEET 2 OF 3)		ML-P 301 J-K	P03	1:1000 (A3)	2
ML1-JAI-BOR-ROUT_XX-DR-Y-01014	METRO LINK - PROPERTY DETAILS SEATOWN (SHEET 3 OF 3)	SEATOWN (SHEET 3 OF 3)		ML-P 301 K-L	P03	1:1000 (A3)	2
ML1-JAI-BOR-ROUT_XX-DR-Y-01015	METRO LINK - PROPERTY DETAILS SWORDS BUSINESS PARK	SWORDS BUSINESS PARK		ML-P 301 6-7	P03	1:1000 (A3)	2
ML1-JAI-BOR-ROUT_XX-DR-Y-01016	METRO LINK - PROPERTY DETAILS SWORDS DEMESNE (SHEET 1 OF 2)	SWORDS DEMESNE (SHEET 1 OF 2)		ML-P 301 L-M	P03	1:1000 (A3)	2
ML1-JAI-BOR-ROUT_XX-DR-Y-01017	METRO LINK - PROPERTY DETAILS SWORDS DEMESNE (SHEET 2 OF 2)	SWORDS DEMESNE (SHEET 2 OF 2)		ML-P 301 M-N	P03	1:1000 (A3)	2
ML1-JAI-BOR-ROUT_XX-DR-Y-01018	METRO LINK - PROPERTY DETAILS MALAHIDE ROAD ROUNDABOUT	MALAHIDE ROAD ROUNDABOUT		ML-P 301 N-P	P03	1:1000 (A3)	2
ML1-JAI-BOR-ROUT_XX-DR-Y-01019	METRO LINK - PROPERTY DETAILS SWORDS CENTRAL	SWORDS CENTRAL		ML-P 301 P-Q	P03	1:1000 (A3)	2
ML1-JAI-BOR-ROUT_XX-DR-Y-01020	METRO LINK - PROPERTY DETAILS AIRSIDE BUSINESS PARK (SHEET 1 OF 2)	AIRSIDE BUSINESS PARK (SHEET 1 OF 2)		ML-P 301 Q-R	P03	1:1000 (A3)	2
ML1-JAI-BOR-ROUT_XX-DR-Y-01021	METRO LINK - PROPERTY DETAILS AIRSIDE BUSINESS PARK (SHEET 2 OF 2)	AIRSIDE BUSINESS PARK (SHEET 2 OF 2)		ML-P 301 R-S	P03	1:1000 (A3)	2
ML1-JAI-BOR-ROUT_XX-DR-Y-01022	METRO LINK - PROPERTY DETAILS PINNOCK HILL ROUNDABOUT	PINNOCK HILL ROUNDABOUT		ML-P 301 S-T	P03	1:1000 (A3)	2
ML1-JAI-BOR-ROUT_XX-DR-Y-01023	METRO LINK - PROPERTY DETAILS AIRSIDE SHOPPING CENTRE (SHEET 1 OF 2)	AIRSIDE SHOPPING CENTRE (SHEET 1 OF 2)		ML-P 301 T-U	P03	1:1000 (A3)	2
ML1-JAI-BOR-ROUT_XX-DR-Y-01024	METRO LINK - PROPERTY DETAILS AIRSIDE SHOPPING CENTRE (SHEET 2 OF 2)	AIRSIDE SHOPPING CENTRE (SHEET 2 OF 2)		ML-P 301 U-V	P03	1:1000 (A3)	2
ML1-JAI-BOR-ROUT_XX-DR-Y-01025	METRO LINK - PROPERTY DETAILS NEVINSTOWN	NEVINSTOWN		ML-P 301 V-W	P03	1:1000 (A3)	2
ML1-JAI-BOR-ROUT_XX-DR-Y-01026	METRO LINK - PROPERTY DETAILS FOSTERSTOWN (SHEET 1 OF 3)	FOSTERSTOWN (SHEET 1 OF 3)		ML-P 301 W-X	P03	1:1000 (A3)	2
ML1-JAI-BOR-ROUT_XX-DR-Y-01027	METRO LINK - PROPERTY DETAILS FOSTERSTOWN (SHEET 2 OF 3)	FOSTERSTOWN (SHEET 2 OF 3)		ML-P 301 X-Y	P03	1:1000 (A3)	2
ML1-JAI-BOR-ROUT_XX-DR-Y-01028	METRO LINK - PROPERTY DETAILS FOSTERSTOWN (SHEET 3 OF 3)	FOSTERSTOWN (SHEET 3 OF 3)		ML-P 301 Y-Q	P03	1:1000 (A3)	2
ML1-JAI-BOR-ROUT_XX-DR-Y-01029	METRO LINK - PROPERTY DETAILS NAUL ROAD (SHEET 1 OF 2)	NAUL ROAD		ML-P 302 A-A	P03	1:1000 (A3)	2
ML1-JAI-BOR-ROUT_XX-DR-Y-01030	METRO LINK - PROPERTY DETAILS NAUL ROAD (SHEET 2 OF 2)	NAUL ROAD (SHEET 2 OF 2)		ML-P 302 1-2	P03	1:1000 (A3)	2
ML1-JAI-BOR-ROUT_XX-DR-Y-01031	METRO LINK - PROPERTY DETAILS NAUL ROAD TO DUBLIN AIRPORT	NAUL ROAD TO DUBLIN AIRPORT		ML-P 302 A-B	P03	1:1000 (A3)	2
ML1-JAI-BOR-ROUT_XX-DR-Y-01032	METRO LINK - PROPERTY DETAILS DUBLIN AIRPORT (SHEET 1 OF 5)	DUBLIN AIRPORT (SHEET 1 OF 5)		ML-P 302 B-C	P03	1:1000 (A3)	2
ML1-JAI-BOR-ROUT_XX-DR-Y-01033	METRO LINK - PROPERTY DETAILS DUBLIN AIRPORT (SHEET 2 OF 5)	DUBLIN AIRPORT (SHEET 2 OF 5)		ML-P 302 C-D	P03	1:1000 (A3)	2
ML1-JAI-BOR-ROUT_XX-DR-Y-01034	METRO LINK - PROPERTY DETAILS DUBLIN AIRPORT (SHEET 3 OF 5)	DUBLIN AIRPORT (SHEET 3 OF 5)		ML-P 302 D-E	P03	1:1000 (A3)	2
ML1-JAI-BOR-ROUT_XX-DR-Y-01035	METRO LINK - PROPERTY DETAILS DUBLIN AIRPORT (SHEET 4 OF 5)	DUBLIN AIRPORT (SHEET 4 OF 5)		ML-P 302 E-F	P03	1:1000 (A3)	2
ML1-JAI-BOR-ROUT_XX-DR-Y-01036	METRO LINK - PROPERTY DETAILS DUBLIN AIRPORT (SHEET 5 OF 5)	DUBLIN AIRPORT (SHEET 5 OF 5)		ML-P 302 F-G	P03	1:1000 (A3)	2
ML1-JAI-BOR-ROUT_XX-DR-Y-01037	METRO LINK - PROPERTY DETAILS BALLYSTRAUN (SHEET 1 OF 7)	BALLYSTRAUN (SHEET 1 OF 7)		ML-P 302 G-O	P03	1:1000 (A3)	2
ML1-JAI-BOR-ROUT_XX-DR-Y-01038	METRO LINK - PROPERTY DETAILS BALLYSTRAUN (SHEET 2 OF 7)	BALLYSTRAUN (SHEET 2 OF 7)		ML-P 303 1-2	P03	1:1000 (A3)	2
ML1-JAI-BOR-ROUT_XX-DR-Y-01039	METRO LINK - PROPERTY DETAILS BALLYSTRAUN (SHEET 3 OF 7)	BALLYSTRAUN (SHEET 3 OF 7)		ML-P 303 3-4	P03	1:1000 (A3)	2
ML1-JAI-BOR-ROUT_XX-DR-Y-01040	METRO LINK - PROPERTY DETAILS BALLYSTRAUN (SHEET 4 OF 7)	BALLYSTRAUN (SHEET 4 OF 7)		ML-P 303 4-5	P03	1:1000 (A3)	2
ML1-JAI-BOR-ROUT_XX-DR-Y-01041	METRO LINK - PROPERTY DETAILS BALLYSTRAUN (SHEET 5 OF 7)	BALLYSTRAUN (SHEET 5 OF 7)		ML-P 303 5-6	P03	1:1000 (A3)	2
ML1-JAI-BOR-ROUT_XX-DR-Y-01042	METRO LINK - PROPERTY DETAILS COUNTRY	COUNTRY		ML-P 303 6-7	P03	1:1000 (A3)	2
ML1-JAI-BOR-ROUT_XX-DR-Y-01043	METRO LINK - PROPERTY DETAILS BALLYSTRAUN (SHEET 6 OF 7)	BALLYSTRAUN (SHEET 6 OF 7)		ML-P 303 O-A	P03	1:1000 (A3)	2
ML1-JAI-BOR-ROUT_XX-DR-Y-01044	METRO LINK - PROPERTY DETAILS BALLYSTRAUN (SHEET 7 OF 7)	BALLYSTRAUN (SHEET 7 OF 7)		ML-P 303 A-B	P03	1:1000 (A3)	2
ML1-JAI-BOR-ROUT_XX-DR-Y-01045	METRO LINK - PROPERTY DETAILS BALLYMUN (SHEET 1 OF 11)	BALLYMUN (SHEET 1 OF 11)		ML-P 303 B-C	P03	1:1000 (A3)	2
ML1-JAI-BOR-ROUT_XX-DR-Y-01046	METRO LINK - PROPERTY DETAILS BALLYMUN (SHEET 2 OF 11)	BALLYMUN (SHEET 2 OF 11)		ML-P 303 B1-C	P03	1:1000 (A3)	2
ML1-JAI-BOR-ROUT_XX-DR-Y-01047	METRO LINK - PROPERTY DETAILS BALLYMUN (SHEET 3 OF 11)	BALLYMUN (SHEET 3 OF 11)		ML-P 303 C-D	P03	1:1000 (A3)	2
ML1-JAI-BOR-ROUT_XX-DR-Y-01048	METRO LINK - PROPERTY DETAILS BALLYMUN (SHEET 4 OF 11)	BALLYMUN (SHEET 4 OF 11)		ML-P 303 D-E	P03	1:1000 (A3)	2
ML1-JAI-BOR-ROUT_XX-DR-Y-01049	METRO LINK - PROPERTY DETAILS BALLYMUN (SHEET 5 OF 11)	BALLYMUN (SHEET 5 OF 11)		ML-P 303 E-F	P03	1:1000 (A3)	2

Metrolink Schedule of Drawings

ML1-JAI-BOR-ROUT_XX-DR-Y-01050	METRO LINK - PROPERTY DETAILS BALLYMUN (SHEET 6 OF 11)	BALLYMUN (SHEET 6 OF 11)		ML-P 303 F-G	P03	1:1000 (A3)	2
ML1-JAI-BOR-ROUT_XX-DR-Y-01051	METRO LINK - PROPERTY DETAILS BALLYMUN (SHEET 7 OF 11)	BALLYMUN (SHEET 7 OF 11)		ML-P 303 G-H	P03	1:1000 (A3)	2
ML1-JAI-BOR-ROUT_XX-DR-Y-01052	METRO LINK - PROPERTY DETAILS BALLYMUN (SHEET 8 OF 11)	BALLYMUN (SHEET 8 OF 11)		ML-P 303 8-9	P03	1:1000 (A3)	2
ML1-JAI-BOR-ROUT_XX-DR-Y-01053	METRO LINK - PROPERTY DETAILS BALLYMUN (SHEET 9 OF 11)	BALLYMUN (SHEET 9 OF 11)		ML-P 303 9-10	P03	1:1000 (A3)	2
ML1-JAI-BOR-ROUT_XX-DR-Y-01054	METRO LINK - PROPERTY DETAILS BALLYMUN (SHEET 10 OF 11)	BALLYMUN (SHEET 10 OF 11)		ML-P 303 11-12	P03	1:1000 (A3)	2
ML1-JAI-BOR-ROUT_XX-DR-Y-01055	METRO LINK - PROPERTY DETAILS BALLYMUN (SHEET 11 OF 11)	BALLYMUN (SHEET 11 OF 11)		ML-P 303 12-13	P03	1:1000 (A3)	2
ML1-JAI-BOR-ROUT_XX-DR-Y-01056	METRO LINK - PROPERTY DETAILS M50 JUNCTION 4, BALLYMUN	M50 JUNCTION 4, BALLYMUN		ML-P 303 H-J	P03	1:1000 (A3)	2
ML1-JAI-BOR-ROUT_XX-DR-Y-01057	METRO LINK - PROPERTY DETAILS OLD BALLYMUN ROAD (NORTH)	OLD BALLYMUN ROAD (NORTH)		ML-P 303 J-K	P03	1:1000 (A3)	2
ML1-JAI-BOR-ROUT_XX-DR-Y-01058	METRO LINK - PROPERTY DETAILS GULLIVER'S RETAIL PARK	GULLIVER'S RETAIL PARK		ML-P 303 K-L	P04	1:1000 (A3)	2
ML1-JAI-BOR-ROUT_XX-DR-Y-01059	METRO LINK - PROPERTY DETAILS NORTHWOOD (SHEET 1 OF 2)	NORTHWOOD (SHEET 1 OF 2)		ML-P 303 L-M	P05	1:1000 (A3)	2
ML1-JAI-BOR-ROUT_XX-DR-Y-01060	METRO LINK - PROPERTY DETAILS NORTHWOOD (SHEET 2 OF 2)	NORTHWOOD (SHEET 2 OF 2)		ML-P 303 M-N	P06	1:1000 (A3)	2
ML1-JAI-BOR-ROUT_XX-DR-Y-01061	METRO LINK - PROPERTY DETAILS SAINT MARGARET'S ROAD	SAINT MARGARET'S ROAD		ML-P 303 14-15	P07	1:1000 (A3)	2
ML1-JAI-BOR-ROUT_XX-DR-Y-01062	METRO LINK - PROPERTY DETAILS BALLYMUN INDUSTRIAL ESTATE	BALLYMUN INDUSTRIAL ESTATE		ML-P 303 15-16	P08	1:1000 (A3)	2
ML1-JAI-BOR-ROUT_XX-DR-Y-01063	METRO LINK - PROPERTY DETAILS BAL BUTCHER LANE	BAL BUTCHER LANE		ML-P 303 N-O	P03	1:1000 (A3)	2
ML1-JAI-BOR-ROUT_XX-DR-Y-01100	METRO LINK - PROPERTY DETAILS NORTHWOOD AVENUE	NORTHWOOD AVENUE		ML-P 303 17-18	P03	1:1000 (A3)	2
ML1-JAI-BOR-ROUT_XX-DR-Z-00001	Key Plan FCC					N.A	2

Metrolink Schedule of Drawings

Property Book 2							
Name	Title Line 1	Title Line 2	Title Line 3	RO Plan Drawing No.	Rev./Var	Scale	Quantity
ML1-JAI-BOR-ROUT_XX-DR-Y-01064	METRO LINK - PROPERTY DETAILS BALBUTCHER LANE TO BALCURRIS ROAD	BALBUTCHER LANE TO BALCURRIS ROAD		ML-P 304 O-A	P03	1:1000 (A3)	2
ML1-JAI-BOR-ROUT_XX-DR-Y-01065	METRO LINK - PROPERTY DETAILS BALCURRIS ROAD TO SHANGAN ROAD	BALCURRIS ROAD TO SHANGAN ROAD		ML-P 304 A-B	P03	1:1000 (A3)	2
ML1-JAI-BOR-ROUT_XX-DR-Y-01066	METRO LINK - PROPERTY DETAILS SHANGAN ROAD TO GATEWAY CRESCENT	SHANGAN ROAD TO GATEWAY CRESCENT		ML-P 304 B-C	P03	1:1000 (A3)	2
ML1-JAI-BOR-ROUT_XX-DR-Y-01067	METRO LINK - PROPERTY DETAILS GATEWAY CRESCENT TO BALLYMUN LIBRARY	GATEWAY CRESCENT TO BALLYMUN LIBRARY		ML-P 304 C-D	P03	1:1000 (A3)	2
ML1-JAI-BOR-ROUT_XX-DR-Y-01068	METRO LINK - PROPERTY DETAILS BALLYMUN LIBRARY TO GLASNEVIN AVENUE	BALLYMUN LIBRARY TO GLASNEVIN AVENUE		ML-P 304 D-E	P03	1:1000 (A3)	2
ML1-JAI-BOR-ROUT_XX-DR-Y-01069	METRO LINK - PROPERTY DETAILS GLASNEVIN AVENUE TO SAINT PAPPIN ROAD	GLASNEVIN AVENUE TO SAINT PAPPIN ROAD		ML-P 304 E-F	P03	1:1000 (A3)	2
ML1-JAI-BOR-ROUT_XX-DR-Y-01070	METRO LINK - PROPERTY DETAILS SAINT PAPPIN ROAD TO SAINT CANICE'S ROAD	SAINT PAPPIN ROAD TO SAINT CANICE'S ROAD		ML-P 304 F-G	P03	1:1000 (A3)	2
ML1-JAI-BOR-ROUT_XX-DR-Y-01071	METRO LINK - PROPERTY DETAILS ALBERT COLLEGE PARK	ALBERT COLLEGE PARK		ML-P 304 1-2	P03	1:1000 (A3)	2
ML1-JAI-BOR-ROUT_XX-DR-Y-01072	METRO LINK - GENERAL ARRANGEMENT SAINT CANICE'S ROAD TO GRIFFITH AVENUE	SAINT CANICE'S ROAD TO GRIFFITH AVENUE		ML-P 304 G-H	P03	1:1000 (A3)	2
ML1-JAI-BOR-ROUT_XX-DR-Y-01073	METRO LINK - PROPERTY DETAILS GRIFFITH AVENUE TO STELLA AVENUE	GRIFFITH AVENUE TO STELLA AVENUE		ML-P 304 H-J	P03	1:1000 (A3)	2
ML1-JAI-BOR-ROUT_XX-DR-Y-01074	METRO LINK - PROPERTY DETAILS SAINT MOBHI ROAD	SAINT MOBHI ROAD		ML-P 304 J-K	P03	1:1000 (A3)	2
ML1-JAI-BOR-ROUT_XX-DR-Y-01075	METRO LINK - PROPERTY DETAILS GRIFFITH PARK TO BOTANIC AVENUE	GRIFFITH PARK TO BOTANIC AVENUE		ML-P 304 K-L	P03	1:1000 (A3)	2
ML1-JAI-BOR-ROUT_XX-DR-Y-01076	METRO LINK - PROPERTY DETAILS BOTANIC AVENUE TO CLIFTONVILLE ROAD	BOTANIC AVENUE TO CLIFTONVILLE ROAD		ML-P 304 L-M	P03	1:1000 (A3)	2
ML1-JAI-BOR-ROUT_XX-DR-Y-01077	METRO LINK - PROPERTY DETAILS CLIFTONVILLE ROAD TO PROSPECT WAY	CLIFTONVILLE ROAD TO PROSPECT WAY		ML-P 304 M-N	P03	1:1000 (A3)	2
ML1-JAI-BOR-ROUT_XX-DR-Y-01078	METRO LINK - PROPERTY DETAILS PROSPECT WAY TO ROYAL CANAL	PROSPECT WAY TO ROYAL CANAL		ML-P 304 N-O	P03	1:1000 (A3)	2
ML1-JAI-BOR-ROUT_XX-DR-Y-01079	METRO LINK - PROPERTY DETAILS WHITWORTH ROAD	WHITWORTH ROAD		ML-P 304 3-4	P03	1:1000 (A3)	2
ML1-JAI-BOR-ROUT_XX-DR-Y-01080	METRO LINK - PROPERTY DETAILS ROYAL CANAL WAY (SHEET 1 OF 4)	ROYAL CANAL WAY (SHEET 1 OF 4)		ML-P 304 5-6	P03	1:1000 (A3)	2
ML1-JAI-BOR-ROUT_XX-DR-Y-01081	METRO LINK - PROPERTY DETAILS ROYAL CANAL WAY (SHEET 2 OF 4)	ROYAL CANAL WAY (SHEET 2 OF 4)		ML-P 304 6-7	P03	1:1000 (A3)	2
ML1-JAI-BOR-ROUT_XX-DR-Y-01082	METRO LINK - PROPERTY DETAILS ROYAL CANAL WAY (SHEET 3 OF 4)	ROYAL CANAL WAY (SHEET 3 OF 4)		ML-P 304 7-8	P03	1:1000 (A3)	2
ML1-JAI-BOR-ROUT_XX-DR-Y-01083	METRO LINK - PROPERTY DETAILS ROYAL CANAL WAY (SHEET 4 OF 4)	ROYAL CANAL WAY (SHEET 4 OF 4)		ML-P 304 8-9	P03	1:1000 (A3)	2
ML1-JAI-BOR-ROUT_XX-DR-Y-01084	METRO LINK - PROPERTY DETAILS ROYAL CANAL TO CONNAUGHT STREET	ROYAL CANAL TO CONNAUGHT STREET		ML-P 304 O-A	P03	1:1000 (A3)	2
ML1-JAI-BOR-ROUT_XX-DR-Y-01085	METRO LINK - PROPERTY DETAILS CONNAUGHT STREET TO GOLDSMITH STREET	CONNAUGHT STREET TO GOLDSMITH STREET		ML-P 305 A-B	P03	1:1000 (A3)	2
ML1-JAI-BOR-ROUT_XX-DR-Y-01086	METRO LINK - PROPERTY DETAILS GOLDSMITH STREET TO NELSON STREET	GOLDSMITH STREET TO NELSON STREET		ML-P 305 B-C	P03	1:1000 (A3)	2
ML1-JAI-BOR-ROUT_XX-DR-Y-01087	METRO LINK - PROPERTY DETAILS NELSON STREET TO DORSET STREET UPPER	NELSON STREET TO DORSET STREET UPPER		ML-P 305 C-D	P03	1:1000 (A3)	2
ML1-JAI-BOR-ROUT_XX-DR-Y-01088	METRO LINK - PROPERTY DETAILS DORSET STREET UPPER TO GARDINER ROW	DORSET STREET UPPER TO GARDINER ROW		ML-P 305 D-E	P03	1:1000 (A3)	2
ML1-JAI-BOR-ROUT_XX-DR-Y-01089	METRO LINK - PROPERTY DETAILS GARDINER ROW TO PARNELL STREET	GARDINER ROW TO PARNELL STREET		ML-P 305 E-F	P03	1:1000 (A3)	2
ML1-JAI-BOR-ROUT_XX-DR-Y-01090	METRO LINK - PROPERTY DETAILS PARNELL STREET TO GPO BUILDINGS	PARNELL STREET TO GPO BUILDINGS		ML-P 305 F-G	P03	1:1000 (A3)	2
ML1-JAI-BOR-ROUT_XX-DR-Y-01091	METRO LINK - PROPERTY DETAILS GPO BUILDINGS TO BURGH QUAY	GPO BUILDINGS TO BURGH QUAY		ML-P 305 G-O	P03	1:1000 (A3)	2
ML1-JAI-BOR-ROUT_XX-DR-Y-01092	METRO LINK - PROPERTY DETAILS BURGH QUAY TO PEARSE STREET	BURGH QUAY TO PEARSE STREET		ML-P 306 O-A	P03	1:1000 (A3)	2
ML1-JAI-BOR-ROUT_XX-DR-Y-01093	METRO LINK - PROPERTY DETAILS PEARSE STREET TO LEINSTER STREET SOUTH	PEARSE STREET TO LEINSTER STREET SOUTH		ML-P 306 A-B	P03	1:1000 (A3)	2
ML1-JAI-BOR-ROUT_XX-DR-Y-01094	METRO LINK - PROPERTY DETAILS LEINSTER STREET SOUTH TO SAINT STEPHEN'S GREEN	LEINSTER STREET SOUTH TO SAINT STEPHEN'S GREEN		ML-P 306 B-C	P03	1:1000 (A3)	2
ML1-JAI-BOR-ROUT_XX-DR-Y-01095	METRO LINK - PROPERTY DETAILS SAINT STEPHEN'S GREEN	SAINT STEPHEN'S GREEN		ML-P 306 C-D	P03	1:1000 (A3)	2
ML1-JAI-BOR-ROUT_XX-DR-Y-01096	METRO LINK - PROPERTY DETAILS SAINT STEPHEN'S GREEN TO HATCH STREET LOWER	SAINT STEPHEN'S GREEN TO HATCH STREET LOWER		ML-P 306 D-E	P03	1:1000 (A3)	2
ML1-JAI-BOR-ROUT_XX-DR-Y-01097	METRO LINK - PROPERTY DETAILS HATCH STREET LOWER TO GRANDE PARADE	HATCH STREET LOWER TO GRANDE PARADE		ML-P 306 E-O	P03	1:1000 (A3)	2
ML1-JAI-BOR-ROUT_XX-DR-Y-01098	METRO LINK - PROPERTY DETAILS GRAND PARADE TO NORTHBROOK ROAD	GRAND PARADE TO NORTHBROOK ROAD		ML-P 307 O-A	Draft	1:1000 (A3)	2
ML1-JAI-BOR-ROUT_XX-DR-Y-01099	METRO LINK - PROPERTY DETAILS NORTHBROOK ROAD TO RANELAGH ROAD	NORTHBROOK ROAD TO RANELAGH ROAD		ML-P 307 A-O	P03	1:1000 (A3)	2
ML1-JAI-BOR-ROUT_XX-DR-Z-00002		Key Plan				N/A	2

Metrolink Schedule of Drawings

Landscape Drawings							
Name	Title Line 1	Title Line 2	Title Line 3	RD Plan Drawing No.	Rev. Var	Scale	Quantity
ML1-JAI-ARL-SC01_XX-DR-Y-00001	Estuary - Seatown	Landscape Layout		P03		1:1000 (A1)	2
ML1-JAI-ARL-SC01_XX-DR-Y-00002	Estuary - Seatown	Landscape Layout		P03		1:1000 (A1)	2
ML1-JAI-ARL-SC01_XX-DR-Y-00003	Estuary - Seatown	Landscape Layout		P03		1:1000 (A1)	2
ML1-JAI-ARL-SC02_XX-DR-Y-00004	Seatown - Swords Central	Landscape Layout		P03		1:1000 (A1)	2
ML1-JAI-ARL-SC03_XX-DR-Y-00005	Swords Central - Fosterstown	Landscape Layout		P03		1:1000 (A1)	2
ML1-JAI-ARL-SC03_XX-DR-Y-00006	Swords Central - Fosterstown	Landscape Layout		P03		1:1000 (A1)	2
ML1-JAI-ARL-SC04_XX-DR-Y-00007	Fosterstown - Dublin Airport	Landscape Layout		P03		1:1000 (A1)	2
ML1-JAI-ARL-SC04_XX-DR-Y-00008	Fosterstown - Dublin Airport	Landscape Layout		P03		1:1000 (A1)	2
ML1-JAI-ARL-SC06_GF-DR-Y-00113	Dijpet & Dardistown Station	Dardistown - Northwood Landscape Plan		P03		1:1000 (A1)	2
ML1-JAI-ARL-SC07_GF-DR-X-00113	Northwood - Ballymun	Landscape Layout		P03		1:500 (A1)	2
ML1-JAI-ARL-SC07_GF-DR-Y-00114	Northwood - Ballymun	Landscape Layout		P03		1:500 (A1)	2
ML1-JAI-ARL-ROUT-XX-DR-Y-001	Key Plan	Landscape				N/A	2

Question 6 - Site Zonings

Fingal Development Plan 2017-2023 Zoning

Zoning Objective	Objective
ME – Metro Economic Corridor	<i>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 Economic Corridor.</i>
HA – High Amenity	<i>To protect and enhance high amenity areas.</i>
MC – Major Town Centre	<i>To protect, provide for and/ or improve major town centre facilities</i>
RS – Residential	<i>To provide for residential development and protect and improve residential amenity</i>
OS – Open Space	<i>To preserve and provide for open space and recreational amenities</i>
HT – High Technology	<i>To provide for office, research and development and high technology/high technology manufacturing type employment in a high quality built and landscaped environment</i>
RW – Retail Warehousing	<i>Provide for retail warehousing development</i>
GB – Green Belt	<i>Protect and provide for a Greenbelt</i>
DA – Dublin Airport	<i>Ensure the efficient and effective operation and development of the airport in accordance with an approved Local Area Plan</i>
GE – General Employment	<i>Provide opportunities for general enterprise and employment</i>

Dublin City Development Plan 2016-2022 Zoning

Zoning Objective	Objective
Z1 - Sustainable Residential Neighbourhoods	<i>To protect, provide and improve residential amenities.</i>
Z2 – Residential Neighbourhoods (Conservation Areas)	<i>To protect and/or improve the amenities of residential conservation areas.</i>
Z3 – Neighbourhood Centres	<i>To provide for and improve neighbourhood facilities.</i>
Z4 – District Centres (incorporating Key District Centres)	<i>To provide for and improve mixed-services facilities.</i>

Zoning Objective	Objective
Z5 – City Centre	<i>To consolidate and facilitate the development of the central area, and to identify, reinforce, strengthen and protect its civic design character and dignity.</i>
Z6 – Employment/Enterprise	<i>To provide for the creation and protection of enterprise and facilitate opportunities for employment creation.</i>
Z8 – Georgian Conservation Areas	<i>To protect the existing architectural and civic design character, and to allow only for limited expansion consistent with the conservation objective.</i>
Z9 – Amenity / Open Space Lands / Green Network	<i>To preserve, provide and improve recreational amenity and open space and green networks</i>
Z11 – Waterways Protection	<i>To protect and improve canal, coastal and river amenities.</i>
Z15 – Institutional and Community	<i>To protect and provide for institutional and community uses.</i>

Question 8 – Details of Flooding History

Location	Type	Date	Description
Lissenhall (North to Swords)	Fluvial – Broadmeadow River	9th and 10th August 2008	Flooding occurred in several parts of the Greater Dublin region due to a very heavy and prolonged rainfall. The Broadmeadow River recorded a water level of 1.62m (AD) at the OPW automatic recording hydrometric station (Stn. No. 08008) in the morning of 10th August 2008.
Estuary Roundabout (Swords)	Fluvial – Ward River	13th -15th November 2002	A total rainfall depth of 86.8 mm fell over the three-day period event and flooded Estuary Roundabout due to failure of the Surface Water network. A temporary contraflow emergency measure operated successfully and ensured that the R132 remained open to traffic.
Seatown Villas (Swords)	Pluvial / Artificial Drainage	6th and 7th November 1982	Widespread flooding occurred as a result of the extremely heavy rainfall on the 5th, 6th and 7th November 1982. Garden flooding affecting 25 properties, but flood waters did not actually enter any house. The problem arose due to blockage of a trunk sewer.
Pinnock Hill Roundabout (Swords)	Pluvial	April 2011 / recurring	Flooding of N1 near the Travelodge hotel as the surface water system was overwhelmed. In times of very heavy rainfall, the surface water system floods affecting lands near the hotel. Council staff have implemented emergency works to divert flood waters onto the roundabout and reduce the risk of flooding to the nearby properties.
M50 at Junction 4 (Ballymun)	Pluvial	13th -15th November 2002	A total rainfall of 86.8 mm fell in the three-day period event and flooded the M50 at Ballymun Exit. Remedial measures to road drainage were undertaken at this location to reduce the risk of flooding.
Ballymun Road proposed Collins Avenue Station)	Fluvial – Ward River	8th December 1954	The River Ward is culverted alongside Ballymun Road (short length of 36" diameter concrete pipes) and at Wad Bridge on Ballymun Road (3'9" x 4'6" high stone arch). This flooding was due to blockage of the Wad Bridge, which caused the Wad River to flow down Ballymun Road with subsequent flooding on the Claremont Stream. The flooding was also due to insufficient capacity of the surface water drainage system of Ballymun Road

Question 8 Site History - Planning History

The following table sets out the planning applications within the area within which works under the Railway Order are to be carried out.

Ref. No: Dublin City Council unless otherwise stated	Nature of Proposed Development
Fingal County Council F18A/0070	The construction of new first floor mezzanine of 360 square metres within the existing manufacturing building to include one new window to the east elevation, two new windows to the south elevation, two new windows to the west elevation, new external signage to replace existing signage in same location and all associated site works
Fingal County Council F18A/0131	Retention permission for the use of part of the ground floor of Unit A (also known as Unit 1), Airside Retail Park as a Starbucks coffee shop area with seating, together with a wall mounted Starbucks sign measuring 3.4 sq.m. the area subject to the coffee shop with seating use is circa 239 sq.m. gross floor area. Permission for amendments to the coffee shop unit to allow for additional links between the existing coffee shop unit and existing Smyths Toys Store through internal screening and sliding doors, as well as closure of existing independent access to coffee shop removing direct external access (to allow for 1 no. fire escape exit).
Fingal County Council F17A/0756	Construction of a four-storey hotel extension (1944sq.m. gross floor area, approximately) to the front (southwest) of the existing hotel building; demolition and reinstatement of existing hotel floorspace (172sq.m.), removal of 3 no. hotel bedrooms and relocation of existing ESB sub-station in order to facilitate the physical connection of the proposed extension; installation of plant room and reorientation of hotel lobby at ground floor level; and hotel accommodation (55 no. new hotel bedrooms) at ground 1st, 2nd and 3rd floor levels, resulting in a combined overall total of 182 no. bedrooms (130 no. existing bedrooms minus 3 no. bedrooms to be demolished). The proposed new extension will have an overall height of 13.8 metres, approximately, to top of plant/staircore. The development will also include: a wall-mounted, internally-illuminated hotel signage panel at third floor level (4th storey) affixed to the southeast and northwest elevations of the proposed hotel extension (2 no. in total); reduction in car parking spaces (from 116 no. to 95 no. spaces); new bicycle parking (18 no. spaces); boundary treatments (including removal of a section of a post and rail fence on the southwest boundary to facilitate sightlines); changes in level; drainage works; piped infrastructure and ducting, roof plant; and all associated site excavation works above and below ground all on a site of 0.93ha. approximately.

<p>Fingal County Council</p> <p>F21A/0518</p> <p>ABP-313157-22</p>	<p>Planning permission for development which will consist of alterations to section of the existing internal road network and associated works, on the Departures routes to and from the Terminal 1 and Terminal 2 forecourts in the townlands of Corballis and Collinstown, Dublin Airport, Co. Dublin. The proposed development will include the reconfiguration of the 2no. existing exit lanes from both the Terminal 1 and Terminal 2 forecourts to provide 4no. new exit lanes, and all associated works including pay cabinets, staff control reader, control barrier, flexi bollards, automatic number plate recognition cameras, CCTV cameras, and 2no. cantilever columns with lane guidance signage, new fencing, new kerbs, new/realigned footpaths and cycleways, relocated lighting columns, and traffic islands. The proposed reconfigured exit lanes from the Terminal 1 and 2 forecourts will also have 1no. lane for buses and taxis. The proposed reconfigured exit lanes from the Terminal 1 forecourt will have 1no. lane including control barriers for emergency vehicles only. The proposed reconfigured exit lanes from the Terminal 2 forecourt will also involve the closure of the existing access/egress into the existing Terminal 2 short-term surface car park and the provision of a new access and new egress, barrier, a CCTV camera and pay cabinet; a proposed concrete median to tie into the existing median; the internal rearrangement and change of use of the existing Terminal 2 surface car park (291no. spaces) to provide 245no. long-term car parking spaces, 17no. van parking spaces, and 20no. short-term car parking spaces; and the removal of an existing pedestrian crossing and provision of a new pedestrian crossing. The proposed development will also involve the erection of advance traffic direction, fee information signage and road markings, and all associated site development, drainage and landscaping works. the proposed development will also involve the reconfiguration of the existing car parking layout on part of the central section of the Express Red Long-Term Car Park in the townland of Toberbunny, Dublin Airport, co. Dublin including the removal of 206no. long-term car parking spaces; the provision of a proposed entry lane, pay cabinet, bollards, entry barrier, automatic number plate recognition camera, staff control reader, and CCTV camera; relocated security hut; provision of new egress with a proposed exit barrier, CCTV camera and pay cabinet; and all associated site development, landscaping and fencing works, to facilitate a time-limited free waiting zone incorporating 100no. short-term car parking spaces (including 4no. PRM waiting spaces).</p>
<p>Fingal County Council</p> <p>F20A/0668</p>	<p>A proposed development comprising the taking of a 'relevant action' only within the meaning of Section 34C of the Planning and Development Act 2000, as amended, at Dublin Airport, Co. Dublin, on a site of c. 580 ha. The proposed relevant action relates to the night-time use of the runway system at Dublin Airport.</p>

Fingal County Council F19A/0095	Temporary permission (5 years) for the temporary change of use of part of the APB meat processing plant from meat processing to a waste transfer and processing facility (non-hazardous wastes) providing for: (a) the collection, processing, storage and bulking up of used and fresh cooking oil; (b) a waste transfer facility for food waste; and (c) the washing of used cooking oil containers.
4217/19	1.Installation of elevator at Colaiste Chaomhin 2. Extension of existing external ramp 3. Hardstand drop off area and associated site works. All works described above are to the western / side elevation of the existing building. The proposed development will be located at the protected structure: RPS No. 7746.
4290/19	A single storey extension 25sqm to existing store at side and rear of Brian Boru Public House.
4062/19	Retention permission is sought for a retractable canvas roof and ancillary site works at Brian Boru pub.
3088/18	Planning permission sought for enclosure of porch area, attic conversion with dormer to rear, roof lights to front and gable window.
3801/19	Replace the existing internal advertising paper panel with a digital display unit.
DCC Ref. 2863/21 ABP Ref. 312603	The proposed development comprises: - A mixed-use scheme in a single building (c. 6,478 sq. m gross floor area) ranging in height from 2 - 6 storeys (top floor set back) over single storey localised basement. The building includes office space (c. 5,753 sq. m) from 1st to 5th floor with office lobby at ground floor level, with 3no. terraces at 2nd, 3rd and 5th floor respectively (c. 401 sq. m in total) and 3no. licenced restaurant / café units with takeaway / collection facility at ground floor (Unit 1 on Moore Lane, O'Rahilly Parade and the proposed new public plaza - c. 228 sq. m, Unit 2 on the proposed new public plaza - c. 271 sq. m and Unit 3 on Moore Street, O'Rahilly Parade and the proposed new public plaza - c. 179 sq. m), together with provision of a 'delivery hub' unit at ground floor level (c. 46 sq. m). All associated and ancillary site development, demolition, landscaping, site infrastructure and temporary works
DCC Ref. 2862/21 ABP Ref. 312642	The proposed development comprises a mixed-use scheme (c. 3,290 sq. m gross floor area) in 2no. parts located north and south of the Nos. 14 - 17 Moore Street (a National Monument / Protected Structures) ranging in height from 1 - 3 storeys including retained independent single storey basements comprising 15no. apartment units (c. 1,454 sq. m gfa), café / restaurant use (c. 864 sq. m gfa), retail use (c. 617 sq. m gfa), cultural use (c. 60 sq. m gfa) and office use (c. 295 sq. m gfa).

<p>DCC Ref. 2861/21</p> <p>ABP Ref. 313947</p>	<p>The proposed blocks comprise: - Block 3A (Eastern Block) (c. 7,806.3 sq. m gfa), fronting Henry Street, Henry Place and the new passageway, with modulating building height at 4, 5, 7 and 9 storeys, over single storey basement. Block 3A accommodates: - A hotel (c. 7,175.3 sq. m gfa) with 150no. bedrooms from 1st to 7th floor and ancillary facilities at ground floor and basement, including: hotel reception addressing Henry Place; 1no. licensed hotel restaurant / cafe with takeaway / collection facility (c. 138.1 sq. m) at ground floor on the new passageway and Henry Place; and, 1no. licensed hotel restaurant / cafe with takeaway / collection facility (c. 194.2 sq. m) and 2no. associated external terraces (c. 38.8 sq. m in total) at 8th floor of the proposed hotel; 1no. retail unit for use as a 'shop' or 'licensed restaurant / café unit with takeaway / collection facility' (Unit 1 – c. 127.2 sq. m) at ground floor on the new Passageway; 1no. retail unit for use as a 'shop' (Unit 2 – c. 326.5 sq. m) at basement, ground floor and first floor level on the new passageway and Henry Street; Block 3B (Western Block) (c. 8,036.1 sq. m gfa), fronting Henry Street, Moore Street, Henry Place and the new passageway, with modulating building height at 1, 3, 5, 6 and 7 storeys, with top storey set back, over single storey basement. Block 3B accommodates: - 79no. 'Build-to-Rent' apartment units (c. 6,451.5 sq. m gfa), including 14no. 1-bed studios, 56no. 1-bed apartments and 9no. 2-bed apartments from 1st to 5th floor, with access from residents' lobby at ground floor on Henry Place;</p>
4054/19	<p>Amendments to previously permitted development, Reg. Ref. 3794/18 / ABP Ref.302980 - Internal reconfiguration to provide for 1 no. additional hotel floor and a mezzanine level within the permitted building envelope, and associated works.</p>
4494/19	<p>The development will consist of the upgrading and installation of 13 number new wayfinding information signs</p>
<p>3794/18</p> <p>ABP ref:</p> <p>PL29S.302980</p>	<p>Construction of a new 22 storey landmark office and hotel development with a rooftop restaurant over 2 no. levels of basement accommodation</p>

3505/20	<p>PROTECTED STRUCTURE: Planning permission for development on a site comprising a laneway to the rear of numbers 1 to 17 Dartmouth Square West, Dublin 6. The laneway runs between Grand Parade, Dublin 6 and Dartmouth Road, Dublin 6. The application site forms part of the curtilage of numbers 1 to 17 Dartmouth Square West, all of which are protected structures (RPS Ref. Nos. 2147 to 2163). The proposed development consists of the following: Light cleaning and consolidation of the existing walls of the laneway; resurfacing of the laneway and provision of lighting, paved surfaces and planting; reinstatement of cast-iron gates to the entrances to the laneway from Grand Parade and Dartmouth Road provision of replacement gates to the entrances to the rear gardens of numbers 1 to 17 Dartmouth Square West (including the reopening of a pre-existing entrance to number 17 Dartmouth Square West); all associated and ancillary works.</p>
3486/20 ABP ref: PL29S.309011	<p>Amendment and extension of the office accommodation at fourth and fifth floor levels, resulting in additional office floor space at both levels (an increase of 114 sq.m at fourth floor level, and 184 sq.m at fifth floor level);</p> <ul style="list-style-type: none"> - The extension of the southern stair core of the permitted office development to serve the fourth and fifth floor levels; - Associated amendments to the extent and layout of the permitted roof terraces at fourth and fifth floor levels, including reorientation of permitted rooftop plant; - Provision of an additional access / egress route at ground level to the south of the permitted office development; - The proposed amendments include an extension of the development boundary of permission Reg. Ref.: 2373/17 and An Bord Pleanála Reg. Ref.: ABP- 300873-18, as previously amended under Reg. Ref.: 4755/19 to accommodate the additional access / egress route at ground level. <p>The proposed amendments result in an increase of 298 sq.m to the gross floor area of the development, resulting in a total gross floor area of 14,926 sq.m including basement.</p>
4755/19	<p>Amendments to permitted development under Ref 2373/17, increasing GFA by 597sqm</p>
3594/18	<p>PROTECTED STRUCTURE: The development will consist of works to a detached protected structure Construction of 1 no. contemporary dwelling and 4.3 l/m new stone wall to the rear. All sewerage, drainage, landscape and ancillary works. (11 Cambridge Terrace)</p>

2373/17	Development will consist of refurbishment and alterations to the existing 8 storey Carroll's Building. Demolition of 3 no. existing warehouse / light industrial buildings, . Provision of a new part 3, part 4, part 5 and part 6 storey, over two levels of basement. The total floorspace of the development is 15,647sqm (2 Grand Parade)
Fingal County Council F13A/0329	Demolition of the existing single storey flat roofed ambulance building and a semi-detached shed to the rear and the construction of a new two storey ambulance centre building and associated site works.
Fingal County Council F14A/0442	The amalgamation of existing Unit A1 and A2 into one unit with the removal of existing internal dividing wall and the construction of an additional internal mezzanine floor for ancillary storage and staff use with gross floor area of 627 sq.m. within existing retail warehouse unit A2. Units A1 and A2 were originally permitted as one unit in 2000 under Ref. Ref. F99A/0884. The proposed development will result in an increase of 644 sq.m. in the total gross floor area of the combined unit A1 and A2 from 2,625 sq.m. to 3,269 sq.m.
Fingal County Council F04A/1755/E1	To construct on airport lands, a runway, 3110m in length and 75m in width. The permission sought to include all associated taxiways, associated road works including internal road network, substations, navigational equipment, equipment enclosures, security fencing, drainage, ducting, lighting, services diversions, landscaping and all associated site development works including the demolition of an existing derelict house and associated outbuildings; the relocation of the Forrest Tavern monument; the removal of a halting site including the demolition of any structure whether temporary or permanent on that site which is currently leased from the applicant. The road works include the realignment of an 800m section of the Forrest Little Road; the rerouting of a 700m section of the Naul Road (R108) and a 200m section of Dunbro Lane and replacement of these latter roads with a new 2km long road (7.5m wide carriageway) running in an east-west direction connecting to the St. Margaret's Bypass at a new junction. The proposed duration of this permission is 10 years.
Fingal County Council F05A/0327/E1	Construction of an office development within lands at Santry Demesne. The proposed development replaces office Blocks A, B, C, D, E, F, G, H, I, J and P and a multi-storey carpark, all previously granted permission under Ref. PL 06F.112730 (F98A/1328). The development comprises construction of 7 no. office blocks; total gross floor area 22,925 sq.m. The breakdown of the 7 no. proposed offices is as follows: Block A - 4 storey (5,328 sq.m.), Block B - 3 storey (3740 sq.m.), Block D - 4 storey (4290 sq.m.) Block G 1,2,3 - 3 storey (1542 sq.m.) Block G 4,5,6 - 3 storey (1542 sq.m., Block G 7,8,9,10 - 3 storey (2030 sq.m.) , Block J - 4 storey (4453 sq.m.) plus surface and basement carparking (772 no. spaces in total), ESB sub-stations, landscaping, footway and cycle paths and associated siteworks.

Fingal County Council F06A/0513/E1	Construction of an office development through the modification of part of the layout granted permission under Ref. F05A/0327. The development comprises 3 no. office blocks F1 (3 storey, 1587 sq.m.) F2 (4 storey, 2103 sq.m.) and F3 (4 storey, 2185 sq.m.) plus permanent surface (145 spaces total), temporary surface carpark (248 spaces total), ESB substations, landscaping, bin stores and associated siteworks. The site area is 1.48Ha and is situated on the site of office blocks B & D and the temporary surface carpark granted permission under Ref. F05A/0327.
Fingal County Council F15A/0154	Single storey storage/customer fitting building (ancillary to use of Unit 4A) and all ancillary site development works.
Fingal County Council F20A/0180	Continued use on a permanent basis of the existing access and exit roadway off the western carriageway of the R132 regional route, south of the existing Malahide Road roundabout. The existing access road serves internal circulation and car parking areas within Swords Pavilions Shopping Centre.
Fingal County Council F18A/0070	The construction of new first floor mezzanine of 360 square metres within the existing manufacturing building to include one new window to the east elevation, two new windows to the south elevation, two new windows to the west elevation, new external signage to replace existing signage in same location and all associated site works.

<p>Fingal County Council</p> <p>F08A/1057/E1</p>	<p>A 7-year permission for development at this site. The proposed development comprises the construction of Pavilions Phase 3, a mixed-use town centre development amounting to c.272,637 sq.m. total Gross Floor Area (GFA) and accommodated in buildings ranging in height from 3 to 10 storeys over three levels of enclosed basement car parking, with an associated network of open, sheltered and enclosed streets and spaces. The proposed development includes the following elements:</p> <p>A total of c.124,119 sq.m. GFA of mixed use retail, commercial and community uses (including ancillary areas), broken down as follows: - 137 no. retail units (c. 63,843 sq.m. GFA), including 2 no. retail anchor units (Anchor Unit No. 1 measuring c.11,284 sq.m. and Anchor Unit No. 2 measuring c.12,080 sq.m., gross floor area), including ancillary storage and staff facilities, generally located at Levels -1 to +3; 35 no. restaurant/cafe units (c.4,942 sq.m. GFA), generally located at Levels 0 to +3; 1 no. public house of c.696 sq.m. GFA located at Level +1 and Level +2; Office block measuring c.15,593 sq.m. GFA, located in the eastern part of the site, with frontage to the R132. Office accommodation extends from Level +4 to Level +9, over office entrance lobbies from Level 0 to Level +3; 2 no. childcare facilities of c.478 sq.m. and c.266 sq.m. GFA respectively, located at Level +4/Level+5 and Levels +1 respectively; 2 no. community rooms of c.94 sq.m. and c. 318 sq.m. GFA respectively located at Level +1; 1 no. radio station of c.130 sq.m. GFA, located at Level +4; 1 no. medical centre of c. 1,644 sq.m. GFA located at Levels +1 to +3; A management suite for the development measuring c. 455 sq.m. GFA, located at Level +2; Ancillary backup areas of c. 35,660 sq.m. including foodcourt seating areas, communications/control/security rooms, cleaner storage, public toilets, first-aid room, plant rooms, substations, switch rooms, bicycle stores, bin stores, etc, generally located at Levels -2 to +4 and: Other associated areas, including service cores, voids, etc. measuring c. 16,747 sq.m.</p> <p>A total of 191 no. residential units (c.23,810 sq.m. GFA), generally located at Levels OM to +9, comprising 23 no. 1-bedroom units, 140 no. 2-bedroom units and 28 no. 3-bedroom units in a mix of apartments and duplexes. Private and landscaped semi-private open space to serve the residential use, provided by a mix of balconies, terraces, roof terraces and courtyards. Ancillary additional residential storage for bulky items and bicycle parking is provided. The residential units are arranged generally in 3 no. areas within the site. 131 no. units (including 18 no. 1 bed apartment units, 100 no. 2 bed apartment units and 13 no. 3 bed apartment units) are located in the northern part of the site at the junction of the R132 and Malahide Road, accommodated in blocks extending from Level OM to Level +8. Each unit is provided with private open space in the form of balconies and/or terraces. Residential car parking is available at basement level. Bicycle parking, bin storage and remote storage for apartments is provided at Level +1 & Level +4. Access to the residential units is by way of a residential access core from</p>
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	<p>basement and surface levels. 31 no. units (including 29 no. 2 bed apartment units and 2 no. 3 bed duplex units) are located in the eastern part of the site, accommodated in blocks extending from Level +4 to Level +7. Each unit is provided with private open space in the form of balconies and/or terraces. Residential car parking is available at basement level. Bicycle parking, bin storage and remote storage for residential units is provided at Level +3. Access to the residential units is by way of a residential access core from basement and surface levels. 29 no. units (including 5 no. 1 bed apartment units, 8 no. 2 bed apartment units, 3 no. 2 bed duplex units, 12 no. 3 bed apartment units and 1 no. 3 bedroom duplex unit) are located in the southern part of the site, at the junction of the R132 and the southern site boundary, accommodated in blocks extending from Level+4 to Level +9. Each unit is provided with private open space in the form of balconies and/or terraces. Residential car parking is available at basement level. Bicycle parking, bin storage and remote storage for residential units is provided at Level +4. Access to the residential units is by way of a residential access core from basement and surface levels.</p> <p>And all associated ancillary areas and site works, including : Demolition of 3 no. habitable dwellings at No's 9, 10 & 11 Dublin Road (c.368 sq.m. GFA): Revisions to the layout and configuration of the existing Pavilions Shopping Centre, previously permitted under Planning Reg. Ref. F98A/1100 to provide for its integration with the proposed Pavilions Phase 3 development including demolition of existing areas of Phase 1 and Phase 2 at Level 0 to Level +3 (c. 3,877 sq.m. GFA). Creation of new internal network of open, sheltered and enclosed pedestrian streets to connect to the existing surrounding public footpath and road network. The proposed development will result in the creation of 5 no. new open and sheltered streets at Level +1 - primary streets called up as 'Central Street', 'The Rise' and secondary streets called up as 'Southern Street', 'Shop Street' and 'Retail Street'. At Level 0 streets shall generally be enclosed. Creation of new urban spaces, called up at 'Pavilions Place' and 'Malahide Place'. Replacement of 3 no. existing vehicular entrances with, 1 no. temporary construction entrance in place of the existing emergency entrance at the R132, and 3 no. new permanent vehicular entrances and associated access roads for use during construction and operational phases, comprising 1 no. new left in/left-out vehicular access off the R132 on the eastern site boundary, 1 no. vehicular access off the Malahide Road on the northern site boundary and 1 no. vehicular access off the Dublin Road on the western site boundary. The proposed development will tie in with infrastructure works, approved by Fingal County Council in accordance with Part 8 of the Planning & Development Regulations 2001-2007, to realign and upgrade the existing R132 to accommodate access to Pavilions Phase 3 car parking areas in advance of Metro North. 3,145 no. new car parking spaces over Level -2, Level -1, Level -1M, Level 0 and Level 0M, including 2,819 no. covered car parking spaces and 326 no. open car parking spaces. Residential covered car</p>
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	<p>parking of c. 5,880 sq.m. and non-residential covered car parking 102,081 sq.m. 625 no. new bicycle parking spaces, to be provided throughout the development, to cater for both retail/commercial/community and residential uses. All ancillary areas including circulation space, service routes and yards, storage areas, commercial and residential refuse storage, roof plant and plant rooms, meter room, 18 no. electricity substations, etc. All site excavation, demolition, landscaping and ancillary development works.</p> <p>All on a site measuring c.7.46 ha, currently occupied by existing surface car parking, circulation and service areas associated with Pavilions Shopping Centre, open lands and 3no. existing dwellings, and bounded by the Malahide Road and Longlands to the north, by The Paddocks and Carlton Court residential estates and associated public open space to the south, by the R132 Regional Road (formerly the N1) to the east, and by the existing Pavilions Shopping Centre and Dublin Road to the west.</p> <p>An Environment Impact Statement (EIS) will be submitted to the Planning Authority with the planning application.</p>
Fingal County Council F18A/0306	<p>Permission for the construction of 36 residential units consisting of 30 two storey houses (23 three bedroom type, 7 four bedroom type) and 6 number two bedroom apartments in a three storey block, with ancillary open spaces, boundary treatment and site works at Fosterstown North. The lands adjoin the Boroimhe Housing Estate to the west and the Texaco service station on the old N1 road to the east. Vehicular and pedestrian access to the new housing will be from the Boroimhe Distributor Road linking the Swords Road with Forest Road and by pedestrian access from the adjoining Boroimhe housing.</p>
Fingal County Council F19A/0073	<p>Permission to install 250kW of Roof Mounted Solar PV Panels and all associated works on our temperature controlled warehouse.</p>
Fingal County Council F16A/0440	<p>Proposed development comprises the continued use on a permanent basis of the existing access and exit roadway off the western carriageway of the R132 regional route, south of the existing Malahide Road Roundabout. The existing access road serves internal circulation and car parking areas within Swords Pavilions Shopping Centre. The access road and associated site development and landscape works and lighting exist as previously permitted under Register Reference Nos. F03A/1331, F05A/1201, F06A/1693, F07A1195, F10A/0392 and F15A/0179, but is subject to a Condition restricting the period of its use.</p>
Fingal County Council F15A/0548	<p>Construction of a temporary site identification sign (duration of 2 years) to be in the centre of the site at the entrance to the business park (western boundary).</p>

Fingal County Council F15A/0067	New 110 kV GIS electrical transformer station consisting of two storey control building finished in architectural cladding colour grey white, 2 no. 110 kV transformers surrounded by 5metre high metal acoustic screens colour grey white, 1 no lightning mast 18 metre high, 3 metre high concrete boundary wall with 1.8 metre high chain link fence to western boundary, new vehicular entrance off existing estate road in Airside Business Park with new entrance gates to match existing fence. Associated site drainage and site works.
Fingal County Council F16A/0248	Demolition of existing Veterinary building and replacement with similar size modern building height 7m. and similar veterinary uses, using existing vehicular access, parking and services at existing veterinary building adjoining veterinary clinic at Milton Fields.
Fingal County Council F18A/0405	Retention Planning Permission for existing temporary office accommodation in a single storey "Portakabin" of 235 square metres, the retention of 24 existing temporary car parking spaces and all associated site works.

<p>Fingal County Council</p> <p>F04A/1562/E2</p>	<p>Commercial development of offices, retail warehousing, logistics warehousing, own door offices, enterprise starter units, local centre, motor showrooms and amenity building all comprising of some 77,016 sq.m. in total. The overall mixed use development consists of 5 no. logistic warehouses on single level each with ancillary office space on two levels of some 11,126 sq. m. in total (Unit A1 - 2,400 sq. m. warehousing and 300 sq.m. ancillary office, Unit A2 - 1,436 sq.m. warehousing and 270 sq.m. ancillary office, Unit A3 - 1,440 sq.m. warehousing and 200 sq.m. ancillary office, Unit A4 - 2,890 sq.m. warehousing and 480 sq.m. ancillary office and Unit A5 - 1,440 sq.m. warehousing and 270 sq.m. ancillary office); 35 no. two storey enterprise starter units totalling some 12,250 sq.m. (Units A6 - A15, Units A24 -A32 and Units A37 - A40 area all 350 sq.m. each comprising of 300 sq.m. for light industry/enterprise and 50 sq.m. of office space; Units A16 - A23 and Units A33 - A36 are also all 350 sq.m. each comprising of 300 sq.m. for light industry/enterprise (including ancillary showroom space) and 50 sq.m. office space); 4 no. five storey office blocks all totalling some 25,030 sq.m. (Block B3 - 8,270 sq.m., Block B4 - 4,900 sq.m., Block B5 - 6,050 sq.m., Block B6 - 5,810 sq.m.); 28 no. three storey own door office buildings totalling some 11,172 sq.m. (Units B13, B18, B25 and B30 are all 579 sq.m. and all other units B10 - B12, B14 - B17, B19 - B24, B26 - B29, and B31 - B37 are 369 sq.m.); 7 no. single storey retail warehouse units all totalling some 10,500 sq.m. (Unit C1 - 5,956 sq.m., Unit C2 - 860 sq.m., Unit C3 - 860 sq.m., Unit C4 - 708 sq.m., Unit C5 - 708 sq.m., Unit C6 - 708 sq.m., and Unit C7 - 700 sq.m.); single storey local centre comprising 5 no. units all totalling some 1,670 sq.m. (Unit D1 - 660 sq.m., Unit D2 - 150 sq.m., Unit D3 - 150 sq.m., Unit D4 - 150 sq.m. and Unit D5 - 560 sq.m.); 3 no. two storey motor showrooms all totalling some 3,568 sq.m. (Unit MS1 - 1,160 sq.m.; Unit MS2 - 1,204 sq.m. and Unit MS3 - 1,204 sq.m.); and 1 no. two storey amenity building all totalling some 1,700 sq.m. (Unit AB1 including a cafe - 1,225 sq.m. and crèche - 475 sq.m.); provision of a total of 1,926 car parking spaces overall (838 car parking spaces to serve office units B3, B4, B5 and B6 - 477 below surface and 361 temporary surface car parking spaces; and an additional 1,088 surface car parking spaces to serve the remainder of the development; and all buildings including ancillary office, administration and staff facilities. Permission is also sought for all site development works including infrastructure to service the development, including internal roads; a new junction off the old Ballymun Road, three new junctions off the new Santry Demesne distributor road; reconfiguration of the Santry Demesne distributor road to accommodate deceleration and turning lanes and provision of a roundabout to aid access into the site and facilitate site junction works; drainage, water supply; utilities; landscaping works; fencing and boundary treatment; security hut; road lighting; signage; and bridges all on a site some 19.8 hectares at Santry Demesne. An Environmental Impact Statement (EIS) will be submitted to the Planning Authority with the application.</p>
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<p>Fingal County Council FW19A/0139</p>	<p>Amendments to a previously permitted mixed-use development scheme (Reg. Ref. F17A/0704). The proposed amendments seek permission for:</p> <ul style="list-style-type: none"> i) a change of use at permitted ground floor retail unit (unit no. 1) to a restaurant/café use (with takeaway and delivery service) (124sq.m.), with internal customer seating, serving hatch, food preparation area, customer service counter; staff facilities and new access doorways at the southern elevation (delivery loading area) and at western elevation providing access to staff area, and provision of a kitchen ventilation extract system and louvered grills at the side (west) elevation of the unit; ii) the amalgamation of 2 no. permitted retail units (unit nos. 2 and 3, which are 120 sq.m. and 122 sq.m. respectively), removal of internal stud partition walls and related internal fit out works to create a single retail unit (246 sq.m), and external fascia signage for business identification purposes; iii) internal and physical layout modifications to change the floorspace areas of permitted office units in Block B (unit nos. 1 and 2) in order to provide a larger floorplate for Office Unit 1 (proposed to be increased from 140 sq.m. to 164 sq.m.), relocation and physical modifications to previously permitted ESB substation, communal refuse area, plant area and switch room; iv) new external communal storage area; v) provision of an internally illuminated, fabricated aluminium totem sign with an overall height of 3.9 metres above ground level, length of 3.2 metres and width of 1.8 metres approximately affixed to the western elevation (northwest corner) of permitted Block A; and vi) all associated internal, external and minor elevational changes to previously permitted development, and related ancillary site works above and below ground.
<p>Fingal County Council F15A/0243</p>	<p>Permission to relocate the existing bus shelter to the North of the entrance to the Estuary Centre on the Belfast Road.</p>
<p>Fingal County Council F19A/0095</p>	<p>Temporary permission (5 years) for the temporary change of use of part of the APB meat processing plant from meat processing to a waste transfer and processing facility (non-hazardous wastes) providing for: (a) the collection, processing, storage and bulking up of used and fresh cooking oil; (b) a waste transfer facility for food waste; and (c) the washing of used cooking oil containers. Temporary planning permission (5 years) is also sought for: temporary installation of a dissolved air floatation tank; continued use of portacabin office accommodation (permitted under application Ref. No. F16A/0387; continued use of part of the building for collection, storage and bulking up of used cooking oil (temporary permission granted under F16A/0002) use of 6 No. existing silos for storage of fresh cooking oil and use of 1 No. existing silo for storage of used cooking oil (silos granted temporary permission under F16A/0002); 6 No. proposed silos for storage of used cooking oil; and all related site development works. A Waste Facility Permit from Fingal County Council will be required for this proposed development.</p>

<p>Fingal County Council</p> <p>F21A/0255</p>	<p>For development at these site addresses: Site A - Hotel Site adjoins the T2 Multi-Storey Car Park to the north, Dublin Airport, townland of Corballis; Site B - Skybridge House (former TASC Building), Dublin Airport, townland of Collinstown; Site C-Site Compound 1 is bounded by the T2 Departure Road to the west and T2 Multi-storey Car Park to the east, Dublin Airport, townland of Corballis; Site D-Site Compound 2 is located to the east of Swords Rugby Club in the townland of Stockhole.</p> <p>Site A- The proposed development comprises the erection of a new part 3-, part 11- and part 12-storey terminal-linked 410 bedroom hotel integrated with the existing elevated pedestrian link bridge connecting T2 to the south with the T2 Multi-storey Car Park to the north at 2nd floor level through the hotel. At ground floor level provision is made for 10 no. meeting rooms; a Children's Play Room (Kids Club); and, an internal bicycle storage room to provide at least 15 no. bicycle parking spaces for the use of staff (6 no spaces) and guests (9 no spaces) adjoining the security office. At first floor level provision is made for 5 no. meeting rooms, and an event/business space (approx. 500 sq.m) adjoining by a pre-function space (approx. 518 sq.m, including bar area). At second floor level provision is made for a staff canteen; kitchen, restaurant and private dining area with bar; a retail unit, and, associated and ancillary plant rooms, storage, offices, kitchen, breakout spaces, toilets / changing facilities, and housekeeping facilities. A total of 410 hotel bedrooms are provided at third to eleventh floor levels. Ancillary facilities at the upper levels include a leisure centre at third floor (comprising a reception area and a range of facilities to include a gym, treatment rooms, sauna, steam room and jacuzzi). Provision is made at 11th floor level for a bar and an executive lounge, both of which open onto south facing roof terraces. An internal one-way access road is provided (in the form of a left-in from the T2 Car Park access road to the east and a right-out egress onto the T2 departures road to the south). A designated drop-off / layby is provided to the front of the hotel on this internal access road. A height control barrier and ticketed raised arm barrier is provided to control vehicular access onto the internal access road. To the west of the hotel at ground level is a gated vehicular access off the Internal access road to a service yard that also provides access to a recycling and refuse storage area. Vehicular egress from the service yard is to the rear (at the north-western corner of the site) onto the T2 Departures Road. Other associated works include site clearance and ground works, hard and soft landscaping works and the provision of 10 no. external visitor bicycle spaces together with associated infrastructure and services connections. The proposed hotel includes a pedestrian access to the entire first floor level of the existing T2 Multi Storey Car Park constructed under Planning Permission ABP Ref. PLO6F.PA0008 that contains 400 no dedicated ancillary car parking spaces to serve the proposed hotel. Site B - It is proposed to remove the existing weather radome and support structure</p>
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	from its rooftop location at Skybridge House and to provide a new replacement weather radome (measuring approx. 6.5m in diameter) at rooftop level on top of the proposed hotel (Site A). The proposed radome will project approx. 8.8m above the proposed parapet level of the hotel (as measured to the top of its antennae). An associated "radome equipment room" (approx. 24.6 sq.m) is provided at eleventh floor level of the proposed hotel. Site C&D: Permission is also sought for the temporary use (for a period of 5 years) of two sites as construction compounds to serve the construction phase of the proposed development.
Fingal County Council F17A/0276	Permission for the construction of a new storage shed of 50 square metres to rear of existing factory building and construction of new emergency exit to West side of existing factory and all associated site works.
Fingal County Council F14A/0218	28 no. residential units comprising 4 no. duplex units (1 no. apartment on ground floor and 2 no. duplexes on first and second floor providing for a total of 12 no. units); 8 no. two storey semi-detached units and 8 no. two storey terraced units, all with associated car parking spaces. Permission is also sought for widening and utilisation of existing entrance, upgrades to existing access road and footpath to include 1 no. new pedestrian crossing, removal of the site's existing palisade boundary fence, landscaping and all ancillary works necessary to facilitate the development.
Fingal County Council F17A/0207	An amendment to previously approved Planning Permission F15A/0054 for development to include: The addition of an area of 150m ² into the rear gardens of units 8-11 inclusive, together with all associated site development works, resulting in the increase in the gross development area from 1.09Ha to 1.10Ha.
Fingal County Council F17A/0591	The change of unit type from 4 no. three storey duplex units (a total of 12 no. units each with duplex unit comprising 2 no. two storey maisonettes over 1 no. ground floor apartment) granted planning permission under ref. F14A/0218 to 12 no. three storey terraced 4 bedroom houses including minor amendments to communal parking areas.
Fingal County Council F18A/0343	Amendment to previously approved planning permission F17A/0207 & F15A/0207 & F15A/0054. The amendments will consist of the provision of a 3-bedroom apartment at fourth floor level Core 2, in lieu of permitted arrangement of a 2-bedroom apartment and plantroom. The new proposed mix will consist of 4 No. one bed units, 23 no. two bed units and 3 no. three bed units. The works also include minor elevational changes.

<p>Fingal County Council F17A/0704</p>	<p>The construction of a mixed use scheme with a gross floor area of 5678 sq. m in 2 No. blocks ranging in height from two to five storeys (with roof mounted solar collector panels and rooftop plant, which is setback and screened); comprising 55 no residential apartments (consisting of 21 no one bedroom units, 30 no two bedroom units and 4 no three bedroom units) 3 retail units (ranging in gross floor area from 120 sq. m to 122sq m) 4 no. office units (ranging gross floor area from 58sq m to 146 sq. m) new vehicular access from old Ballymun road at east, communal open space(c.417 sq.m.) in the form of two separate roof gardens accessed from first floor level, loading bay at northern boundary (for the proposed retail components). 72 no car parking spaces and 76 no cycle parking spaces. the development will also include a new ESB substation, hard and soft landscaping, changes in level. boundary treatments, drainage works, communal refuse storage areas, internal roads, pedestrian footpaths and lighting and all associated site development and excavation works above and belowground. All on a 0.39 ha site on lands at the southwestern corner of the junction of Northwood Avenue and Old Ballymun Road, Dublin 9.</p>
<p>Fingal County Council F15A/0406</p>	<p>Installation of a 5.3m x 1.9m high stainless steel and glass bus shelter with 2 no. internally illuminated advertising panels each of 2 sq. metre area.</p>
<p>Fingal County Council F21A/0318</p>	<p>The development consists of an existing telecommunications support structure (previously granted permission under Pl. Ref. F04A/0820) together with antennas, dishes, floodlights, for the GAA club, cabinets, fencing and all associated site development works. The development will continue to provide high speed wireless broadband and data services.</p>

<p>Fingal County Council</p> <p>F18A/0438</p>	<p>The proposed development on this site of c.0.83 hectares is phase 2 of a 2-phase masterplan for a mixed residential and commercial development on an overall site of c.1.47 hectares, including adjoining lands to the west bound by Northwood Avenue and Domville Wood (the Old Ballymun Road). The proposed Phase 2 development will comprise the construction of 2 no. blocks comprising offices and residential development respectively and shares the central access and circulation space with Phase 1 (Reg. Ref. F18A/0421). The residential development will comprise a 2-6 storey block (c.8,611 sq.m gross floor area) over ground floor podium (up to 7 storeys in total) to include: 99 no. apartments consisting of 12 no. studio units, 38 no. 1 bed units, 41 no. 2 bed units and 8 no. 3 bed units with balconies/terraces on all elevations; 2 no. communal roof gardens at fifth floor level and a central communal open space at podium level (c.811 sq.m); a retail/café unit of 98 sq.m at ground floor level; 100 no. car parking spaces to include 88 no. car parking spaces under podium and 12 no. on-street residential car parking spaces; 8 no. motorbike parking spaces under podium; 142 no. cycle spaces; 3 no. car sharing parking spaces (common to Phase 1 and Phase 2) and all other ancillary spaces including circulation areas, meeting rooms and lounges, waste management rooms, switchroom and plant rooms with provision for either centralised or modular heating systems. the office development will comprise the construction of a 4 storey commercial office building (c.2,638 sq.m. gross floor area); 36 no. cycle spaces; and 27 no. on-street office car parking spaces and all other ancillary spaces including reception area, changing and shower facilities, circulation areas, ESB substation, waste management room, switchroom and plant rooms. The development will also consist of the provision of public open spaces with children's play area; external circulation areas; all hard and soft landscaping, including boundary treatments and removal of existing trees and their replacement with semi-mature trees; public art, green roofs; changes in level; and all other associated site excavation works, site development works and site services above and below ground.</p>
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<p>Fingal County Council F21A/0518</p>	<p>Planning permission for development which will consist of alterations to section of the existing internal road network and associated works, on the Departures routes to and from the Terminal 1 and Terminal 2 forecourts in the townlands of Corballis and Collinstown, Dublin Airport, Co. Dublin. The proposed development will include the reconfiguration of the 2no. existing exit lanes from both the Terminal 1 and Terminal 2 forecourts to provide 4no. new exit lanes, and all associated works including pay cabinets, staff control reader, control barrier, flexi bollards, automatic number plate recognition cameras, CCTV cameras, and 2no. cantilever columns with lane guidance signage, new fencing, new kerbs, new/realigned footpaths and cycleways, relocated lighting columns, and traffic islands. The proposed reconfigured exit lanes from the Terminal 1 and 2 forecourts will also have 1no. lane for buses and taxis. The proposed reconfigured exit lanes from the Terminal 1 forecourt will have 1no. lane including control barriers for emergency vehicles only. The proposed reconfigured exit lanes from the Terminal 2 forecourt will also involve the closure of the existing access/egress into the existing Terminal 2 short-term surface car park and the provision of a new access and new egress, barrier, a CCTV camera and pay cabinet; a proposed concrete median to tie into the existing median; the internal rearrangement and change of use of the existing Terminal 2 surface car park (291no. spaces) to provide 245no. long-term car parking spaces, 17no. van parking spaces, and 20no. short-term car parking spaces; and the removal of an existing pedestrian crossing and provision of a new pedestrian crossing. The proposed development will also involve the erection of advance traffic direction, fee information signage and road markings, and all associated site development, drainage and landscaping works. the proposed development will also involve the reconfiguration of the existing car parking layout on part of the central section of the Express Red Long-Term Car Park in the townland of Toberbunny, Dublin Airport, co. Dublin including the removal of 206no. long-term car parking spaces; the provision of a proposed entry lane, pay cabinet, bollards, entry barrier, automatic number plate recognition camera, staff control reader, and CCTV camera; relocated security hut; provision of new egress with a proposed exit barrier, CCTV camera and pay cabinet; and all associated site development, landscaping and fencing works, to facilitate a time-limited free waiting zone incorporating 100no. short-term car parking spaces (including 4no. PRM waiting spaces).</p>
<p>Fingal County Council F16A/0387</p>	<p>Demolition of existing ancillary office accommodation and provision of ancillary portacabin office accommodation, and all associated site development works.</p>

<p>Fingal County Council</p> <p>F17A/0686</p>	<p>Construction of a new Operations Depot and Civic amenity Site to include (i) 4 storey office building with staff welfare and canteen facilities, bin store, plant areas and 1st floor external terrace (4,963 sq.m.); (ii) Central Stores Warehouse building and workshops, part single storey and part 2 storey (Warehouse stores: 1,712 sq.m.; Welding Workshop: 355 sq.m; Painting Workshop: 77.5 sq.m; Electrical Workshop: 91 sq.m; Carpentry Workshop: 124 sq.m; signage Workshop: 314 sq.m; Vehicle Workshop: 507 sq.m; welfare facilities: 22 sq.m; circulation: 62.5 sq.m; total: 3,265 sq.m); (iii) Multi-Storey carpark, 4 storey, 132 spaces for fleet vehicles and 200 spaces for staff private vehicles plus 220 bicycle spaces (11,200 sq.m); (iv) covered parking for 15 no. fleet vehicles (721 sq.m.); (v) Salt barn, singles storey (457 sq.m); (vi) Civic Amenity Site office, single storey (43 sq.m.); (vii) Store for recycled batteries and clothes, single storey (12 sq.m); substations and LV switch room, single storey (64 sq.m); Plant room, 2 storey (76 sq.m). The development also includes a 3m high boundary wall (part 5m at Civic Amenity Office) with portals and gates at 3 no. vehicular & pedestrian access points along with 3m high weldmesh fencing; open area for fleet vehicle parking of 189 vehicles of various types; internal site fencing and walls to provide external material and equipment storage areas; waste compaction area with associated ramps; waste collection areas with associated ramp; waste container area within the Civic Amenity Site with associated customer parking/set down spaces (24 no.) and access road/pedestrian walkways; fleet vehicle wash bays; 10 no. visitor parking spaces; attenuation pond; internal roads and pedestrian walkways; 2 no. security kiosks (1.2 sq.m each); foul and surface water drainage; underground services infrastructure; associated site works; division of existing water main within application site; construction of 3 no. new vehicular & pedestrian access points - northern boundary and eastern boundary to St. Margaret's Road with associated traffic signalling and southern boundary to Carton way; security and amenity external lighting; building signage and signage to boundary wall; landscaping within the Depot and Civic Amenity Site boundary as well as landscaping to external areas outside the perimeter boundary wall plus an external water storage tank associated with a sprinkler system. the development also includes provision of new vehicular access gates to the existing ESB substation as St. Margaret's Road to replace existing pedestrian gate. The application site area is 5.03 Hectares.</p>
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Fingal County Council F16A/0002	Temporary permission (5 years) for the change of use of part of the existing ABP meat processing plant from meat processing to a waste transfer facility (non-hazardous wastes), for: the collection, storage and bulking up of used cooking oil containers for processing off-site; the washing of used cooking oil containers; for use of 1 no. existing storage silo for storage of used cooking oil; and use of an existing truck wash bay. Temporary planning permission (5 years) is also sought for the installation of an overground interceptor/grease trap for removal of oil, fats and grease on the existing foul sewer line; and for the erection of 6 dedicated bunded silos for storage of used cooking oil, and related site development works.
Fingal County Council F19A/0211	Change of use for 40 sq.m of the main hall within Scout Den to Sessional Montessori/ECCE Playschool facility.
Fingal County Council F20A/0090	Install 250kW of Roof Mounted Solar PV Panels and all associated works on the roof of temperature controlled warehouse.
Fingal County Council F12A/0269	Replacement of existing septic tank and percolation area with a new domestic wastewater treatment system and all associated site services.
Fingal County Council F15A/0179	Continued use on a permanent basis of the existing access and exit roadway off the western carriageway of the R132 regional route, south of the existing Malahide Road Roundabout. The existing access road serves internal circulation and car parking areas with Swords Pavilions Shopping Centre. the access road and associated site development and landscape works and lighting exist as previously permitted under register reference no.s F03A/1331, F05A/1201, F06A/1693, F07A/1195 and F10A/0392, but is subject to a Condition restricting the period of its use.
Fingal County Council F19A/0176	(i) The extension and alteration of existing shop to provide an amenity building (398 sq.m) with retail area (100 sq.m), new seating area, hot food deli facility and ancillary sales of hot food for consumption off the premises, ancillary off-licence, food preparation area, storage, staff and toilet areas, (ii) New single storey plant room and storage yard, (iii) Revisions to on-site car parking, (iv) new front boundary wall and realigned vehicular exit route, (v) Revisions to existing signage and (vi) All associated site and development works.

<p>Fingal County Council F18A/0421</p>	<p>The proposed development, on this site of c. 0.75 hectares, is Phase 1 of a 2-phase masterplan for a mixed residential and commercial development on an overall site of c. 1.47 hectares including adjoining lands to the east bound by Northwood Avenue and Northwood Park. The proposed phase 1 development will comprise the construction of a 2-7 storey block (c.10,184 sq.m. gross floor area) over ground floor podium (up to 8 storeys in total) to include: 99 no. apartments consisting of 13 no. studio units, 15 no. 1 bed units, 38 no. 2 bed units and 33 no. 3 bed units with balconies/terraces on all elevations; 3 no. communal roof gardens at third, fourth and fifth floor levels and a central communal open space at podium level (c.1,615 sq.m); a childcare facility of c.241 sq.m with associated external play area of c.150 sq.m at ground floor level; resident's concierge and hot desk space (c.179 sq.m.) also at ground floor; 108 no. car parking spaces to include 73 no. car parking spaces under podium and 35 no. on-street car parking spaces; 8 no. motorbike parking spaces under podium; 132 no. cycle spaces; 3 no. car sharing parking spaces; and all other ancillary spaces including circulation areas, meeting rooms and lounges' waste management rooms, ESB substation, switchroom and plant rooms with provision for either centralised or modular heating systems. The development will also consist of the provision of public open space with children's play area; external circulation areas; all hard and soft landscaping, including boundary treatments and removal of existing trees and their replacement with semi-mature trees; green roofs; changes in level; and all other associated site excavation works, site development works and site services above and below ground.</p>
<p>Fingal County Council F16A/0479</p>	<p>The construction of a 6 storey extension to the side (north-east elevation) of the existing hotel to provide 54 no. new bedrooms, 1,568sq.m. approx.; change of use of 2 meeting rooms within the hotel to provide 4 new bedrooms, 111sq.m. approx.; single storey extension to the hotel restaurant, 109 sq.m. approx.; single storey extension to the hotel kitchen, 25 sq.m. approx.; additional plant room, 8 sq.m. approx.; 10 no. cycle parking spaces, all related site development works on a site of 0.95 ha approx. In combination with the existing development, the proposed development will result in 213 bedrooms and 195 car parking spaces overall at the Premier Inn Hotel.</p>
<p>Fingal County Council F21A/0296</p>	<p>The proposed development will consist of: (i) Solar Photovoltaic Panels to Forecourt Canopy roof and Amenity Building roof, and (ii) All associated site development works.</p> <p>The development to be retained consists of:</p> <p>(i) 2no. Self-Service Laundromat Kiosks with integrated washing machines and dryers, associated illumination and facade signage, (ii) Parcel Motel Unit, (iii) Storage Shed, (iv) 5no. Storage Containers, (v) Maintenance Storage Shed, and (vi) All associated site development works.</p>

Fingal County Council F08A/0948/E2	Construction of a distribution services building of 8602sq.m. with ancillary site works, services, car parking at the Tesco Ireland St. Ann's Distribution Centre (allowing for a modification to the existing Tesco Ireland St. Ann's Distribution Centre car parking increasing it from 290 to 420 spaces, landscaping, boundary treatments (fencing), 14 no. unloading docks, circulation areas, cycle parking, solar panels (evacuated tubes) and ancillary development. This building will be ancillary to the existing Distribution Centre.
Fingal County Council F22A/0185	Retain the use of part of the existing first floor of the clubhouse as a Preschool facility.
Fingal County Council F08A/0578/E1	A mixed-use residential, office and neighbourhood retail development on lands, located adjacent to Ballymun Road. The development will comprise of a basement car park with 129 car and 24 bicycle parking spaces, plant rooms, bin storage and resident storage areas. Ground floor parking will be provided for 104 cars and 48 bicycles. The retail element of the development will consist of 3 no. retail units, a cafe and a licensed discount food store, accumulating to 1,958.60 sq.m. of gross floor area. Above the retail units it is planned to construct 48 no. apartments, 4 no. 1-bedroom, 36 no. 2-bedrooms and 8 no. 3-bedrooms with a gross floor area of 4,458.4 sq.m. Amenity space will be provided at 1st and 5th floor level. To the north of the site it is proposed to construct 2 no. office buildings with 3 storeys elevated above ground floor lobbies consisting of 3,303 sq.m. gross floor area. The development will also include an ESB substation, boundary treatments and ancillary site works. The site area is ca. 0.804533 ha or 1.98804 acre and is bounded to the west by Ballymun Road (Ballymun Dual Carriageway), to the east by Old Ballymun Road and to the south by the road linking Ballymun Road and Old Ballymun Road (western entrance to Santry Demesne and Northwood Business Park). Green Field land is adjacent to the property to the north at Ballymun, Dublin 11.
Fingal County Council FW19A/0151	The development will consist of modifications to a previously permitted mixed-use development (Reg. Ref. F17A/0704; ABP Ref. PL06F.301370) to include: an additional 12 no. apartments at the top of Block A resulting in the permitted building height increasing from 6 no. storeys (over ground) to a total of 8 no. storeys (over ground) and the overall number of apartments increasing from 55 no. units to 67 no. units; changes to permitted car and cycle parking areas resulting in 78 new cycle parking spaces (increasing from 78 no. spaces to 156 no. spaces overall); minor elevational changes and alterations to rooftop plant enclosure and lift over-run, and associated site development works above and below ground. Vehicular access and egress will continue to be from the Old Ballymun Road to the east.

Fingal County Council F12A/0011	Retain an existing telecommunications installation consisting of a 20 metre high antenna support structure carrying antenna and transmission dishes (overall height 22 metres), and fencing equipment container, associated works and equipment as previously granted under reg. ref. F06A/0933 which forms part of Meteor's cellular digital communications network.
Fingal County Council F21A/0089	Construct a 8mt high ball stop netting around the proposed new synthetic training area and associated training area and associated site works.
Fingal County Council F13A/0372	New single storey extension (116sqm) to front of existing workshop to contain new service ramp, reception area & ancillary services.
Fingal County Council F10A/0213	A 3 year retention permission for continuance of a concrete recycling facility and associated site office. (Retention permission was previously granted by Fingal County Council under Reg. Ref. F04A/1686, and Fingal County Council issued a waste permit for this facility under WPT 126).

<p>Fingal County Council</p> <p>F19A/0023</p>	<p>Amend the North Parallel Runway (North Runway)(permitted under FCC Reg. Ref. F04A/1755; An Bord Pleanála Ref: PL06F.217429), on this site of c.265.7 hectares at Dublin Airport, Co. Dublin, in the townlands of Millhead, Kingstown, Dunbro, Barberstown, Pickardstown, Forrest Great, Forrest Little, Cloghran, Collinstown, Corballis, Rock and Huntstown. The permitted runway is located to the north and north-west of terminal 1 and Terminal 2, Dublin Airport. The development will consist of :</p> <p>Amendments to the structural composition of the outer shoulder of the runway (7.5m wide on each side of the runway) to be constructed of reinforced grass instead of paved construction;</p> <p>Reduction in the width of permitted taxiways from c.30m (min. width) to c.27m (min. width);</p> <p>Removal of 4 No. permitted taxiways (2 No. rapid exit taxiways (RETS) (P4 and P9); and 2 No. north-south taxiways (P5 and P12);</p> <p>Relocation of 5 No. permitted taxiways; RETS P3 relocated to the east (renamed 'N5'); RETS P10 relocated to the west (renamed 'N3'); North-south access taxiway (P2), relocated by c. 152 m to the east at eastern end of runway (renamed 'N6'); North-south taxiway (P17) (linking parallel taxiway to the North Apron) relocated by c. 116 m to the east (renamed 'Kilo'); Re-location of taxiway at intersection with existing Runway 16/34 (P6 renamed 'Mike' and P7 renamed 'Echo 1');</p> <p>Removal of taxiways (P14, P15, P16) including passing bay located to the south of parallel taxiway; minor amendments to the runway levels where the permitted runway intersects existing Runway 16/34;</p> <p>Re-location of 2 No. permitted sub-stations (each increasing from c.450 sq.m. to c. 475 sq.m. GFA) and associated amendments to access roads;</p> <p>Amendments to the alignment and location of permitted fire access roads, including removal of 6 No. permitted crash gates with egress to St. Margaret's Bypass L3132 and Castlemoate Road; and the re-location of 1 No. permitted crash gate with egress to St. Margaret's Bypass L3132;</p> <p>Amendments to the location of the permitted airside perimeter fence (along northern, south-western and eastern boundaries); Re-location of 2 No. permitted localiser (equipment) cabins and associated amendments to permitted localiser access roads; and re-location / provision of maintenance access to permitted and proposed air navigation equipment; drainage and pollution monitoring facilities.</p> <p>The development will also consist of:</p> <p>Amendments to ground profiles providing 6 No. elevated Earthworks Landscape Areas (ELAs) to the north, west and south of the permitted runway (to improve the quality of the radiated signal from Navigational Aid equipment and for landscape screening purposes) with max levels as follows: ELA 1 (max. level +74.8m AOD), ELA 2 (max. level +76.3m AOD),</p>
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	<p>ELA 3 (max. level +70.1 m AOD), ELA 4 (max. level +64.5 m AOD), ELA 5 (max level + 68.0m AOD), ELA 6 (max. level +74.2 m AOD); The provision of concrete safety 'blast pads' on the western and eastern ends of the permitted runway and the northern end of Runway 16/34; Provision of new vehicular (maintenance) access roads to permitted approach lighting: 1) with access off (unnamed) road off eastern side of Castlemoate Road (at eastern end of runway); and 2) with access from the eastern and western sides of Toberburr Road (at western end of runway); Provision of maintenance access road and laybys off the permitted (and proposed to be amended) airside airport perimeter road consisting of: 3 No. laybys located to the south of St. Margaret's Bypass L3132 and Forrest Little Road; and 1 No. access road located to north-east of The Boot Inn; Provision of 2 no. shelters (each c.14.4 sq.m GFA) as rendezvous points for emergency vehicles (1 No. located to south-west of the permitted runway and 1 No. to east of permitted runway); Provision of 1 No. pumping station kiosk (c.36 sq.m GFA) and 2 No. pollution control kiosks (each c.9 sq.m. GFA); Demolition of existing security entrance Gate 1A including security building and 2 No. cabins (c. 201.9 sq.m. GFA) and the removal of the access off Castlemoate Road; Erection of 8 No. CCTV masts; erection of sections of airside blast fencing; and all associated landscaping, boundary treatment works and all ancillary site development works above and below ground.</p>
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<p>Fingal County Council F19A/0409</p>	<p>The development comprises the change of use on site to a seasonal event area, to be managed by the Pavilions Shopping Centre, and associated works, including:</p> <ol style="list-style-type: none"> 1. 1 no. single storey event building (78 sq.m. gross floor area), to be retained in situ for a temporary period of 4 years and which will accommodate a range of seasonal events, including Santa's Grotto over the period November to January, together with themed events each season (e.g. at Easter (Easter bunny/egg), summer and Halloween; each to run over a 1-3 month period, or thereabouts. 2. 1 no. stand-alone single storey marquee structure, c.6.7m high with a gross floor area of 1,090 sq.m. for use as an ice rink and associated plant and 1 no. single storey pre-fabricated toilet block. Both of these structures are for use during a temporary period of 3 months (November to January inclusive) each year for the duration of this four year temporary permission. 3. All associated site services and development works, including an advertising sign of c.2.15 sq.m. and temporary pedestrian and service entrance from the adjoining Pavilions Shopping Centre Car Park 'A' to the west. 4. Retention Permission is also sought for a c.4.8 high metal arch entrance for a temporary period of 4 years. <p>All on a site circa 0.42ha, to the east of the Pavilions Shopping Centre, generally bounded by the R106 (Malahide Road) to the north, Pavilions surface car park 'A' to the west, undeveloped lands to the east and link road onto the R132 (Swords Bypass) to the south.</p>
<p>Fingal County Council F12A/0389</p>	<p>Construction of internal mezzanine floor for retail warehouse use with gross floor area of 1045 sq.m. and all associated internal alterations within existing retail warehouse Unit A1 of existing gross floor area of 1353 sq.m. The proposed development will result in an increase in the total gross floor area of the unit from 1353 sq.m. to 2,398 sq.m.</p>
<p>Fingal County Council F12A/0009</p>	<p>Two single storey extensions (7.5 sq.m. each) to two ground floor sitting rooms on the west elevation.</p>
<p>Fingal County Council F18A/0131</p>	<p>Retention permission for the use of part of the ground floor of Unit A (also known as Unit 1), Airside Retail Park as a Starbucks coffee shop area with seating, together with a wall mounted Starbucks sign measuring 3.4 sq.m. the area subject to the coffee shop with seating use is circa 239 sq.m. gross floor area. Permission for amendments to the coffee shop unit to allow for additional links between the existing coffee shop unit and existing Smyths Toys Store through internal screening and sliding doors, as well as closure of existing independent access to coffee shop removing direct external access (to allow for 1 no. fire escape exit).</p>

Fingal County Council F20A/0505	The development will consist of the retention of the existing temporary office accommodation in a single storey Portakabin of 235 square metres the retention of existing 24 temporary car parking spaces and all associated site works previously permitted for a 2 year period under Reg Ref F18A/0405.
Fingal County Council F17A/0756	Construction of a four-storey hotel extension (1944sq.m. gross floor area, approximately) to the front (southwest) of the existing hotel building; demolition and reinstatement of existing hotel floorspace (172sq.m.), removal of 3 no. hotel bedrooms and relocation of existing ESB sub-station in order to facilitate the physical connection of the proposed extension; installation of plant room and reorientation of hotel lobby at ground floor level; and hotel accommodation (55 no. new hotel bedrooms) at ground 1st, 2nd and 3rd floor levels, resulting in a combined overall total of 182 no. bedrooms (130 no. existing bedrooms minus 3 no. bedrooms to be demolished). The proposed new extension will have an overall height of 13.8 metres, approximately, to top of plant/staircore. The development will also include: a wall-mounted, internally-illuminated hotel signage panel at third floor level (4th storey) affixed to the southeast and northwest elevations of the proposed hotel extension (2 no. in total); reduction in car parking spaces (from 116 no. to 95 no. spaces); new bicycle parking (18 no. spaces); boundary treatments (including removal of a section of a post and rail fence on the southwest boundary to facilitate sightlines); changes in level; drainage works; piped infrastructure and ducting, roof plant; and all associated site excavation works above and below ground all on a site of 0.93ha. approximately.
Fingal County Council F15A/0054	Residential development on a 1.09 hectare sited accessed from Old Ballymun Road. A total of 62 residential units is proposed comprising 32 terraced houses two and three storey in height in the following mix: 16 no. 3 bed units and 16 no. 4 bed units, And 30 apartments in a four storey plus penthouse block with the following mix: 4 no. 1 bedroom units, 23 no. 2 bedroom units and 3 no. 3 bedroom units. The development includes all associated drainage, site development and landscaping works. Landscaping including new footpath, parking and cycle path along the Old Ballymun Road, ancillary car parking, bin storage and ESB substation.
2138/15	Change of use to part of the ground floor (200sqm) of Block B from bank/financial services provider (class 2) to office use (class 3), for internal alterations to the glazing and removal of the facade signage along Georges Quay.
2324/15	Demolition of single-storey flat roof return and single-storey detached outhouse, and construction of new part one storey/ part two storey flat roof extension and new dormer window, all to the rear of the existing single storey cottage including all ancillary and site works.

2947/15	Permission sought by Irish Property Unit Trust Management Services Ltd for modifications to the existing roof level offices (planning permission Reg. Ref. 2696/13 & PL 29S.243742) at 47-49 St. Stephens Green, Dublin 2 to include: Modify to the glazing line of the approved full height glazing at penthouse level facing St. Stephens Green (West Elevation).
3177/15	PROTECTED STRUCTURE: The development will consist of the landscaping and planting of the Convent Garden located adjacent to Berkeley Road and in front of the West Wing of the old Mater Hospital building and the alteration of an existing ground floor sash window in the facade of the West Wing of the old Mater Hospital building to allow for a new hardwood access door from the day room of St Aloysius ward in order to allow patients access to the garden as there is no other route.
3322/15	PROTECTED STRUCTURE - (The railings, gates, plinth walls of perimeter boundary at St. Stephen's Green Park are protected structures). There are no works proposed to the protected structure but there are works being undertaken within the curtilage of St. Stephen's Green. The development will consist of the removal of the existing underground district regulator installation within St. Stephen's Green Park which is contained in subsurface chambers and its replacement a safety enhancement to the existing gas mains network comprising a District Regulating Installation (DRI) made up of a pressure Relief Unit housing with a pitched roof c. 2.35 sq.m in height (& 4.45 sq.m in length) and an associated vent flue (0.9 m in height) attached to the roof (overall height 3.0 m to tip of vent flue) of the DRI. Permission is also sought for all associated site development and reinstatement/ landscaping works. Access to the DRI will be from an existing opening (which serves the existing underground district regulator installation) within the railings of St. Stephen's Green Park.
3413/15	Planning Permission is sought to add a single storey entrance lobby extension to the front with new signage to the front and side facades together with relocated pedestrian access entrance through front boundary wall, new disabled persons access ramps, re-organise and increase car parking, widen existing vehicular entrance and associated footpath dishing.
2042/16	The development will consist of the partial infill of the existing long and narrow internal atrium space to the southern end at levels 1 to 4 inclusive to provide additional office space and allow for the linking up of the existing office areas, together with associated works to the existing entrance area. The proposed treatment of the atrium facade is designed to match and re-use where possible elements of the existing facades. This will increase the total overall floor area by 164 sqm (41sq.m per floor). All works are internal, requiring no change to external elevations.

2069/16	The development will consist of the proposed construction of new cycle and shower facilities, to include bicycle parking, lockers, showers, changing and drying facilities and a studio gym. This is all to be located underneath the existing railway arches accessed from and facing onto the George's Quay office complex. The development will consist of 4 new self-contained units. The buildings are internal to the complex and with the exception of some of the perimeter details are not visible from the surrounding streets. The total proposed new internal area is approximately 210 sq.m. The renovations also include proposed new paving, security gates, security, lighting, signage and fencing.
2306/16	To rebuild existing Lock-Keepers cottage (in ruin), including the change of use for the storage of sporting equipment. The site is within an Architectural Conservation Area.
3036/16	Apply for permission for development at a site of 0.2925ha at Apollo House, Tara St., Dublin 2 and 9-11 Townsend Street (Incl. The Long Stone Pub), Dublin 2. The site is bounded by Townsend St. to the south, Tara St. to the East, Hawkins House to the West and Poolbeg St. to the North. The proposed development consists of the demolition of the existing Apollo House located on Tara St. and Poolbeg St., and the Long Stone Pub on Townsend St., Dublin 2 and construction of a commercial office building ranging in height from 5 storey to 12 storeys (including one level of plant). The total gross floor area above ground of this building will be circa 16,205 sq.m. The ground floor includes office entrance and foyer of 245 sq.m, 2 no. café / restaurant / retail units (160 sq.m respectively) and 1 no. bar / café / restaurant unit of 460 sq.m. Access to the level basement will be via a ramp onto Townsend St., basement -2 contains 40 no. car parking spaces and associated plant and basement -1 contains 174 no. cycle spaces and associated shower & toilet facilities, plant area and 2 no. ancillary storage spaces of approx. 280 sq.m and 60 sq.m. cycle access to the basement will be via a dedicated, access controlled cycle stair accessed from the new civic space. Roof terraces are provided on the west and south elevation at tenth floor level, on the east elevations at eight floor level, on the west elevation at sixth floor level and on the south elevations at fifth floor levels. The development will also consist of a new civic space onto Poolbeg St. including proposed hard and soft landscaping features and boundary treatment to adjoining Hawkins House. The proposed development also includes for the provision of green roofs; retail / café / restaurant signage; a new ESB substation; associated site servicing (foul and surface water drainage and water supply); and all other associated site excavation and site development works above and below ground.

4141/16	Planning permission to carry out internal alterations at the existing cash and carry facility to include the following: (i) alterations to the existing Ambient store, (ii) subdivide the existing Ambient warehouse into associated cash and carry Ambient Store and separate warehouse, (iii) amalgamate the new and existing cash and carry ambient store and all associated site works.
2112/17	The development will consist of : two storey side and rear extension with hipped roof type together with a single storey rear extension flat roof type with a new dormer roof window to the rear at attic roof level and two new velux roof lights to the front at attic roof level with solar panels to rear at attic roof level to accommodate additional living space and demolition of existing single storey rear conservatory together with all onsite services and utilities.
2464/17	Permission for single storey extension to front and first extension at side and rear. Attic conversion with dormer window to rear and three number velux roof windows to side, two to front and one to rear. To relocate and widen existing vehicular access to front and all associated site works.
2520/17	Permission for a temporary period of 4 years 11 months, at a site the rear of Nos. 46-49 O'Connell Street Upper, Dublin 1. Situated on Moore Lane for development comprising the continued use of an existing authorised commercial, off-street car park located over two levels (GFA 2,644 sqm) and associated signage, at the rear of No.46-49 O'Connell Street Upper, Dublin 1. The car park comprised of 100 no. spaces and is accessed / egressed off Moore Lane, at a site of c. 0.1 Ha.
2598/17	Permission sought for reduction in size of existing take away / restaurant with minor internal and external seating area and replacement of existing extract duct with new duct and timber encasement; demolition of existing Garages and Stores at Ground Floor level and replacement with one bedroom apartment including railings and wicket gate to front area and patio to side / rear, and communal storage and bin compound to side, all fronting Goldsmith Street; conversion of accommodation on first floor level to front (last use as offices) to one bedroom apartment with balcony to rear and 3 no. new Velux rooflights; demolition of existing flat unit and store at first floor in annex and replacement with one bedroom apartment with balcony fronting Goldsmith Street and 3 no. new rooflights; removal of existing substandard staircases and provision of new staircase to comply with the building regulations.
3164/17	Change of Use from 3rd level educational to office use on the ground floor of an existing 3 storey office building at the junction of 15 Poolbeg Street and 11- 15 Tara Street, Dublin 2.

3402/17	Upgrading works to include demolition of existing rear return, new rear partial single storey flat roof extension, new rear partial two storey flat roof extension, 1 no. new roof light, repositioning of existing side door to side lane, upgrading of front elevation to include new gate and rendering of existing wall, new 2000mm rear garden wall, solar panels to rear pitched roof, new replacement front windows, landscaping works, SUDs drainage and all associated ancillary works to facilitate the development.
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3960/17	<p>Planning permission on lands located at the site bounded by Balbutcher Lane, Balcurris Road and the R108 (Ballymun Main Street) Ballymun, Dublin 11 and also the Horizons Centre, Balcurris Road, Ballymun, Dublin 11, for: The construction of a mixed-use development including a licensed discount foodstore, retail/cafe units, offices and student accommodation in three perimeter Blocks with a total gross internal area of 15,222sqms. BLOCKS A & B: The development of student accommodation, two retail units, and two cafes, with a total GIA of 11,929sqms is located in Blocks A and B. Block A primarily addresses Balbutcher Lane and is 4-6 storeys in height. It includes the main entrance to the accommodation. Block A wraps around the Horizons Centre east and north elevations and includes an extension of the outdoor space associated with the Horizons Centre. It includes all roof top and ground level amenity space. Internal communal, social and games rooms, ancillary to the student accommodation and secure cycle parking are included in Block A at ground floor level. Block B is a mix of student accommodation with retail/cafe units at ground floor and primarily addresses the R108 (Ballymun Main Street) and is primarily 6 storeys in height. It also incorporates a 10 storey feature elevation which addresses the corner of Balbutcher Lane and Ballymun Main Street. Blocks A and B are linked at first floor level. The student accommodation in Blocks A and B, will include 364 bed spaces within a mix of student houses and studios (61 in total). The student houses (59) are studios (2) are to be used for student accommodation or accommodation related to a Higher Education Institute only during the academic year and student accommodation or accommodation related to a Higher Education Institute or tourist/visitor accommodation only during the academic holiday period. BLOCK C: Includes the licensed discount foodstore with an ancillary off-license sales area, at ground floor, with a GIA of 2,587 sqms and offices at first floor with a GIA of 706sqms. Block C has two commercial floors facing Ballymun Main Street but is equivalent to a 4 storey residential building. The wider development includes: 127 car parking spaces; circa. 338 cycle parking spaces; hard and soft landscaping; underground drainage services and works including the diversion of a foul sewer and surface water drain to the western boundary of the site; signage including 2 totem signs. The development includes all site development works, service areas, bin storage and all other associated and ancillary operational service areas, including mechanical plant areas. Vehicular access and egress to and from the site will be from Balcurris Road.</p>
3951/17	<p>Change of use for part of previously approved retail unit from retail to retail and off-licence sales area.</p>
4097/17	<p>Planning permission for the change of use of the existing shop to coffee shop, serving sandwiches and pastries, and for associated alterations including alterations to the existing shopfront signage.</p>

4297/17	The development will consist of: The demolition of an existing rear garden shed and chimney stack at side wall of house and the construction of a single storey rear extension and associated site works. Some modifications to the rear elevation, side garage roof and front parapet of garage and the existing pebble dash render on the house to be made smooth.
4485/17	Permission for development on a site of c.0.1416ha. at 157-164 Townsend Street, Dublin 2, bounded to the east by Spring Garden Lane, and to the south by Cards Lane. The proposed development consists of the demolition of an existing five storey over basement office building (5087 sq.m) and the construction of a seven storey with 6th floor setback (27.9m) over two-tiered basement office building (8,813 sq.m). The front (north) elevation to Townsend Street at 6th floor level includes a 2.1m setback with access onto a terrace of 87 sq.m. The proposed development will also include the provision of plant at 6th floor roof level to the south west corner of the building; storage and plant at lower basement level; a vehicle lift (off the eastern elevation/Spring Garden Lane at ground floor level), 23 no. car parking spaces, 94 no. cycle parking spaces, employee changing facilities and a bin store at upper basement level; provision of a roller shutter at ground floor level to the eastern elevation at Spring Garden Lane; and all ancillary site development works necessary to facilitate the development. Pedestrian access is proposed from Townsend Street and vehicular access is proposed from Spring Garden Lane.
2483/18	Alterations to an existing retail unit including internal shop fit works, minor alterations to interior layout, consisting of an open serving and dining area and a disabled accessible WC including baby change facilities, and the change of use for the preparation and consumption on the premises of salads and coffee
2701/18	Planning Permission for two storey extension to side and single storey to rear of existing house.
3705/18	Permission for the demolition of the existing structures including 2no. 2 storey derelict houses accessed off Phibsborough Road a single storey garage accessed off Royal Canal Bank & boundary walls/fences to Phibsborough Road & Royal Canal Bank and for the erection of a 2.4m high painted timber hoarding to the 4no. site boundaries of the corner site.

3893/18	The development will consist of the demolition of existing building James McSweeney House which contains 21 one bedroom apartments: the construction of a four storey building consisting of three stories plus one upper storey level setback from the street edge, accommodating 35 one bedroom apartments: a ground floor community room, ESB sub-station, 2 offices, WC, plant rooms, external bin stores and new sit boundary gates, railings and plinth to Berkeley Street Berkeley Place: and landscaping and associated siteworks. We note this development is adjacent to protected structures RPS ref 745 & 746.
3983/18	RETENTION: the development consists of; Retention of change of a covered storage area at ground floor level, from storage/circulation use to use as a non-smoking area housing pool tables and ancillary seating. Permission for retention is also sought for the construction of the shopfront extension to this area, fronting onto Tara Street, and for the construction of a blockwork and screen security wall to the rear of this area.
4142/18	Single and two storey extension at the side and rear of the existing dwelling (c17.5sqm), to provide an alternative accessible entrance to the existing dwelling, with internal modifications at no. 42 Goldsmith Street, and facing Sarsfield Street, Dublin 7, and all associated site works.
4329/18	RETENTION: Permission for development at No. 41 St. Stephen's Green, Dublin 2 (Protected Structure): a) The replacement of a previously existing fabric canopy with steel supporting structure covering the rear courtyard at street level with a glazed roof with steel supporting structure; b) the installation of painted timber wall and ceiling panelling to the rear rooms and ceiling panelling only to the front room of the second floor; c) the replacement of modern dry-lining to the basement with new modern wall panelling; d) the change of colour from off-white to Farrow & Ball Off-Black of previously painted external sills, architraves, reveals, doorcase.

4537/18	<p>Planning permission on lands located in Ballymun, for:</p> <p>-Amendments to the mixed-use development granted planning permission under PA Ref: 3960/17.</p> <p>The amendments relate to the student accommodation portion of the overall development. The numbered amendments below cross reference to the submitted plans.</p> <p>Amendments to Block 1 (which abuts Balbutcher Lane and formerly referred to as Block A) to include:</p> <p>(1) The addition of a partial basement level for mechanical plant and equipment with a gross floor area (GFA) of 162 sqms.</p> <p>Ground Floor: reconfiguration of the ground floor to create:</p> <p>(2) a mechanical plant and equipment room above the proposed basement plant room and wider reconfiguration of the ground floor arrangement including an extension of the floor area by 26 sq.m.</p> <p>(3) subdivision of the cycle store (located east of the Horizons Centre) to create a bin store and cycle store, including minor elevational changes.</p> <p>(4) reconfiguration of the switch room and landlords switch room to three units</p> <p>(5) reconfiguration of stairs at ground floor level including a minor extension of gross floorspace by 11sqms.</p> <p>(6) reconfiguration of cycle and bin storage area in the return, north of the Horizons Centre, to create a cycle storage area only.</p> <p>(7) overall increase in length of the block by circa 113mm; width by 228mm. The overall parapet height increases by 340mm and height of the amenity building on the roof, by 1050mm.</p> <p>(8) elevational change to remove glazing and provide curtain walling on east elevation of Block1.</p> <p>Amendments to Block 2 (which abuts Ballymun Main Street and formerly referred to as Block B) to include:</p> <p>(9) inclusion of mechanical plant room and switch room in retail Unit 2.</p> <p>(10) inclusion of a mechanical plant room in retail Unit 3.</p> <p>(11) overall increase in length of the block by circa 600mm; width by</p>
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	<p>241mm and height by 340mm.</p> <p>The total GFA of Blocks 1 and 2 increases from 12,211 sq.m as permitted to circa 12, 979 sq.m.</p> <p>Permission is also sought to construct a new bin storage area (No. 12) in the external, communal space area to the west of Block 2, to service the retail units within Block B. The total gross floor area is 26 sq.m.</p>
4594/18	<p>Planning permission sought for change of use of existing single storey store to new 1 bedroom apartment with new patio; new first floor pitched roof extension for use as 1 bedroom apartment with new patio & 2 no. new velux rooflights to rear of new roof; new finish to existing external walls fronting Leinster Street North and side lane; new patio at first floor level to service existing apartment and new side door to existing take away, all to rear of 108 Phibsborough Road, Dublin 7 and fronting Leinster Street North.</p>

2415/19	<p>Permission for development at a site of 0.5 ha at Apollo House, Tara Street (D02 N920) 9-11 Townsend St. (incl. The Long Stone Pub (D02 FE00) College House, Nos. 2-3 Townsend Street, (D02 F990) and the Screen Cinema, 16-19 Hawkins Street (D02 DP65), Dublin 2. The site is bounded by Townsend St. to the South, Tara St. to the East, Hawkins St. to the East, Hawkins House to the North and West and Poolbeg St. to the North. The development consists of the amendment of previous permissions relating to College House and the former Screen Cinema (DCC Reg. Ref: 3637/17, ABP Ref: PL29S.300709) and the former Apollo House (DCC Reg. Ref: 3036/16, ABP Ref: PL29S.247907) as follows: 1. The proposed development consists of the amalgamation and re-organisation of the permitted basements and floor levels of both buildings and the removal of the permitted car lifts onto Townsend St. as permitted for the redeveloped College House site. The combined, two-level, basement will be accessed from a single ramp onto Townsend St. Cycle access to the basement will be via a dedicated access controlled cycle lifts accessed from Townsend St.; an additional 25 cycle spaces are proposed in the basement, in addition to a relocation of some surface level cycle parking at ground level. Reconfiguration of the permitted core layouts, from basement -2 to upper levels, including roof, in both buildings and amendments to associated site servicing (foul and surface water drainage and water supply). 2. Alterations to the permitted ground floor layouts of College House and Apollo house to include: increased office entrance foyer of College House and additional retail/cafe/restaurant unit onto the internal block of 121sq.m. Amalgamation and increase of permitted retail/cafe/ restaurant units in Apollo House and College House to single unit of 1198sq.m (with potential to subdivide into up to 3 individual units). Revisions to elevations at ground floor level as a result of reduction in external plant and basement access. Consolidation and relocation of permitted 2 no. substations into 1 no. substation onto Tara St. and 1 no. substation onto Townsend St. Increased office entrance foyer of Apollo House onto Tara St. and Poolbeg St. and minor increase in the size of permitted cafe/retail/restaurant unit on the new internal route to 161sq.m. 3. Increase in permitted space at -1 level of Apollo House to 505sq.m and removal of internal fire escape stair core. 4. Overall minor increase in retail floorspace of 222sq.m and office floorspace 563sq.m resulting from these proposed alterations.</p>
2857/19	<p>The development consists of the change of use of the three units to tenant amenity rooms. Proposed works relate to internal remodelling and fit out only.</p>

2907/19	<p>Permission for development at a site of 0.5 ha at Apollo House, Tara St. (D02 N920); 9-11 Townsend St. (incl. the Long Stone Pub) D02 FE00; College House Nos. 2-3 Townsend Street (D02 F990) and the Screen Cinema, 16-19 Hawkins Street (D02 DP65, Dublin 2. The site is bounded by Townsend St. to the South, Tara St. to the East, Hawkins St. to the East, Hawkins House to the North and West and Poolbeg St. to the North. The development consists of the amendment of previous permissions relating to College House and the former Screen Cinema (DCC Reg. Ref. 3637/17, ABP Ref: PL29S.300709) and the former Apollo House (DCC Reg. Ref.: 3036/16, ABP Ref: PL29S.247907) as follows: 1. The proposed development consists of the extension, amalgamation and reorganisation of the permitted basements and floor levels of both buildings and the removal of the permitted car lifts onto Townsend St., as permitted for the redeveloped College House site. The combined, two-level, basement will be accessed from a single ramp onto Townsend St. Cycle access to the basement will be via a dedicated, access controlled cycle lifts accessed from Townsend St.; an additional 71 cycle spaces are proposed in the basement, in addition to a relocation of some surface level cycle parking at ground level Reconfiguration of the permitted core layouts, from basement -2 to upper levels, including roof, in both buildings and amendments to associated site servicing (foul and surface water drainage and water supply) Amendments to finished floor levels in both buildings to align throughout and allow interconnectivity.. 2. Extension and increase in the extent and partial increase in heights of permitted Apollo House and College House developments where they adjoin onto the corner of Townsend St. and Tara St. There is no increase in overall maximum height of the permitted buildings as a result of these proposed amendments. 3. Alterations to the proposed material finishes of both permitted buildings. 4. Alterations to the permitted ground floor layouts of College House and Apollo House to include: Increased office entrance foyer of College House and connected cafe/restaurant unit onto the internal block of 138 sq.m. Amalgamation and increase of permitted retail/cafe/restaurant units in Apollo House and College House to single unit 1112 sq.m (with potential to subdivide into up to 3 individual units). Revisions to elevations at ground floor level as a result of reduction in external plant and basement access. Consolidation and relocation of permitted 2 no. substations into 1 no. substation onto Tara St. and 1 no. substation onto Townsend St. Increased office entrance foyer of Apollo House with ancillary cafe onto Tara St. and Poolbeg St. and minor increase in the size of permitted cafe/retail/restaurant unit on the new internal route to 161 sq.m. Provision of photovoltaic panels at roof level of permitted Apollo House and College House. Increase in permitted space at -1 level of Apollo House from 340 sq.m to 505 sq.m and removal of internal fire escape stair core. Overall increase in cafe/retail/restaurant floorspace of 153 sq.m and office floorspace 4,593 sq.m resulting from these proposed alterations.</p>
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3560/19	<p>The proposed development consists of the demolition of existing structures at the following addresses: Nos. 5, 6 & 7 George's Quay, Nos. 1A, 1, 3, 5, 7, 9, 11, 13 and 15 Tara Street and No. 11 Poolbeg Street and the construction of a mixed-use development ranging in height from three to eight storeys, including rooftop plant. The total gross floor area above ground on this building will be circa 4740 square metres and the gross floor area including basement is 5284 square metres. The site area is 0.799 Ha. The ground floor includes a hotel reception/bar/restaurant totalling 150 square metres, a co-working reception and cafe totalling 163 square metres and a cafe/restaurant/retail unit totalling 74 square metres. The first floor comprises a co-working office space with circa 490 square metres of nett office space. The second to seventh floor levels inclusive comprise of hotel use with a total of 116 hotel bedrooms. A breakfast room/bar associated with the hotel is located on the sixth floor opening onto a roof terrace. Three private roof terraces will be provided to hotel bedrooms: one located at fourth floor to the North elevation and two to the South elevation located at third and sixth floors. One basement level, floor area 540 square metres provides ancillary uses to the hotel and retail uses of the building, including plant, bicycle storage, staff amenities and a commercial kitchen. The gross floor area including basement is 5,284 square metres. The proposed development also includes for provision of hotel/retail/cafe/restaurant signage, associated site servicing (foul and surface water drainage, water supply and electricity supply), and all other associated site excavation and site development works above and below ground. The site is bounded by George's Quay to the North, Poolbeg Street to the South and Tara Street to the East. All located at the following addresses: Nos. 5, 6 & 7 George's Quay, Nos. 1A, 1, 3, 5, 7, 9, 11 and 13 and 15 Tara Street and No. 11 Poolbeg Street, Dublin 2.</p>
3583/19	<p>Development will consist of a change of use and subdivision of existing 1 bed 1st floor apartment unit forming part of a mixed-use development to comprise 3 new medical consulting suites to form an integrated medical consulting centre comprising 8 consulting rooms in total and ancillary support facilities. No substantial interventions will take place to external facade treatment located in conservation area.</p>

3668/19	<p>Permission for development at a site of 0.5 ha at Apollo House, Tara St (D02 N920); 9-11 Townsend St (incl. The Long Stone Pub) (D02 FE00); College House, Nos. 2-3 Townsend Street, (D02 F990), and the Screen Cinema, 16-19 Hawkins Street (D02 DP65), Dublin 2.</p> <p>The site is bounded by Townsend St to the South, Tara St to the East, Hawkins St to the West, Hawkins House to the North and West and Poolbeg St to the North. The development consists of the amendment of previous permissions relating to College House and the former Screen Cinema (DCC Reg. Ref. 3637/17 ABP Ref: PL29S.300709) and the former Apollo House (DCC Reg. Ref.: 3036/16, ABP Ref: PL29S.247907) and as amended by DCC Reg. Ref.: 2415/19, as follows:</p> <ol style="list-style-type: none"> 1. The proposed development consists of minor alterations to the existing permitted basement layouts including relocation of permitted core locations and alterations to plant areas. Also includes the reduction in car parking from 46 spaces to 33 spaces and an increase in cycle parking from 404 spaces to 470 spaces (incl. 20 at ground floor). 2. Extension and increase in the extent and partial increase in heights of permitted Apollo House and College House developments where they adjoin onto the corner of Townsend St and Tara St. There is no increase in overall maximum height of the permitted buildings as a result of these proposed amendments. 3. Alterations to the proposed material and colour finishes of both permitted buildings, including minor alterations to the geometric arrangement of the façade. 4. Alterations to the permitted ground floor layouts of College House and Apollo House to include the reconfiguration of the permitted office entrance foyers and the permitted café/ retail/ restaurant units, and alterations to plant/ services. 5. Overall minor decrease in permitted café/ retail/ restaurant floorspace of 107sqm and increase in office floorspace of 3,830 sqm resulting from these proposed alterations.
3708/19	<p>Planning permission is sought for a two storey extension to the existing return of 18 sq.m. area at the rear.</p>

4170/19	<p>Permission for development at a site of 0.57 ha at Apollo House, Tara St. (D02 N920); 9-11 Townsend St. (incl. The Long Stone Pub) D02 FE00); College House, Nos. 2-3 Townsend Street, (D02 F990) and the Screen Cinema, 16-19 Hawkins Street (D02 DP65), Dublin 2. The site is bounded by Townsend St. to the south, Tara St. to the east, Hawkins St. to the west, Hawkins House to the north and west and Poolbeg Street to the north. The development consists of amendments to previous permissions and proposed additional build to rent residential accommodation on previously permitted College House and the former Screen Cinema (DCC Reg. Ref: 3637/17, ABP Ref: PL29S.300709) and the former Apollo House DCC Reg. Ref.: 3036/16, ABP Ref: PL29S.247907) and as amended by DCC Reg. Ref.: 2415/19, as follows: 1. The proposed development consists of amendments to the permitted basement layouts including relocation of permitted core locations and alterations to plant areas and the addition of a residential waste store and residential cycle parking (76 cycle spaces). The proposals also include the reduction in car parking from 48 spaces to 40 spaces and an increase in cycle parking for the commercial offices from 404 spaces to 510 spaces (with an additional 20 at ground level). Decrease in permitted office amenity space at basement -1 from 505sq.m to 305sq.m2. Extension and increase in the extent and partial increase in heights of permitted Apollo House and College House developments where they adjoin onto the corner of Townsend St. and Tara St. There is no increase in overall maximum height of the permitted office buildings as a result of these proposed amendments. 3. The proposed development also includes new build to rent residential accommodation over part of the permitted Apollo House onto Poolbeg St. and Tara St. containing 54 residential apartment units (45 no. 1 bedroom and 9 no. 2 bedroom). The proposed residential element is ten storeys including a setback amenity floor with further set back screened plant. The proposed residential element includes communal internal residential amenity space of 207.9sq.m and external terraces on the east and west elevations. The proposed combined building height is 21 storeys (78.95m above street level). 4. Alterations to the proposed material and colour finishes of both permitted buildings, including minor alterations to the geometric arrangement of the facade. Proposed enclosure of the permitted plant screen on College House with a louvered cover. 5. Alterations to the permitted ground floor layouts of College House and Apollo House to include a new residential reception on Tara Street, the reconfiguration of the permitted office entrance foyers and the permitted cafe/retail/restaurant units and alterations to plant/services including a new ESB substation on Hawkins Street. These alterations include for a minor relocation of permitted ground and first floor external walls. 6. Overall minor decrease in permitted cafe/retail/restaurant floor space of 59 sq.m, increase in venue floor space of 87sq.m and increase in commercial floor space of 3,939 sq.m resulting from these proposed alterations. 7. The proposed scheme includes green roofs, PV panels, building lighting and associated signage.</p>
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4253/19	<p>PROTECTED STRUCTURE: Permission for the restoration and refurbishment of the front facades of Loreto College, No's 53, 54 and 55 St. Stephens Green, Dublin 2 all of which are Protected Structures. The works will consist of the following; (1) No. 53 St. Stephens Green- existing cementitious pointing to be carefully raked out of brickwork and stonework, careful steam cleaning and lime mortar repointing of the brickwork and parapet stonework to front façade and low wall to front railings, careful removal and reinstatement of front steps to main entrance, refurbishment of sash windows where required, repainting of plastered walls and all wrought iron railings, (2) No. 54 St. Stephens Green - existing cementitious pointing to be carefully raked out of brickwork and stonework, careful steam cleaning and lime mortar repointing of the brickwork and stonework to front façade and low wall to front railings, refurbishment of sash windows where required, refurbishment of feature surrounds to 6no. windows located at ground and first floor levels, repainting of plastered walls and all wrought iron railings, (3) No. 55 St. Stephens Green - careful steam cleaning of brickwork and stonework to front façade and low wall to front railings, refurbishment of sash windows where required, repainting of plastered walls and all wrought iron railings at Loreto College, No's 53, 54, and 55 St. Stephens Green, Dublin 2. No's 53, 54, and 55 St. Stephens Green, Dublin 2 are listed on the Dublin City Council Record of Protected Structures - Ref's 7786, 7787 and 7788 respectively.</p>
WEB1730/19	<p>Alterations and extensions to existing two storey end of terrace house consisting of partial demolition of existing two storey return at rear, construction of single storey flat roofed bay window extension to side, construction of two storey extension to rear, replacement of all windows with new up and down sliding sash windows including additional new window to gable elevation, miscellaneous works to existing boundary walls and railings and all associated site works</p>

4778/19	<p>The proposed development includes construction over the rail line which traverses the site and also within the vaulted foundations supporting the rail line.</p> <p>The proposed development consists of the following:</p> <ul style="list-style-type: none"> i. Demolition of existing structures (excluding rail line): ii. Construction of an 11 storey (over basement level and plant level at roof) with setbacks at various levels, office, retail and build to rent residential development with associated facilities, terraces and balconies. The overall development comprises 19,908 sqm GFA including basement). The proposed development bridges over the rail line at fourth floor and above; iii. Provision of two retail units (202 sqm GFA) to the corner of Shaw Street and Townsend Street and within a vaulted foundation; iv. The office element comprises 13,768 sqm. GFA v. The residential element comprises 8 studio units, 20 1-bed units and 21 2-bed units (49 units total) with associated private and communal open space vi. Provision of residential shared facilities and two café units (105 sq.m GFA) within the vaulted foundations of the rail line; vii. The proposed residential development is a “Build to Rent” scheme in accordance with Specific Planning Policy 7 and 8 as set out in the “Sustainable Urban House: Design Standards for New Apartments 2018”. viii. Provision of a basement level with office space, plant and bicycle parking and associated facilities. Two car parking spaces are provided at street level to Brunswick Villas; ix. Public realm improvements and provision of new pedestrian street parallel to the rail line x. All associated site development and services works, landscape works, plant, substation and associated development.
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4791/19	<p>The development will consist of construction of a mixed-use development of 9. No apartments comprising of 3 no. 2 bedroom and 6 no. 1 bedroom apartments , a ground level Café unit, part basement level to accommodate bike storage for 30 no. bicycles, refuse storage, surface water attenuation tank & all other plant and storage areas associated with apartments & Café unit. The develop comprises of 5 storeys from street level to Phibsborough Road and part 6 storeys to Royal Canal Bank, with pedestrian access to apartments off Phibsborough Road off Royal Canal Bank and 1 no. further access point for refuse collection only off rear McGuinness's Cottages Laneway. North-west facing balconies to be constructed on all levels above ground level on Phibsborough Road/ Royal Canal Bank corner & north-east facing balconies on all levels above ground level on Royal Canal Bank. All associated site development works above and below ground level including all boundary treatments, privacy screen balconies, third floor south facing balcony terrace, forth floor terrace garden & roof terrace garden, all hard & soft landscaping and connections to public sewer and watermain.</p>
4821/19	<p>The development consists of the proposed conversion of part of existing basement to be used as a games room/function room/bar.</p>
2041/20	<p>Permission sought for first floor extension at side and rear including Velux rooflight to side, single storey extension at rear of 117 St. Mobhi Rd., Glasnevin, Dublin 9 D09 YO 96.</p>
2123/20	<p>Planning Permission on lands located in Ballymun at the site bounded by Balbutcher Lane, Balcurris Road and R108 (Ballymun Main Street), Ballymun, Dublin 11 and also the Horizons Centre, Balcurris Road, Ballymun, Dublin 11, for: Amendments to the mixed-use development, granted planning permission under PA Ref: 3960/17 as amended by PA Ref: 4537/18. The amendments relates to the student accommodation portion of the overall development. The numbered amendments below cross reference to the submitted plans. Amendments to BLOCKS 1 and 2 (which abuts Balbutcher Lane and formerly referred to as Block A and B respectively to include: (1) amendment to transom and mullions arrangement within window openings in Blocks 1 and 2; (2) new signage zone on Block 1 (south elevation); (3) ESB substation door on Block 1 to have a louvred finish; (4) rainscreen cladding finish replaced with brick finish; (6) inclusion of "Parcel Motel" at Block 2; (7) permitted mesh panels on plant room of Block 2 to be replaced by louvred panels; (8) south elevations 'x' bracing on roof top communal area to be reinstated as per PA ref. 3960/17; (9) reduced vertical fins to staircores; (10) windows reinstated as per PA Ref: 3960/17; (11) new service access door to flat roof; (12) external bins compound redesigned to incorporate gas skid in the external communal space area to the west of Block 2, to service the retail units within Block 2. The total gross floor area is 37 sqms.</p>

2159/20	<p>The development consists of the demolition of all existing structures (which includes the existing apartment building known as The Brokerage, vacant ground floor retail unit and existing bar unit and basement -1, site clearance, site excavation works and associated boundary hoarding.</p>
2532/20	<p>Planning permission for development on a site of 0.14ha at Block B, Georges Quay, Dublin 2, D02 VR98. The site is bound by Georges Quay to the north, Georges Quay Plaza to the south, 1GQ to the east and Tara Street Station/Railway bridge to the west. Luke Street runs through the site in a north/south direction with the existing building bridging across Luke Street from 1st floor level.</p> <p>The proposed development comprises of the following:</p> <ul style="list-style-type: none"> • Refurbishment of the existing 5 no. storey building to provide for a new façade treatment to all elevations. • Extension of existing 5th storey set back level in line with the main façade along the northern elevation. • Provision of 2 no. additional floors (2,627 sq.m), set back from the north, east and west elevations. • Provision of a café unit (302 sq.m.) to the west side of the building fronting Georges Quay and Luke Street to the east at ground at mezzanine level • Amendments to the ground floor layout to provide for a new entrance lobby to the office to the east of the building. • Amendments to basement level to provide for a reconfiguration of the car parking spaces, 80 no. cycle parking spaces, 3 no. motorbike spaces, new shower and locker rooms, staff amenities, bin store, managers office and plant room. Access to basement will remain unchanged. • Alterations to the hard and soft landscaping, SUDs drainage provision of plant at basement and roof level, 2 no. accessible terraces at 5th and 6th floor to the north, east and west, green roofs and all other associates site development works necessary to facilitate the development works necessary to facilitate the development. <p>The proposed development will result in an increase in gross floor area from 5,220 sq.m. to 7,847 sq.m.</p>

2583/20	<p>Permission for development at a site of 0.66 ha at the former Apollo House, Tara Street (D02 N920); 9-15 Townsend Street and 31-33 Tara Street, incl. The former Long Stone Pub (D02FE00) and the Brokerage Apartment Building; the former College House, Nos. 2-3 Townsend Street, (D02 F990), and the former Screen Cinema, 16-19 Hawkins Street (D02 DP65), Dublin 2. The site is bounded by Townsend Street to the south, Tara Street to the east, Hawkins Street to the west, Hawkins House to the north and west and Poolbeg Street to the north.</p> <p>The development consists of addition to and the amendment of previous permissions relating to the former College House and former Screen Cinema (DCC Reg. Ref. 3637/17 ABP Ref:PL29S.300709) and the former Apollo House (DCC Reg. Ref.: 3036/16, ABP Ref: PL29S.24907) and as amended by DCC Reg. Ref.: 2415/19 and DCC Reg. Ref.: 3668/19, ABP Ref: PL29S.305652 as follows:</p> <ol style="list-style-type: none"> 1. The demolition of existing structures (which includes the apartment building known as The Brokerage, vacant ground floor retail unit and bar unit basement -1) 2. The construction of a new 8-11 storey commercial development with a building height of c.48.25m, on the site of the existing Brokerage Building on the south east corner of the site, that would integrate into the adjacent permitted College House and Apollo House office development at all levels to the north and west of the application site. This includes the enclosure of permitted setback/terrace adjacent the existing Brokerage building and extension of permitted basement -1 & -2 into the area of existing basement -1 under the existing Brokerage building and the construction of a new basement -2, 3. The proposed additional development relates to an 8-11 storey development with commercial office use on 1st to 9th floors with plant and office uses at 10th floor. At ground floor the permitted café/retail/restaurant provision has extended by 11sq.m, with additional 280sq.m of retail at basement -1 level and an additional office staff entrance is provided onto Tara St. An enlarged external terrace is provided on the south east corner onto Townsend Street and Tara Street. 4. Alterations to the existing layouts at -1 and -2 including relocation of plants areas and cycle facilities and incorporating additional parking spaces resulting in an increase in car parking from 33 to 55 and an increase in cycle parking from 470 (incl. 20 at ground level) to 508 (incl. 40 at ground level). 5. The proposal also includes for an increased public realm at the corner of Tara Street and Townsend Street and the provision of a new pedestrian crossing on Tara Street.
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	<p>6. Minor alterations including infilling of permitted building insets, setbacks and façade on permitted College House and Apollo House. Increase in the height of the permitted College House roof plant screen at 10th floor level on by 1.5m and the enclosure of the plant screen with a louvered cover.</p> <p>7. Overall increase in permitted café/retail/restaurant floorspace of 291 sq.m, increase in venue floorspace of 9 sq.m and increase in commercial floorspace of 6,968 sq.m resulting from these proposed alterations.</p> <p>8. The proposed scheme includes green roofs, associated signage and associated site works to facilitate the development.</p>
3100/20	<p>PROTECTED STRUCTURE: Permission is sought comprising of the provision of a new stair between the lower ground floor and ground floor, with the associated removal of the existing bathroom from the ground floor landing and provision of a small WC in the same location, provision of a new door leaf in the existing door frame between kitchen and hall, and the refurbishment of the bathroom on the uppermost floor level including replacement of the existing bathroom window in the rear façade.</p>

3165/20	<p>Planning permission for amendments to previously permitted development, Reg. Ref. 3794/18 / ABP Ref. 302980-18 at site of c. 0.2 ha bound by Georges Quay to the north, Tara Street to the west, Poolbeg Street to the south and Tara Street Station to the east. The site includes lands of the former Tara House, 2-16 Tara Street, Dublin 2, D02 W597 and existing Tara Street Station concourse accessed from Georges Quay. Kennedy's Public House (The Workshop) at no. 10 Georges Quay is contiguous but does not form part of the site or the application. No. 10 George's Quay (Licensed Premises) is a Protected Structure RPS 3175.</p> <p>The proposed amendments comprise of the following:</p> <ul style="list-style-type: none"> - Change of use at ground floor level from hotel/restaurant entrance foyer to restaurant/cafe/retail foyer (88 sq.m.); - Change of use of the hotel to office at 1st, 2nd, 3rd and 4th floor level (3,112 sq.m.) and change of use of hotel/office to retail/cafe/restaurant at 5th floor level (c. 416 sq.m.) with associated outdoor terrace (205 sq.m.); - New mezzanine level between ground and first floor (c. 181 sq.m.) for use as cafe/restaurant/retail; - Internal reconfiguration of the permitted development to provide for a new core layout and internal office floorplate; - Modifications to the facade detail as a result of the proposed introduction of the retail/cafe/restaurant area and internal core reconfiguration; - Revised entrance to the ground floor retail/cafe/restaurant area; - Modifications to the permitted colonnade along Tara Street; - Modifications to basement layout to reduce the number of car parking spaces from 16 no. to 12 no. and provision of 144 no. cycle parking spaces; - The development also includes all associated and ancillary works including site development works, and revisions hard and soft landscaping necessary to facilitate the proposed amendments. <p>The proposed amendments will result in an increase in gross floor area from 16,557 to 16,961 sq.m. (including basement) comprising of 14,185 sq.m. office use and 1,071 sq.m. of cafe/retail/restaurant use.</p>
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3549/20	Permission for change of use of retail at ground and office at first floor of two storey detached building to medical clinic at ground and part first, and two-bed apartment at first floor, alterations to elevations, new signage and associated site works.
2596/21	RETENTION PERMISSION: is sought for additional extended balcony at first floor level, additional floor space to that permitted at third floor level and flat roof at roof level.
2877/21	<p>Planning permission for amendments to a permitted development under Reg. Ref.: 4778/19 at a site (0.2695 ha). The permitted development includes construction over the rail line which traverses the site and also within the vaulted foundations supporting the rail line.</p> <p>The proposed development consists of the following:</p> <ul style="list-style-type: none"> i. Amendments to the footprint of the basement and layout of the ground floor level. There is also a slight reduction in the floor area from 1st – 8th floor due to the proposed amendments. ii. The basement level in Plot A will increase by 235.3 sqm to provide a total overall basement gross floor area of 1,340 sqm providing retail and office uses. iii. The basement floor level in Plot B will be lowered from -4.2 to -5.25m. iv. The amendments at ground floor level include general layout changes, new revolving door and glazed screen to office reception on Townsend Street; change of use of permitted office unit (355 sqm) at ground floor level fronting Brunswick Villas retail/café/restaurant use; the provision of a new entrance lobby to access basement level and associated elevational changes; revisions to bicycle parking and refuse area to provide additional retail floor space and; minor elevational changes to ESB substation fronting Garden Lane. v. Proposed revisions to Shaw Street elevation at 6th floor and the provision of an additional terrace access door. vi. Additional plant at roof level over 8th floor providing for a slight increase of 1.75m to the overall building height. vii. The proposed amendments result in an additional 969.6 sqm of retail/café/restaurant space and a minor increase in overall development GFA by 285.3 sqm to a total 15,400 sqm. viii. And all ancillary and associated works, including elevational works.

3091/21	<p>Planning permission for amendments to the previously permitted development, Reg. Ref.: 4485/17, on a site of c.0.1419ha. at 157-164 Townsend Street at the junction with Spring Garden Lane, Dublin 2, D02 V186. The proposed development provides for: - Reconfiguration of the lower basement; - Reconfiguration of upper basement to provide for additional showers, an additional 24 no. cycle spaces (increasing from 94 no. spaces to 118 no.) and enlargement of stairwell (the enlargement continues up through the building); - Realignment of western boundary gable wall and associated stairwell; - Revision to the site boundary on the western side of the site; - At ground floor level, the addition of two new fire escape doors to Spring Garden Lane, repositioning of substation and switch room, relocation of vents, omission of door and omission of secondary door to main entrance on Townsend Street; - At sixth floor level, balconies are provided at northern and southern corners of western gable; - New additional eighth storey; - New additional set back ninth storey with terraces on northern and southern elevation providing 174sqm of external space; - Plant enclosed by plant screen at roof level, which is a green roof. The maximum height of the proposed development is increased to 38.095m (including roof-level plant) from 27.990m. The gross floor area increases from 8813sq.m. (excluding basement) to 13070sq.m. (including basement). The site is currently under construction.</p>
3655/21	<p>PROTECTED STRUCTURE: comprising of: 1)The amalgamation of two separate dwellings into a single dwelling unit over 3 storeys. 2) A new staircase from Ground to Lower Ground floor along with associated demolition works to the existing utility space. 3) Construction of a glazed rear extension (approx.24m. sq.) with associated new openings to the existing rear facade, structural reconfigurations to the rear room and landscaping work all at lower ground floor level. 4) Internal reconfigurations to include the first floor rear bedroom and en-suite layout and first floor landing bathroom layout, provision of a new AOV rooflight at first floor level and landing of existing doors. 5) General refurbishment/repair works including refurbishment of original sash windows, reinstatement and repairs to chimneys, fire upgrades to original internal doors, repairs and cleaning to entrance steps and porch. 6) Associated front landscaping works. 7) All associated works.</p>

3684/21	<p>We, College Square GP3 Limited, intend to apply for permission for development at a site of 0.64 ha at the former Apollo House, Tara Street (DO2 N920); 9-15 Townsend Street and 31-33 Tara Street, incl. The former Long Stone Pub (D02 FE00) and the Brokerage Apartment Building; the former College House, Nos. 2-3 Townsend Street, (D02 F990), and the former Screen Cinema, 16-19 Hawkins Street (DO2 DP65), Dublin 2. The site is bounded by Townsend Street to the South, Tara Street to the East, Hawkins Street to the West, Hawkins House to the North and West and Poolbeg Street to the North.</p> <p>The development consists of amendments and additions to the previously permitted redevelopment of the former College House and the former Screen Cinema (DCC Reg. Ref: 3637/17, ABP Ref: PL29S.300709) and the former Apollo House (DCC Reg. Ref.: 3036/16, ABP Ref: PL29S.247907) and as amended by DCC Reg. Ref.: 2415/19, DCC Reg. Ref.: 4170/19, ABP Ref: PL29S.306335 and DCC Reg. Ref.: 2583/20 as follows:</p> <ol style="list-style-type: none"> 1. The proposed development consists of amendments to the permitted basement -2 layout including the increase in car parking from 39 spaces to 55 spaces (allowing for 5. No car sharing spaces, 5 No. car spaces for shared commercial and residential use and 6 No. car spaces for the commercial offices) and designation of areas within the basement for cargo bikes, e-bikes/e-scooter parking and charging facilities. 2. The proposed development also includes for an additional floor of development in the permitted build-to-rent residential accommodation building increasing permitted overall scheme height from 21 storeys (78.95 m above street level) to 22 storeys (82.1 m above street level) and increasing the no. of residential units from 54 no. build-to-rent units (45 no. 1 bedroom and 9 no. 2 bedroom) to 58 build-to-rent no. units (48 no. 1 bedroom and 10 no. 2 bedroom). The proposed development also includes for a relocation of the permitted communal internal residential amenity space from the proposed 21st floor (previously permitted 20th floor) to the 11th floor including conversion of roof area at 11th floor, on the southern elevation of the residential building, into external landscaped residential amenity space. The proposed amendments results in a total of 4 additional residential units.
4059/21	<p>The development will consist of:</p> <ul style="list-style-type: none"> • Change of use of existing ground floor retail unit (152m2) to hotel use consisting of 3 no. hotel rooms and ancillary hotel office space; • All associated internal and external alterations to façade, site, drainage and landscaping works.

Question 9 - Brief Description of Nature and Extent of Development

The works will generally comprise but are not limited to the construction of a Railway approximately 18.8km in length which is mostly underground. It includes a 9.4km section of single bore tunnel running beneath Dublin City Centre running from Charlemont to Northwood Station and a 2.3km section of single bore tunnel running beneath Dublin Airport. Tunnel sections include intervention access facilities for emergency services at Dublin Airport, Albert College Park and just south of Charlemont Station, tunnel Portal structures will be provided at Northwood, Dardistown and Dublin Airport. North of Dublin Airport the railway will emerge from tunnel and will run at surface level and in cut and cover structures to Estuary Station. Surface running sections and cut and cover sections will include earthworks, the use of retained cut and cover structures, elevated sections plus miscellaneous drainage and accommodation works. A new 99m bridge will be constructed over the M50 and a 261m long multi-span Viaduct over the Broadmeadow and Ward River.

There will be a total of 16 stations, including 11 underground stations at Dublin Airport, Northwood, Ballymun, Collins Avenue, Griffith Park, Glasnevin, Mater, O'Connell Street, Tara, St. Stephen's Green and Charlemont; 4 retained cut stations at Seatown, Swords Central, Fosterstown and Dardistown and 1 at grade station at Estuary. A multi-storey 3000 space park and ride close to the M1 Motorway will be provided at Estuary Station, a maintenance depot is located near Dardistown Station which will house all the facilities required for the maintenance and operation of the MetroLink and its rolling stock and the Operational Control Centre.

The works will also include railway signalling, command and control and communications systems; provision of electrical substations; establishment of temporary construction compounds; establishment of temporary traffic management and road diversions; new and realigned access routes and road junction improvements; diversion of existing utilities; provision of new drainage infrastructure; provision of environmental mitigation measures; and other infrastructural modifications to facilitate the overall project.

The Railway Order, if granted, also includes powers for the National Roads Authority (operating as Transport Infrastructure Ireland) to acquire compulsorily land or rights in, under or over land or any substratum of land specified in the order; to temporarily acquire and occupy land specified in the order; to acquire easements and other rights over land specified in the order; to extinguish public and/or private rights including rights of way specified in the order; and provides for other rights over land.

The proposed railway works covered by the proposed Railway Order are subject to an environmental impact assessment procedure pursuant to the Act and a Natura Impact Statement will also be submitted.

Question 11 – Gross Floor Area

Project Element	Size (m ²)
Estuary Park and Ride	85,917
Seatown	3,499
Swords Central	3,499
Fosterstown	3,499
Dublin Airport	8,676
Dardistown	3,713
Northwood	6,991
Ballymun	6,080
Collins Avenue	6,813
Griffith Park	6,917
Glasnevin	10,169
Mater	6,030
O'Connell Street	10,534
Tara	8,544
St Stephens Green	7,236
Charlemont	11,107
Depot Buildings	47,180
Pumping Station	126

Question 17 – Public Notices



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AN BORD PLEANÁLA AN TACHT IOMPAIR (BONNEAGAR IARNRÓID) 2001 (ARNA LEASÚ AGUS ARNA FHIONRAÍODH)

Iarratas ón Udarás um Bóithre Náisiúnta (a fheidhmíonn mar Bhonneagar Iompair Éireann) ar an Ordú Iarnróid (Metrolink – Inbhear go Charlemont trí Aerfort Bhaile Átha Cliath) [2022].

I bhfeidhmiú na gcumhachtaí a thugtar dó le hAlt 37 den Acht Iompair (Bonneagar Iarnróid) 2001 (arna leasú agus arna ionadú), beidh feidhm ag an Udarás um Bóithre Náisiúnta (ag feidhmiú mar Bhonneagar Iompair Éireann) (“an Tacht”) ar an 30 Meán Fómhair 2022 nó dá éis chuig an mBord Pleanála ar Ordú Iarnróid don Iarnróid (Metrolink – Inbhear go dtí Charlemont trí Aerfort Bhaile Átha Cliath) [2022] de bhun forálacha an Achta sin .

Udarófar leis an Ordú Iarnróid, má dheonaítear é, don Udarás um Bóithre Náisiúnta (a oibríonn mar Bhonneagar Iompair Éireann) oibreacha iarnróid a dhéanamh agus na hoibreacha go léir is gá chun tógáil, oibriú, cothabháil agus feabhsú iarnróid arna ainmniú mar mheitreo a chumasú lena n-áirítear, i measc rudai eile, tógáil iarnróid agus meitreo leithscartha go hiomlán agus uathoibríthe den chuid is mó faoi thalamh thart ar 18.8km ar fad le 16 stáisiún ag rith ó thuaidh de Shoid ar Inbhear trí Sord, Aerfort Bhaile Átha Cliath, Baile Munna, Glas Naion, agus Lár na Cathrach go dtí Charlemont i ndeisceart lár na cathrach Bhaile Átha Cliath.

Beidh na hoibreacha comhdhéanta go ginearálta ach níl siad teoranta do thógáil Iarnróid thart ar 18.8km ar fad atá faoin talamh den chuid is mó. Áiríonn sé cuid 9.4km de thollán tollta singil a ritheann faoi Lár na Cathrach Bhaile Átha Cliath a ritheann ó Charlemont go Stáisiún na Coille Thuaidh agus cuid 2.3km de thollán tollta singil a ritheann faoi Aerfort Bhaile Átha Cliath. I measc na gcodanna tolláin tá saoráidí rochtana idirghabhála le haghaidh seirbhíse éigeandála ag Aerfort Bhaile Átha Cliath, Páirc Choláiste Ailbhe agus díreach ó dheas de Stáisiún Charlemont, cuirfear struchtúir Thairseach an Tolláin ar fáil sa Choill Thuaidh, i mBaile an Dairdisigh agus in Aerfort Bhaile Átha Cliath. Ó thuaidh ó Aerfort Bhaile Átha Cliath tiocfaidh an t-iarnróid amach as an tollán agus rithfidh sé ag leibhéal an dromchla agus i struchtúir ghearrtha agus chlúdaigh go Stáisiún an Inbhir. Áireofar créfoirt, úsáid struchtúir ghearrtha agus chlúdaigh coinnithe, codanna ardaithे chomh maith le hoibreacha draenála agus cóiríochta ilghnéitheacha i gcodanna reatha dromchla agus gearrtha agus clúdaigh. Tógfar droichead nua 99m thar an M50 agus Tarbhealach ilréise 261m ar fhad thar an Abhainn Ghabhra agus Abhainn an Bharda.

Beidh 16 stáisiún san iomlán ann, lena n-áirítear 11 stáisiún faoi thalamh ag Aerfort Bhaile Átha Cliath, An Choill Thuaidh, Baile Munna, Ascaill Uí Choleáin, Páirc Uí Ghriofa, Glas Naion, an Mater, Sráid Uí Chonaill, Sráid na Teamhrach, Faiche Stiabhna agus Charlemont; 4 stáisiún gearrtha coinnithe ag Baile na Mara, Baile Shoid, Baile an Fhoraistéaraigh agus Baile an Dairdisigh agus 1 ag stáisiún grád san Inbhear. Soláthrófar spás páirceála agus taistil ilstöir 3000 gar do Mhótarbhealach an M1 ag Stáisiún an Inbhir, tá iosta cothabhála suite in aice le Stáisiún Bhaile an Dairdisigh ina mbeidh na háiseanna go léir a theastaíonn chun an MetroLink agus ar a rothstoc agus ar an Lárionad Rialaithe Oibriúcháin cothabháil a dhéanamh agus a oibriú.

Áireoidh na hoibreacha freisin comharthaíocht iarnróid, córais cheannasaíochta, rialaithe agus cumarsáide; soláthar fostáisiún leictreacha; bunú comhdhúile sealandach tógála; bunú bainistíochta trácha sealandach agus atreoiraithe bóithre; bealaí rochtana nua agus leasaithe agus feabhsúcháin ar acomhail bóithre; atreorú na bhfóntas atá ann cheana; bonneagar draenála nua a sholáthar; soláthar bearta maolaithe comhshaoil; agus modhnaithe bonneagair eile chun an tionscadal iomlán a éascú.

Áiríonn an tOrdú Iarnróid, má dheonaítear é, cumhachtaí freisin don Udarás um Bóithre Náisiúnta (a oibríonn mar Bhonneagar Iompair Éireann) talamh nó cearta a fháil go héigeantach i dtalamh, faoi thalamh nó os a chionn nó ar aon fhoshraith talún a shonraítear san ordú; chun talamh a shonraítear san ordú a fháil agus a áitiú go sealandach; chun éasúintí agus cearta eile ar thalamh a shonraítear san ordú a fháil; cearta poiblí agus/nó príobháideacha lena n-áirítear cearta slí atá sonraithe san ordú a mhúchadh; agus forálann sé do chearta eile ar thalamh.

Tá na hoibreacha iarnróid atá beartaithe a chumhdaítear leis an Ordú Iarnróid beartaithe faoi réir nós imeachta measúnaithe tionchair timpeallachta de bhun an Achta agus cuirfear isteach Ráiteas Tionchair Natura freisin.

Cinntí féideartha ar an Ordú Iarnróid osailte don Bhord Pleanála

Tar éis breithniú a dhéanamh ar an iarratas ar Ordú Iarnróid tá roinnt roghanna cinnidh ar fáil don Bhord Pleanála:

- Féadfar an tOrdú Iarnróid a cheadú agus a dhéanamh;
- Féadfar an tOrdú Iarnróid a dhiúltú; nó
- Féadfar an tOrdú Iarnróid a cheadú agus a dhéanamh faoi réir cibé coinníollacha, modhnaithe, srianta agus ceanglais (agus ar cibé téarmaí eile) is cuí leis an mBord Pleanála agus a shonróidh sé san ordú.

Áireofar na nithe seo a leanas sna doiciméid tacaíochta a ghabhann leis an iarratas ar Ordú Iarnróid:

- Dréacht den Ordú Iarnróid beartaithe, dar teideal “Ordú Iarnróid (Metrolink-Inbhear go Charlemont trí Aerfort Bhaile Átha Cliath) [2022]”
- Plean de na hoibreacha iarnróid atá beartaithe agus na riachtanais talún le haghaidh na n-oibreacha iarnróid;
- Leabhar tagartha don phlean, ag cur in iúl céannacht úinéirí agus áititheoirí na dtailte a bhfuil tuairisc orthu sa phlean;
- Tuascáil ar Mheasúnú Tionchair Timpeallachta (TMTT), a sholáthraíonn anailís agus measúnú córasach ar éifeachtaí suntasacha tionscadail bheartaithe ar an gcomhshaoil glactha;
- Ráiteas Tionchair Natura

AN BORD PLEANÁLA TRANSPORT (RAILWAY INFRASTRUCTURE) ACT 2001 (AS AMENDED AND SUBSTITUTED)

Application by the National Roads Authority (operating as Transport Infrastructure Ireland) for the Railway (Metrolink– Estuary to Charlemont via Dublin Airport) Order [2022].

The National Roads Authority (operating as Transport Infrastructure Ireland) in exercise of the powers conferred upon it by Section 37 of the Transport (Railway Infrastructure) Act 2001 (as amended and substituted) (“the Act”) will apply on or after the 30th September 2022 to An Bord Pleanála for a Railway Order for the Railway (Metrolink–Estuary to Charlemont via Dublin Airport) Order [2022] pursuant to the provisions of the said Act.

The Railway Order, if granted, will authorise the National Roads Authority (operating as Transport Infrastructure Ireland) to carry out railway works and all works necessary to enable the construction, operation, maintenance and improvement of a railway designated as a metro including inter alia the construction of a fully segregated and automated railway and metro mostly underground approximately 18.8km in length with 16 stations running from north of Swords at Estuary through Swords, Dublin Airport, Ballymun, Glasnevin and the City Centre to Charlemont in the south of Dublin City Centre.

The works will generally comprise but are not limited to the construction of a Railway approximately 18.8km in length which is mostly underground. It includes a 9.4km section of single bore tunnel running beneath Dublin City Centre running from Charlemont to Northwood Station and a 2.3km section of single bore tunnel running beneath Dublin Airport. Tunnel sections include intervention access facilities for emergency services at Dublin Airport, Albert College Park and just south of Charlemont Station, tunnel Portal structures will be provided at Northwood, Dardistown and Dublin Airport. North of Dublin Airport the railway will emerge from tunnel and will run at surface level and in cut and cover structures to Estuary Station. Surface running sections and cut and cover sections will include earthworks, the use of retained cut and cover structures, elevated sections plus miscellaneous drainage and accommodation works. A new 99m bridge will be constructed over the M50 and a 261m long multi-span Viaduct over the Broadmeadow and Ward River.

There will be a total of 16 stations, including 11 underground stations at Dublin Airport, Northwood, Ballymun, Collins Avenue, Griffith Park, Glasnevin, Mater, O’Connell Street, Tara, St. Stephen’s Green and Charlemont; 4 retained cut stations at Seatown, Swords Central, Fosterstown and Dardistown and 1 at grade station at Estuary. A multi-storey 3000 space park and ride close to the M1 Motorway will be provided at Estuary Station, a maintenance depot is located near Dardistown Station which will house all the facilities required for the maintenance and operation of the MetroLink and its rolling stock and the Operational Control Centre.

The works will also include railway signalling, command and control and communications systems; provision of electrical substations; establishment of temporary construction compounds; establishment of temporary traffic management and road diversions; new and realigned access routes and road junction improvements; diversion of existing utilities; provision of new drainage infrastructure; provision of environmental mitigation measures; and other infrastructural modifications to facilitate the overall project.

The Railway Order, if granted, also includes powers for the National Roads Authority (operating as Transport Infrastructure Ireland) to acquire compulsorily land or rights in, under or over land or any substratum of land specified in the order; to temporarily acquire and occupy land specified in the order; to acquire easements and other rights over land specified in the order; to extinguish public and/or private rights including rights of way specified in the order; and provides for other rights over land.

The proposed railway works covered by the proposed Railway Order are subject to an environmental impact assessment procedure pursuant to the Act and a Natura Impact Statement will also be submitted

Potential decisions on the Railway Order open to An Bord Pleanála

Further to consideration of the application for a Railway Order there are a number of decision options available to An Bord Pleanála:

- The Railway Order may be approved and made;
- The Railway Order may be refused; or
- The Railway Order may be approved and made subject to such conditions, modifications, restrictions and requirements (and on such other terms) as An Bord Pleanála thinks proper and specifies in the order.

The supporting documentation accompanying the Railway Order application will include the following:

- A draft of the proposed Railway Order, entitled “Railway (Metrolink–Estuary to Charlemont via Dublin Airport) Order [2022]”
- A plan of the proposed railway works and the land requirements for the railway works;
- A book of reference to the plan, indicating the identity of the owners and occupiers of the lands described in the plan;
- An Environmental Impact Assessment Report (EIAR), providing a systematic analysis and assessment of the significant effects of a proposed project on the receiving environment;
- A Natura Impact Statement.



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Iniúchadh ar an dréacht-Ordú Iarnróid agus ar na doiciméid a ghabhann leis

Féadfar cóip den dréacht-Ordú Iarnróid agus den doiciméadacht a ghabhann leis an iarratas a iniúchadh saor in aise le linn gnáthuaireanta oifige nó oscailte ón 7 Deireadh Fómhair 2022 go dtí an 25 Samhain 2022 ag:

- Oifigí An Bhoird Pleanála offices ag 64 Sráid Mhaoilbhríde, Baile Átha Cliath 1, D01 V902;
- Oifigí Chomhairle Cathrach Bhaile Átha Cliath ag Oifigí na Cathrach, Cé an Adhmaid, Baile Átha Cliath 8, D08 RF3F;
- Oifigí Chomhairle Contae Fhine Gall ag Halla an Chontae, An Phríomshráid, Sord, Contae Bhaile Átha Cliath K67 X8Y2;
- Oifigí Bonneagar Iompair Éireann (BIÉ) ag Ionad Gnó Gheata na Páirce, Sráid Gheata na Páirce, Baile Átha Claith 8, D08 DK10;
- Oifigí an tUdarás Náisiúnta Iompair (ÚNI) ag at Dún Scéine, Lána Fhearchair, Baile Átha Cliath 2, D02 WT20 (9.15rn – 4in de Luain go hAoine)

Is féidir an dréacht-Ordú Iarnróid agus na doiciméid a ghabhann leis an iarratas a fheiceáil ar: <https://www.metrolinkro.ie> ó 29 Meán Fómhair 2022.

Doiciméadúcháin a Cheannach

Féadfar cóipeanna nó sleachta as na doiciméid a ghabhann leis an iarratas ar an Ordú Iarnróid a cheannach ar tháille a ioc nach mó ná an costas réasúnach a bhaineann leis an gcóip sin a dhéanamh nó le sliocht as:

- Bonneagar Iompair Éireann, (BIÉ), Ionad Gnó Gheata na Páirce, Sráid Gheata na Páirce, Baile Átha Claith 8, D08 DK10, Éire

Féadfar iarratais cheannagh den sórt sin a sheoladh chuig Bonneagar Iompair Éireann, Ionad Gnó Gheata na Páirce, Sráid Gheata na Páirce, Baile Átha Claith 8, D08 DK10 nó ar info@metrolink.ie nó trí ghlaoh a chur ar 1800 333 777.

Aighneachtaí Scríofa

Is é an Bord Pleanála an t-údarás inniúil atá freagrach as an gcinneadh an ndeonófar nó nach ndeonófar an t-ordú, ónar féidir faisnéis ábhartha a fháil agus ónar féidir tuairimí nó ceisteanna a chur isteach. Breithneoidh an Bord Pleanála aon aighneachtaí ó aon daoine, a dhéanfar i scríbhinn ón 7 Deireadh Fómhair 2022 go dtí 5.30in ar an 25 Samhain 2022 agus beidh táille €50 ag gabháil leo i ndáil leis an dréacht-Ordú Iarnróid, nó i ndáil leis na héifeachtaí dóchúla ar an gcomhshaoil agus ar an tionchar suntasach dóchúil a bheidh ag na hoibreacha iarnróid atá beartaithe sa limistéar lena mbaineann le Láithreacháin Eorpacha, más ann dóibh. Níl an táille seo inioctha ag comhlachtaí forordaithe áirithe nó ag daoine a bhféadfar a gcuid tailte a fháil faoin dréacht-Ordú Iarnróid.

Ní mór aighneachtaí a chur isteach tráth nach déanaí ná 5.30in ar an 25 Samhain 2022 agus ní mór iad a sheoladh chuig an mBord Pleanála, 64 Sráid Maoilbhríde, Baile Átha Cliath 1, D01 V902 agus marcáilte “Ordú Iarnróid (Metrolink-Inbhear go Charlemont trí Aerfort Bhaile Átha Cliath) 2022”. Is féidir aighneachtaí a chur faoi shuíomh gréasáin an Bhoird Pleanála freisin ag an seoladh seo a leanas: <https://www.pleanala.ie/en-ie/observations>

Éisteacht Ó Bhéal

Féadfaidh an Bord Pleanála, dá lánrogha féin, éisteacht ó bhéal a thionól maidir leis an iarratas ar Ordú Iarnróid, faoi alt 42 den Acht.

Athbhreithniú Breithiúnach

Féadfaidh duine bailíocht chinneadh an Bhoird Pleanála a cheistiú trí iarratas ar athbhreithniú breithiúnach de réir alt 47 agus 47A den Acht Iompair (Bonneagar Iarnróid) 2001 (arna leasú agus arna ionadú) agus faoi Ordú 84 de na Rialacha na nUaschúirteanna, 1986 (arna leasú) (S.I. Uimh. 15 de 1986 arna leasú) agus is féidir teacht ar fhaisnéis phraiteiciúil faoin meicníocht athbhreithnithe faoin gceannuideal ‘Fógraí Dlí’ – ‘Fógra Athbhreithnithe Bheithiúnaigh’ ar shuíomh gréasáin an Bhoird www.pleanala.ie nó ar an suíomh gréasáin um Fhaisnéis do Shaoiránaigh www.citizeninformation.ie.

Sínithe: Edel McCormack

Rúnaí don Udarás

An tUdarás um Bóithre Náisiúnta (ag feidhmiú mar Bhonneagar Iompair Éireann), Bonneagar Iompair Éireann, Ionad Gnó Gheata na Páirce, Sráid Gheata na Páirce, Baile Átha Cliath 8, D08 DK10, Éire

16 Meán Fómhair 2022

Tá tuilleadh eolais le fáil ar:

Teileafón: 1800 333 777

Ar poist: MetroLink, Bonneagar Iompair Éireann, Ionad Gnó Gheata na Páirce, Sráid Gheata na Páirce, Baile Átha Claith 8, D08 DK10.

Riomhphost: info@metrolink.ie

Suíomh gréasáin: www.metrolinkro.ie

Inspection of the draft Railway Order and accompanying documentation

A copy of the draft Railway Order and the documentation accompanying the application may be inspected free of charge during normal office or opening hours from 7th October 2022 until the 25th November 2022 at:

- An Bord Pleanála offices at 64 Marlborough Street, Dublin 1, D01 V902;
- Dublin City Council offices at Civic Offices, Wood Quay, Dublin 8, D08 RF3F;
- Fingal County Council offices at County Hall, Main Street, Swords, County Dublin, K67 X8Y2;
- Transport Infrastructure Ireland (TII) offices at Parkgate Business Centre, Parkgate Street, Dublin 8, D08 DK10;
- National Transport Authority (NTA) offices at Dún Scéine, Harcourt Lane, Dublin 2, D02 WT20 (9.15am – 4pm Monday to Friday)

The draft Railway Order and the documentation accompanying the application may also be viewed at: <https://www.metrolinkro.ie> from the 29th September 2022.

Purchase of Documentation

Copies or extracts from the documentation accompanying the application for the Railway Order may be purchased on payment of a fee not exceeding the reasonable cost of making such copy or extract from:

- Transport Infrastructure Ireland (TII), Parkgate Business Centre, Parkgate Street, Dublin 8, D08 DK10, Ireland

Such purchase requests may be sent to Transport Infrastructure Ireland, Parkgate Business Centre, Parkgate Street, Dublin 8, D08 DK10 or info@metrolink.ie or by calling 1800 333 777.

Written Submissions

An Bord Pleanála is the competent authority responsible for making the decision whether or not to grant the order, from which relevant information can be obtained and to which comments or questions can be submitted. An Bord Pleanála will consider any submissions by any persons, made in writing from 7th October 2022 to 5.30pm on 25th November 2022 and accompanied by a fee of €50 in relation to the draft Railway Order, or in relation to the likely effects on the environment and the likely significant effects in the area concerned with European Sites if any, of the proposed railway works. This fee is not payable by certain prescribed bodies or by persons whose lands may be acquired under the draft Railway Order.

Submissions must be lodged no later than 5.30pm on 25th November 2022 and must be addressed to An Bord Pleanála, 64 Marlborough Street, Dublin 1, D01 V902 and marked “Railway (Metrolink–Estuary to Charlemont via Dublin Airport) Order 2022”. Submissions can also be made on the An Bord Pleanála website at the following address: <https://www.pleanala.ie/en-ie/observations>

Oral Hearing

An Bord Pleanála may, at its absolute discretion, hold an oral hearing into the application for a Railway Order, under section 42 of the Act.

Judicial Review

A person may question the validity of the decision of An Bord Pleanála by way of an application for judicial review in accordance with section 47 and 47A of the Transport (Railway Infrastructure) Act 2001 (as amended and substituted) and under Order 84 of the Rules of the Superior Courts, 1986 (as amended) (S.I. No. 15 of 1986 as amended) and practical information on the review mechanism can be accessed under the heading ‘Legal Notices’ – ‘Judicial Review Notice’ on the Board’s website www.pleanala.ie or on the Citizen’s Information website www.citizeninformation.ie.

Signed: Edel McCormack

Secretary to the Authority

National Roads Authority (operating as Transport Infrastructure Ireland), Transport Infrastructure Ireland, Parkgate Business Centre, Parkgate Street, Dublin 8, D08 DK10, Ireland

16th September 2022

Further information is available from:

Telephone: 1800 333 777

Postal: MetroLink, Transport Infrastructure Ireland, Parkgate Business Centre, Parkgate Street, Dublin 8, D08 DK10.

Email: info@metrolink.ie

Website: www.metrolinkro.ie



AN BORD PLEANÁLA
AN TACHT IOMPAIR (BONNEAGAR IARNRÓID) 2001
(ARNA LEASÚ AGUS ARNA FHIONRAÍODH)

Iarratas ón Údarás um Bóithre Náisiúnta (a fheidhmíonn mar Bhonneagar Iompair Éireann) ar an Ordú Iarnróid (Metrolink – Estuary to Charlemont trí Aerfort Bhaile Átha Cliath) [2022].

I bhfeidhmiú na gcumhachtaí a thugtar dó le hAlt 37 den Acht Iompair (Bonneagar Iarnróid) 2001 (arna leasú agus arna ionadú), beidh feidhm ag an Údarás um Bóithre Náisiúnta (ag feidhmiú mar Bhonneagar Iompair Éireann) (“an tAcht”) ar an 30 Meán Fómhair 2022 nó dá éis chuig an mBord Pleanála ar Ordú Iarnróid don Iarnróid (Metrolink – Inbhear go dtí Charlemont trí Aerfort Bhaile Átha Cliath) [2022] de bhun forálacha an Achta sin .

Údarófar leis an Ordú Iarnróid, má dheonaítear é, don Údarás um Bóithre Náisiúnta (a oibríonn mar Bhonneagar Iompair Éireann) oibreacha iarnróid a dhéanamh agus na hoibreacha go léir is gá chun tógáil, oibriú, cothabháil agus feabhsú iarnróid arna ainmniú mar mheitreo a chumasú lena n-áirítear, i measc rudaí eile, tógáil iarnród agus meitreo leithscartha go hiomlán agus uathoibríthe den chuid is mó faoi thalamh thart ar 18.8km ar fad le 16 stáisiún ag rith ó thuaidh de Shoid ar Inbhear trí Sord, Aerfort Bhaile Átha Cliath, Baile Munna, Glas Naíon, agus Lár na Cathrach go dtí Charlemont i ndeisceart lár na cathrach Bhaile Átha Cliath.

Beidh na hoibreacha comhdhéanta go ginearálta ach níl siad teoranta do thógáil iarnróid thart ar 18.8km ar fad atá faoin talamh den chuid is mó. Áiríonn sé cuid 9.4km de thollán tollta singil a ritheann faoi Lár na Cathrach Bhaile Átha Cliath a ritheann ó Charlemont go Stáisiún na Coille Thuaidh agus cuid 2.3km de thollán tollta singil a ritheann faoi Aerfort Bhaile Átha Cliath. I measc na gcodanna tolláin tá saoráidí rochtana idirghabhála le haghaidh seirbhísí éigeandála ag Aerfort Bhaile Átha Cliath, Páirc Choláiste Ailbhe agus díreach ó dheas de Stáisiún Charlemont, cuirfear struchtúir Thairseach an Tolláin ar fáil sa Choill Thuaidh, i mBaile an Dairdisigh agus in Aerfort Bhaile Átha Cliath. Ó thuaidh ó Aerfort Bhaile Átha Cliath tiocfaidh an t-Iarnróid amach as an tollán agus rithfidh sé ag leibhéal an dromchla agus i struchtúir ghearrtha agus chlúdaigh go Stáisiún an Inbhir. Áireofar créfoirt, úsáid struchtúir ghearrtha agus chlúdaigh coinnithe, codanna ardaithe chomh maith le hoibreacha draenála agus cóiríochta ilghnéitheacha i gcodanna reatha dromchla agus gearrtha agus clúdaigh. Tógfar droichead nua 99m thar an M50 agus Tarbhealach Ilrísé 261m ar fhad thar an Abhainn Ghabhra agus Abhainn an Bharda.

Beidh 16 stáisiún san iomlán ann, lena n-áirítear 11 stáisiún faoi thalamh ag Aerfort Bhaile Átha Cliath, An Choill Thuaidh, Baile Munna, Ascaill Uí Chioiléain, Páirc Uí Ghriofa, Glas Naíon, an Mater, Sráid Uí Chonaill, Sráid na Teamhrach, Faiche Stiabhna agus Charlemont; 4 stáisiún gearrtha coinnithe ag Baile na Mara, Baile Shoid, Baile an Fhóraistéaraigh agus Baile an Dairdisigh agus 1 ag stáisiún grád san Inbhear. Soláthrófar spás páirceála agus taistil ilstöir 3000 gar do Mhótarbhealach an M1 ag Stáisiún an Inbhir, tá iosta cothabhála suite in aice le Stáisiún Bhaile an Dairdisigh ina mbeidh na háiseanna go léir a theastaíonn chun an MetroLink agus ar a rothstoc agus ar an Lárionad Rialaithe Oibriúcháin cothabháil a dhéanamh agus a oibriú.

Áireoidh na hoibreacha freisin comharthaíocht iarnróid, córais cheannasaíochta, rialaithe agus cumarsáide; soláthar fostáisiún leictreacha; bunú comhdhúile sealadach tógála; bunú bainistíochta tráchta sealadach agus atreoirithe bóithre; bealaí rochtana nua agus leasaithe agus feabhsúcháin ar acomhail bóithre; atreorú na bhfóntas atá ann cheana; bonneagar draenála nua a sholáthar; soláthar bearta maoilaithe comhshaoil; agus modhnaithe bonneagair eile chun an tionscadal iomlán a éascú.

Áiríonn an tOrdú Iarnróid, má dheonaítear é, cumhachtaí freisin don Údarás um Bóithre Náisiúnta (a oibríonn mar Bhonneagar Iompair Éireann) talamh nó cearta a fháil go héigeantach i dtalamh, faoi thalamh nó os a chionn nó ar aon fhosraith talún a shonraítear san ordú; chun talamh a shonraítear san ordú a fháil agus a áitiú go sealadach; chun éasúintí agus cearta eile ar thalamh a shonraítear san ordú a fháil; cearta poiblí agus/nó príobháideacha lena n-áirítear cearta slí atá sonraithe san ordú a mhúchadh; agus forálann sé do chearta eile ar thalamh.

Tá na hoibreacha iarnróid atá beartaithe a chumhdaítear leis an Ordú Iarnróid beartaithe faoi réir nós imeachta measúnaithe tionchair timpeallachta de bhun an Achta agus cuirfear isteach Ráiteas Tionchair Natura freisin.

Cinntí féideartha ar an Ordú Iarnróid oscailte don Bhord Pleanála

Tar éis breithniú a dhéanamh ar an iarratas ar Ordú Iarnróid tá roinnt roghanna cinnidh ar fáil don Bhord Pleanála:

- Féadfar an tOrdú Iarnróid a cheadú agus a dhéanamh;
- Féadfar an tOrdú Iarnróid a dhíúltú; nó
- Féadfar an tOrdú Iarnróid a cheadú agus a dhéanamh faoi réir cibé coinníollacha, modhnaithe, srianta agus ceanglais (agus ar cibé téarmaí eile) is cuí leis an mBord Pleanála agus a shonróidh sé san ordú.

Áireofar na nithe seo a leanas sna doiciméid tacaíochta a ghabhann leis an iarratas ar Ordú Iarnróid:

- Dréacht den Ordú Iarnróid beartaithe, dar teideal “Ordú Iarnróid (Metrolink-Inbhear go Charlemont trí Aerfort Bhaile Átha Cliath) [2022]”
- Plean de na hoibreacha iarnróid atá beartaithe agus na riachtanaí talún le haghaidh na n-oibreacha iarnróid;
- Leabhar tagartha don phlean, ag cur in iúl céannacht úinéirí agus áititheoirí na dtailte a bhfuil tuairis orthu sa phlean;
- Tuarascáil ar Mheasúnú Tionchair Timpeallachta (TMTT), a sholáthraíonn anailís agus measúnú córasach ar éifeachtaí suntasacha tionscadail bheartaithe ar an gcomhshaoil glactha;
- Ráiteas Tionchair Natura

Iniúchadh ar an dréacht-Ordú Iarnróid agus ar na doiciméid a ghabhann leis

Féadfar cóip den dréacht-Ordú Iarnróid agus den doiciméadacht a ghabhann leis an iarratas a iniúchadh saor in aisce le linn gnáthuaireanta oifige nó oscailte ón 7 Deireadh Fómhair 2022 go dtí an 25 Samhain 2022 ag:

- Oifigí An Bhoird Pleanála offices ag 64 Sráid Mhaoilbhríde, Baile Átha Cliath 1, D01 V902;
- Oifigí Chomhairle Cathrach Bhaile Átha Cliath ag Oifigí na Cathrach, Cé an Adhmaid, Baile Átha Cliath 8, D08 RF3F;
- Oifigí Chomhairle Contae Fhine Gall ag Halla an Chontae, An Phríomshráid, Sord, Contae Bhaile Átha Cliath K67 X8Y2;
- Oifigí Bonneagar Iompair Éireann (BIÉ) ag Ionad Gnó Gheata na Páirce, Sráid Gheata na Páirce, Baile Átha Claith 8, D08 DK10;
- Oifigí an tÚdarás Náisiúnta Iompair (ÚNI) ag at Dún Scéine, Lána Fhearchair, Baile Átha Cliath 2, D02 WT20 (9.15rn – 4in de Luain go hAoine)

Is féidir an dréacht-Ordú Iarnróid agus na doiciméid a ghabhann leis an iarratas a fheiceáil ar: <https://www.metrolinkro.ie> ó 29 Meán Fómhair 2022.

Doiciméadúcháin a Cheannach

Féadfar cóipeanna nó sleachta as na doiciméid a ghabhann leis an iarratas ar an Ordú Iarnróid a cheannach ar tháille a íoc nach mó ná an costas réasúnach a bhaineann leis an gcóip sin a dhéanamh nó le slíocht as:

- Bonneagar Iompair Éireann, (BIÉ), Ionad Gnó Gheata na Páirce, Sráid Gheata na Páirce, Baile Átha Claith 8, D08 DK10, Éire

Féadfar iarratais cheannaigh den sórt sin a sheoladh chuig Bonneagar Iompair Éireann, Ionad Gnó Gheata na Páirce, Sráid Gheata na Páirce, Baile Átha Claith 8, D08 DK10 nó ar info@metrolink.ie nó trí ghlaoch a chur ar 1800 333 777.

Aighneachtaí Scríofa

Is é an Bord Pleanála an t-údarás iniúil atá freagrach as an gcinneadh an ndeonófar nó nach ndeonófar an t-ordú, ónar féidir faisnéis ábhartha a fháil agus ónar féidir tuairimí nó ceisteanna a chur isteach. Breithneoidh an Bord Pleanála aon aighneachtaí ó aon daoine, a dhéanfar i scríbhinn ón 7 Deireadh Fómhair 2022 go dtí 5.30in ar an 25 Samhain 2022 agus beidh táille €50 ag gabháil leo i ndáil leis an dréacht-Ordú Iarnróid, nó i ndáil leis na héifeachtaí dóchúla ar an gcomhshaoil agus ar an tionchar suntasach dóchúil a bheidh ag na hoibreacha iarnróid atá beartaithe sa limistéir lena mbaineann le Láithreáin Eorpacha, más ann dóibh. Níl an táille seo iníochta ag comhlachtaí forordaithe áirithe nó ag daoine a bhféadfar a gcuid tailte a fháil faoin dréacht-Ordú Iarnróid.

Ní mór aighneachtaí a chur isteach tráth nach déanaí ná 5.30in ar an 25 Samhain 2022 agus ní mór iad a sheoladh chuig an mBord Pleanála, 64 Sráid Maoilbhríde, Baile Átha Cliath 1, D01 V902 agus marcáilte “Ordú Iarnróid (Metrolink-Inbhear go Charlemont trí Aerfort Bhaile Átha Cliath) 2022”. Is féidir aighneachtaí a chur faoi shuíomh gréasáin an Bhoird Pleanála freisin ag an seoladh seo a leanas: <https://www.pleanala.ie/en-ie/observations>

Éisteacht Ó Bhéal

Féadfaidh an Bord Pleanála, dá lánrogha féin, éisteacht ó bhéal a thionól maidir leis an iarratas ar Ordú Iarnróid, faoi alt 42 den Acht.

Athbhreithniú Breithiúnach

Féadfaidh duine bailíocht chinneadh an Bhoird Pleanála a cheistiú trí iarratas ar athbhreithniú breithiúnach de réir alt 47 agus 47A den Acht Iompair (Bonneagar Iarnróid) 2001 (arna leasú agus arna ionadú) agus faoi Ordú 84 de na Rialacha na nUaschúirteanna, 1986 (arna leasú) (S.I. Uimh. 15 de 1986 arna leasú) agus is féidir teacht ar fhaisnéis phraiticiúil faoin meicníocht athbhreithnithe faoin gceannteideal ‘Fógraí Dlí’ – ‘Fógra Athbhreithnithe Bhreithiúnaigh’ ar shuíomh gréasáin an Bhoird www.pleanala.ie nó ar an suíomh gréasáin um Fhaisnéis do Shaoaráigh www.citizeninformation.ie.

Sínithe: Edel McCormack

Rúnaí don Údarás

An tÚdarás um Bóithre Náisiúnta (ag feidhmiú mar Bhonneagar Iompair Éireann), Bonneagar Iompair Éireann, Ionad Gnó Gheata na Páirce, Sráid Gheata na Páirce, Baile Átha Cliath 8, D08 DK10, Éire

16 Meán Fómhair 2022

Tá tuilleadh eolais le fáil ar:

Teileafón: 1800 333 777

Ar poist: MetroLink, Bonneagar Iompair Éireann, Ionad Gnó Gheata na Páirce, Sráid Gheata na Páirce, Baile Átha Claith 8, D08 DK10.

Riomhphost: info@metrolink.ie

Suíomh gréasáin: www.metrolinkro.ie

METROLINK

AN BORD PLEANÁLA
TRANSPORT (RAILWAY INFRASTRUCTURE) ACT 2001
(AS AMENDED AND SUBSTITUTED)

Application by the National Roads Authority (operating as Transport Infrastructure Ireland) for the Railway (Metrolink–Estuary to Charlemont via Dublin Airport) Order [2022].

The National Roads Authority (operating as Transport Infrastructure Ireland) in exercise of the powers conferred upon it by Section 37 of the Transport (Railway Infrastructure) Act 2001 (as amended and substituted) (“the Act”) will apply on or after the 30th September 2022 to An Bord Pleanála for a Railway Order for the Railway (Metrolink–Estuary to Charlemont via Dublin Airport) Order [2022] pursuant to the provisions of the said Act.

The Railway Order, if granted, will authorise the National Roads Authority (operating as Transport Infrastructure Ireland) to carry out railway works and all works necessary to enable the construction, operation, maintenance and improvement of a railway designated as a metro including inter alia the construction of a fully segregated and automated railway and metro mostly underground approximately 18.8km in length with 16 stations running from north of Swords at Estuary through Swords, Dublin Airport, Ballymun, Glasnevin and the City Centre to Charlemont in the south of Dublin City Centre.

The works will generally comprise but are not limited to the construction of a Railway approximately 18.8km in length which is mostly underground. It includes a 9.4km section of single bore tunnel running beneath Dublin City Centre running from Charlemont to Northwood Station and a 2.3km section of single bore tunnel running beneath Dublin Airport. Tunnel sections include intervention access facilities for emergency services at Dublin Airport, Albert College Park and just south of Charlemont Station, tunnel Portal structures will be provided at Northwood, Dardistown and Dublin Airport. North of Dublin Airport the railway will emerge from tunnel and will run at surface level and in cut and cover structures to Estuary Station. Surface running sections and cut and cover sections will include earthworks, the use of retained cut and cover structures, elevated sections plus miscellaneous drainage and accommodation works. A new 99m bridge will be constructed over the M50 and a 261m long multi-span Viaduct over the Broadmeadow and Ward River.

There will be a total of 16 stations, including 11 underground stations at Dublin Airport, Northwood, Ballymun, Collins Avenue, Griffith Park, Glasnevin, Mater, O’Connell Street, Tara, St. Stephen’s Green and Charlemont; 4 retained cut stations at Seatown, Swords Central, Fosterstown and Dardistown and 1 at grade station at Estuary. A multi-storey 3000 space park and ride close to the M1 Motorway will be provided at Estuary Station, a maintenance depot is located near Dardistown Station which will house all the facilities required for the maintenance and operation of the MetroLink and its rolling stock and the Operational Control Centre.

The works will also include railway signalling, command and control and communications systems; provision of electrical substations; establishment of temporary construction compounds; establishment of temporary traffic management and road diversions; new and realigned access routes and road junction improvements; diversion of existing utilities; provision of new drainage infrastructure; provision of environmental mitigation measures; and other infrastructural modifications to facilitate the overall project.

The Railway Order, if granted, also includes powers for the National Roads Authority (operating as Transport Infrastructure Ireland) to acquire compulsorily land or rights in, under or over land or any substratum of land specified in the order; to temporarily acquire and occupy land specified in the order; to acquire easements and other rights over land specified in the order; to extinguish public and/or private rights including rights of way specified in the order; and provides for other rights over land.

The proposed railway works covered by the proposed Railway Order are subject to an environmental impact assessment procedure pursuant to the Act and a Natura Impact Statement will also be submitted

Potential decisions on the Railway Order open to An Bord Pleanála

Further to consideration of the application for a Railway Order there are a number of decision options available to An Bord Pleanála:

- The Railway Order may be approved and made;
- The Railway Order may be refused; or
- The Railway Order may be approved and made subject to such conditions, modifications, restrictions and requirements (and on such other terms) as An Bord Pleanála thinks proper and specifies in the order.

The supporting documentation accompanying the Railway Order application will include the following:

- A draft of the proposed Railway Order, entitled “Railway (Metrolink–Estuary to Charlemont via Dublin Airport) Order [2022]”
- A plan of the proposed railway works and the land requirements for the railway works;
- A book of reference to the plan, indicating the identity of the owners and occupiers of the lands described in the plan;
- An Environmental Impact Assessment Report (EIAR), providing a systematic analysis and assessment of the significant effects of a proposed project on the receiving environment;
- A Natura Impact Statement.

Inspection of the draft Railway Order and accompanying documentation

A copy of the draft Railway Order and the documentation accompanying the application may be inspected free of charge during normal office or opening hours from 7th October 2022 until the 25th November 2022 at:

- An Bord Pleanála offices at 64 Marlborough Street, Dublin 1, D01 V902;
- Dublin City Council offices at Civic Offices, Wood Quay, Dublin 8, D08 RF3F;
- Fingal County Council offices at County Hall, Main Street, Swords, County Dublin, K67 X8Y2;
- Transport Infrastructure Ireland (TII) offices at Parkgate Business Centre, Parkgate Street, Dublin 8, D08 DK10;
- National Transport Authority (NTA) offices at Dún Scéine, Harcourt Lane, Dublin 2, D02 WT20 (9.15am – 4pm Monday to Friday)

The draft Railway Order and the documentation accompanying the application may also be viewed at: <https://www.metrolinkro.ie> from the 29th September 2022.

Purchase of Documentation

Copies or extracts from the documentation accompanying the application for the Railway Order may be purchased on payment of a fee not exceeding the reasonable cost of making such copy or extract from:

- Transport Infrastructure Ireland (TII), Parkgate Business Centre, Parkgate Street, Dublin 8, D08 DK10, Ireland

Such purchase requests may be sent to Transport Infrastructure Ireland, Parkgate Business Centre, Parkgate Street, Dublin 8, D08 DK10 or info@metrolink.ie or by calling 1800 333 777.

Written Submissions

An Bord Pleanála is the competent authority responsible for making the decision whether or not to grant the order, from which relevant information can be obtained and to which comments or questions can be submitted. An Bord Pleanála will consider any submissions by any persons, made in writing from 7th October 2022 to 5.30pm on 25th November 2022 and accompanied by a fee of €50 in relation to the draft Railway Order, or in relation to the likely effects on the environment and the likely significant effects in the area concerned with European Sites if any, of the proposed railway works. This fee is not payable by certain prescribed bodies or by persons whose lands may be acquired under the draft Railway Order.

Submissions must be lodged no later than 5.30pm on 25th November 2022 and must be addressed to An Bord Pleanála, 64 Marlborough Street, Dublin 1, D01 V902 and marked “Railway (Metrolink–Estuary to Charlemont via Dublin Airport) Order 2022”. Submissions can also be made on the An Bord Pleanála website at the following address: <https://www.pleanala.ie/en-ie/observations>

Oral Hearing

An Bord Pleanála may, at its absolute discretion, hold an oral hearing into the application for a Railway Order, under section 42 of the Act.

Judicial Review

A person may question the validity of the decision of An Bord Pleanála by way of an application for judicial review in accordance with section 47 and 47A of the Transport (Railway Infrastructure) Act 2001 (as amended and substituted) and under Order 84 of the Rules of the Superior Courts, 1986 (as amended) (S.I. No. 15 of 1986 as amended) and practical information on the review mechanism can be accessed under the heading ‘Legal Notices’ – ‘Judicial Review Notice’ on the Board’s website www.pleanala.ie or on the Citizen’s Information website www.citizeninformation.ie.

Signed: Edel McCormack

Secretary to the Authority

National Roads Authority (operating as Transport Infrastructure Ireland), Transport Infrastructure Ireland, Parkgate Business Centre, Parkgate Street, Dublin 8, D08 DK10, Ireland

16th September 2022

Further information is available from:

Telephone: 1800 333 777

Postal: MetroLink, Transport Infrastructure Ireland, Parkgate Business Centre, Parkgate Street, Dublin 8, D08 DK10.

Email: info@metrolink.ie

Website: www.metrolinkro.ie

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AN BORD PLEANÁLA AN TACHT IOMPAIR (BONNEAGAR IARNRÓID) 2001 (ARNA LEASÚ AGUS ARNA FHIONRAÍODH)

Iarratas ón Údarás um Bóithre Náisiúnta (a fheidhmíonn mar Bhonneagar Iompair Éireann) ar an Ordú Iarnróid (Metrolink – Inbhear go Charlemont trí Aerfort Bhaile Átha Cliath) [2022].

I bhfeidhmiú na gcumhachtaí a thugtar dó le hAlt 37 den Acht Iompair (Bonneagar Iarnróid) 2001 (arna leasú agus arna ionadú), beidh feidhm ag an Údarás um Bóithre Náisiúnta (ag feidhmiú mar Bhonneagar Iompair Éireann) (“an tAcht”) ar an 30 Meán Fómhair 2022 nó dá éis chuig an mBord Pleanála ar Ordú Iarnróid don Iarnróid (Metrolink – Inbhear go dtí Charlemont trí Aerfort Bhaile Átha Cliath) [2022] de bhun forálacha an Achta sin.

Údarófar leis an Ordú Iarnróid, má dheonaítear é, don Údarás um Bóithre Náisiúnta (a oibríonn mar Bhonneagar Iompair Éireann) oibreacha iarnróid a dhéanamh agus na hoibreacha go léir is gá chun tógáil, oibriú, cothabháil agus feabhsú iarnróid arna ainmniú mar mheitreo a chumasú lena n-áirítear, i measc rudaí eile, tógáil iarnróid agus meitreo leithscartha go hiomlán agus uathoibrithe den chuid is mó faoi thalamh thart ar 18.8km ar fad le 16 stáisiún ag rith ó thuaidh de Shoard ag Inbhear trí Sord, Aerfort Bhaile Átha Cliath, Baile Munna, Glas Naíon, agus Lár na Cathrach go dtí Charlemont i ndeisceart lár na cathrach Bhaile Átha Cliath.

Beidh na hoibreacha comhdhéanta go ginearálta ach níl siad teoranta do thógáil iarnróid thart ar 18.8km ar fad atá faoin talamh den chuid is mó. Áiríonn sé cuid 9.4km de thollán tollta singil a ritheann faoi Lár na Cathrach Bhaile Átha Cliath a ritheann ó Charlemont go Stáisiún na Coille Thuaidh agus cuid 2.3km de thollán tollta singil a ritheann faoi Aerfort Bhaile Átha Cliath. I measc na gcodanna tolláin tá saoráidí rochtana idirghabhála le haghaidh seirbhísí éigeandála ag Aerfort Bhaile Átha Cliath, Páirc Choláiste Ailbhe agus díreach ó dheas de Stáisiún Charlemont, cuirfear struchtúir Thairseach an Tolláin ar fáil sa Choill Thuaidh, i mBaile an Dairdisigh agus in Aerfort Bhaile Átha Cliath. Ó thuaidh ó Aerfort Bhaile Átha Cliath tiocfaidh an t-iarnróid amach as an tollán agus rithfidh sé ag leibhéal an dromchla agus i struchtúir ghearrtha agus chlúdaigh go Stáisiún an Inbhir. Áireofar créfoirt, úsáid struchtúir ghearrtha agus chlúdaigh coinnithe, codanna ardaithe chomh maith le hoibreacha draenála agus cóiríochta ilghnéitheacha i gcodanna reatha dromchla agus gearrtha agus clúdaigh. Tógfar droichead nua 99m thar an M50 agus Tarbhealach ilréise 261m ar fhad thar an Abhainn Ghabhra agus Abhainn an Bharda.

Beidh 16 stáisiún san iomlán ann, lena n-áirítear 11 stáisiún faoi thalamh ag Aerfort Bhaile Átha Cliath, An Choill Thuaidh, Baile Munna, Ascaill Uí Choleáin, Páirc Uí Ghríofa, Glas Naíon, an Mater, Sráid Uí Chonaill, Sráid na Teamhrach, Faiche Stiabhna agus Charlemont; 4 stáisiún gearrtha coinnithe ag Baile na Mara, Baile Shoard, Baile an Fhóraistearaigh agus Baile an Dairdisigh agus 1 ag stáisiún grád san Inbhear. Soláthrófar spás páirceála agus taistil ilstóir 3000 gar do Mhótarbhealach an M1 ag Stáisiún an Inbhir, tá iosta cothabhála suite in aice le Stáisiún Bhaile an Dairdisigh ina mbeidh na háiseanna go léir a theastaíonn chun an MetroLink agus ar a rothstoc agus ar an Lárionad Rialaithe Oibriúcháin cothabháil a dhéanamh agus a oibriú.

Áireoidh na hoibreacha freisin comharthaíocht iarnróid, córais cheannasaíochta, rialaithe agus cumarsáide; soláthar fostaíú leictreacha; bunú comhdhúile sealadach tógála; bunú bainistíochta tráchta sealadach agus atreoirithe bóithre; bealaí rochtana nua agus leasaithe agus feabhsúcháin ar aomhail bóithre; atreorú na bhfóntas atá ann cheana; bonneagar draenála nua a sholáthar; soláthar bearta maolaithe comhshaoil; agus modhnaithe bonneagair eile chun an tionscadal iomlán a éascú.

Áiríonn an tOrdú Iarnróid, má dheonaítear é, cumhachtaí freisin don Údarás um Bóithre Náisiúnta (a oibríonn mar Bhonneagar Iompair Éireann) talamh nó cearta a fháil go héigeantach i dtalamh, faoi thalamh nó os a chionn nó ar aon fhoshraith talún a shonraítear san ordú; chun talamh a shonraítear san ordú a fháil agus a áitiú go sealadach; chun éasúintí agus cearta eile ar thalamh a shonraítear san ordú a fháil; cearta poiblí agus/nó príobháideacha lena n-áirítear cearta slí atá sonraithe san ordú a mhúchadh; agus forálann sé do chearta eile ar thalamh.

Tá na hoibreacha iarnróid atá beartaithe a chumhdaítear leis an Ordú Iarnróid beartaithe faoi réir nós imeachta measúnaithe tionchair timpeallachta de bhun an Achta agus cuirfear isteach Ráiteas Tionchair Natura freisin.

Cinntí féideartha ar an Ordú Iarnróid oscailte don Bhord Pleanála

Tar éis breithniú a dhéanamh ar an iarratas ar Ordú Iarnróid tá roinnt roghanna cinnidh ar fáil don Bhord Pleanála:

- Féadfar an tOrdú Iarnróid a cheadú agus a dhéanamh;
- Féadfar an tOrdú Iarnróid a dhiúltú; nó
- Féadfar an tOrdú Iarnróid a cheadú agus a dhéanamh faoi réir cibé coinníollacha, modhnaithe, srianta agus ceanglais (agus ar cibé téarmaí eile) is cuí leis an mBord Pleanála agus a shonróidh sé san ordú.

Áireofar na nithe seo a leanas sna doiciméid tacaíochta a ghabhann leis an iarratas ar Ordú Iarnróid:

1. Dréacht den Ordú Iarnróid beartaithe, dar teideal “Ordú Iarnróid (Metrolink-Inbhear go Charlemont trí Aerfort Bhaile Átha Cliath) [2022]”
2. Plean de na hoibreacha iarnróid atá beartaithe agus na riachtanais talún le haghaidh na n-oibreacha iarnróid;
3. Leabhar tagartha don phlean, ag cur in iúl céannacht úinéirí agus áititheoirí na dtailte a bhfuil tuairisc orthu sa phlean;
4. Tuarascáil ar Mheasúnú Tionchair Timpeallachta (TMIT), a sholáthraíonn anailís agus measúnú córasach ar éifeachtaí suntasacha tionscadail bheartaithe ar an gcomhshaoil glactha;
5. Ráiteas Tionchair Natura

AN BORD PLEANÁLA TRANSPORT (RAILWAY INFRASTRUCTURE) ACT 2001 (AS AMENDED AND SUBSTITUTED)

Application by the National Roads Authority (operating as Transport Infrastructure Ireland) for the Railway (Metrolink– Estuary to Charlemont via Dublin Airport) Order [2022].

The National Roads Authority (operating as Transport Infrastructure Ireland) in exercise of the powers conferred upon it by Section 37 of the Transport (Railway Infrastructure) Act 2001 (as amended and substituted) (“the Act”) will apply on or after the 30th September 2022 to An Bord Pleanála for a Railway Order for the Railway (Metrolink–Estuary to Charlemont via Dublin Airport) Order [2022] pursuant to the provisions of the said Act.

The Railway Order, if granted, will authorise the National Roads Authority (operating as Transport Infrastructure Ireland) to carry out railway works and all works necessary to enable the construction, operation, maintenance and improvement of a railway designated as a metro including inter alia the construction of a fully segregated and automated railway and metro mostly underground approximately 18.8km in length with 16 stations running from north of Swords at Estuary through Swords, Dublin Airport, Ballymun, Glasnevin and the City Centre to Charlemont in the south of Dublin City Centre.

The works will generally comprise but are not limited to the construction of a Railway approximately 18.8km in length which is mostly underground. It includes a 9.4km section of single bore tunnel running beneath Dublin City Centre running from Charlemont to Northwood Station and a 2.3km section of single bore tunnel running beneath Dublin Airport. Tunnel sections include intervention access facilities for emergency services at Dublin Airport, Albert College Park and just south of Charlemont Station, tunnel Portal structures will be provided at Northwood, Dardistown and Dublin Airport. North of Dublin Airport the railway will emerge from tunnel and will run at surface level and in cut and cover structures to Estuary Station. Surface running sections and cut and cover sections will include earthworks, the use of retained cut and cover structures, elevated sections plus miscellaneous drainage and accommodation works. A new 99m bridge will be constructed over the M50 and a 261m long multi-span Viaduct over the Broadmeadow and Ward River.

There will be a total of 16 stations, including 11 underground stations at Dublin Airport, Northwood, Ballymun, Collins Avenue, Griffith Park, Glasnevin, Mater, O’Connell Street, Tara, St. Stephen’s Green and Charlemont; 4 retained cut stations at Seatown, Swords Central, Fosterstown and Dardistown and 1 at grade station at Estuary. A multi-storey 3000 space park and ride close to the M1 Motorway will be provided at Estuary Station, a maintenance depot is located near Dardistown Station which will house all the facilities required for the maintenance and operation of the MetroLink and its rolling stock and the Operational Control Centre.

The works will also include railway signalling, command and control and communications systems; provision of electrical substations; establishment of temporary construction compounds; establishment of temporary traffic management and road diversions; new and realigned access routes and road junction improvements; diversion of existing utilities; provision of new drainage infrastructure; provision of environmental mitigation measures; and other infrastructural modifications to facilitate the overall project.

The Railway Order, if granted, also includes powers for the National Roads Authority (operating as Transport Infrastructure Ireland) to acquire compulsorily land or rights in, under or over land or any substratum of land specified in the order; to temporarily acquire and occupy land specified in the order; to acquire easements and other rights over land specified in the order; to extinguish public and/or private rights including rights of way specified in the order; and provides for other rights over land.

The proposed railway works covered by the proposed Railway Order are subject to an environmental impact assessment procedure pursuant to the Act and a Natura Impact Statement will also be submitted

Potential decisions on the Railway Order open to An Bord Pleanála

Further to consideration of the application for a Railway Order there are a number of decision options available to An Bord Pleanála:

- The Railway Order may be approved and made;
- The Railway Order may be refused; or
- The Railway Order may be approved and made subject to such conditions, modifications, restrictions and requirements (and on such other terms) as An Bord Pleanála thinks proper and specifies in the order.

The supporting documentation accompanying the Railway Order application will include the following:

1. A draft of the proposed Railway Order, entitled “Railway (Metrolink–Estuary to Charlemont via Dublin Airport) Order [2022]”
2. A plan of the proposed railway works and the land requirements for the railway works;
3. A book of reference to the plan, indicating the identity of the owners and occupiers of the lands described in the plan;
4. An Environmental Impact Assessment Report (EIAR), providing a systematic analysis and assessment of the significant effects of a proposed project on the receiving environment;
5. A Natura Impact Statement.



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Iniúchadh ar an dréacht-Ordú Iarnróid agus ar na doiciméid a ghabhann leis

Féadfar cóip den dréacht-Ordú Iarnróid agus den doiciméadacht a ghabhann leis an iarratas a iniúchadh saor in aisce le linn gnáthuaireanta oifige nó oscailte ón 7 Deireadh Fómhair 2022 go dtí an 25 Samhain 2022 ag:

1. Oifigí An Bhoird Pleanála offices ag 64 Sráid Mhaolbhríde, Baile Átha Cliath 1, D01 V902;
2. Oifigí Chomhairle Cathrach Bhaile Átha Cliath ag Oifigí na Cathrach, Cé an Adhmaid, Baile Átha Cliath 8, D08 RF3F;
3. Oifigí Chomhairle Contae Fhine Gall ag Halla an Chontae, An Phríomshráid, Sord, Contae Bhaile Átha Cliath K67 X8Y2;
4. Oifigí Bonneagar Iompair Éireann (BIÉ) ag Ionad Gnó Gheata na Páirce, Sráid Gheata na Páirce, Baile Átha Cliath 8, D08 DK10;
5. Oifigí an tÚdarás Náisiúnta Iompair (ÚNI) ag at Dún Scéine, Lána Fhearchair, Baile Átha Cliath 2, D02 WT20 (9.15rn – 4in de Luain go hAoine)

Is féidir an dréacht-Ordú Iarnróid agus na doiciméid a ghabhann leis an iarratas a fheiceáil ar: <https://www.metrolinkro.ie> ó 29 Meán Fómhair 2022.

Doiciméadúcháin a Cheannach

Féadfar cóipeanna nó sleachta as na doiciméid a ghabhann leis an iarratas ar an Ordú Iarnróid a cheannach ar tháille a íoc nach mó ná an costas réasúnach a bhaineann leis an gcóip sin a dhéanamh nó le sliocht as:

- Bonneagar Iompair Éireann, (BIÉ), Ionad Gnó Gheata na Páirce, Sráid Gheata na Páirce, Baile Átha Cliath 8, D08 DK10, Éire

Féadfar iarratais cheannaigh den sórt sin a sheoladh chuig Bonneagar Iompair Éireann, Ionad Gnó Gheata na Páirce, Sráid Gheata na Páirce, Baile Átha Cliath 8, D08 DK10 nó ar info@metrolink.ie nó trí ghlaoh a chur ar 1800 333 777.

Aighneachtaí Scríofa

Is é an Bord Pleanála an t-údarás inniúil atá freagrach as an gcinneadh an ndéanfar nó nach ndéanfar an t-ordú, ónár féidir faisnéis ábhartha a fháil agus ónár féidir tuairimí nó ceisteanna a chur isteach. Breithneoidh an Bord Pleanála aon aighneachtaí ó aon daoine, a dhéanfar i scríbhinn ón 7 Deireadh Fómhair 2022 go dtí 5.30in ar an 25 Samhain 2022 agus beidh táille €50 ag gabháil leo i ndáil leis an dréacht-Ordú Iarnróid, nó i ndáil leis na héifeachtaí dóchúlacha ar an gcomhshaol agus ar an tionchar suntasach dóchúlacha a bheidh ag na hoibreacha iarnróid atá beartaithe sa limistéar lena mbaineann le Láithreacha Eorpacha, más ann dóibh. Níl an táille seo iníoctha ag comhlachtaí forordaithe áirithe nó ag daoine a bhféadfar a gcuid tailte a fháil faoin dréacht-Ordú Iarnróid.

Ní mór aighneachtaí a chur isteach tráth nach déanaí ná 5.30in ar an 25 Samhain 2022 agus ní mór iad a sheoladh chuig an mBord Pleanála, 64 Sráid Mhaolbhríde, Baile Átha Cliath 1, D01 V902 agus marcáilte "Ordú Iarnróid (Metrolink-Inbhear go Charlemont trí Aerfort Bhaile Átha Cliath) 2022". Is féidir aighneachtaí a chur faoi shuíomh gréasáin an Bhoird Pleanála freisin ag an seoladh seo a leanas: <https://www.pleanala.ie/en-ie/observations>

Éisteacht Ó Bhéal

Féadfaidh an Bord Pleanála, dá lánrogha féin, éisteacht ó bhéal a thionól maidir leis an iarratas ar Ordú Iarnróid, faoi alt 42 den Acht.

Athbhreithniú Breithiúnach

Féadfaidh duine bailíocht chinneadh an Bhoird Pleanála a cheistiú trí iarratas ar athbhreithniú breithiúnach de réir alt 47 agus 47A den Acht Iompair (Bonneagar Iarnróid) 2001 (arna leasú agus arna ionadú) agus faoi Ordú 84 de na Rialacha na nUaschúirteanna, 1986 (arna leasú) (S.I. Uimh. 15 de 1986 arna leasú) agus is féidir teacht ar fhaisnéis phraiticiúil faoin meicníocht athbhreithnithe faoin gceannnteideal 'Fógraí Dlí' – 'Fógra Athbhreithnithe Bhreithiúnaigh' ar shuíomh gréasáin an Bhoird www.pleanala.ie nó ar an suíomh gréasáin um Fhaisnéis do Shaoránaigh www.citizeninformation.ie.

Sínithe: Edel McCormack

Rúnaí don Údarás

An tÚdarás um Bóithre Náisiúnta (ag feidhmiú mar Bhonneagar Iompair Éireann),
Bonneagar Iompair Éireann,
Ionad Gnó Gheata na Páirce,
Sráid Gheata na Páirce, Baile Átha Cliath 8,
D08 DK10, Éire

16 Meán Fómhair 2022

Tá tuilleadh eolais le fáil ar:

Teileafón: 1800 333 777

Ar poist: MetroLink, Bonneagar Iompair Éireann,
Ionad Gnó Gheata na Páirce,
Sráid Gheata na Páirce, Baile Átha Cliath 8, D08 DK10.

Ríomhphost: info@metrolink.ie

Suíomh gréasáin: www.metrolinkro.ie

Inspection of the draft Railway Order and accompanying documentation

A copy of the draft Railway Order and the documentation accompanying the application may be inspected free of charge during normal office or opening hours from 7th October 2022 until the 25th November 2022 at:

1. An Bord Pleanála offices at 64 Marlborough Street, Dublin 1, D01 V902;
2. Dublin City Council offices at Civic Offices, Wood Quay, Dublin 8, D08 RF3F;
3. Fingal County Council offices at County Hall, Main Street, Swords, County Dublin, K67 X8Y2;
4. Transport Infrastructure Ireland (TII) offices at Parkgate Business Centre, Parkgate Street, Dublin 8, D08 DK10;
5. National Transport Authority (NTA) offices at Dún Scéine, Harcourt Lane, Dublin 2, D02 WT20 (9.15am – 4pm Monday to Friday)

The draft Railway Order and the documentation accompanying the application may also be viewed at: <https://www.metrolinkro.ie> from the 29th September 2022.

Purchase of Documentation

Copies or extracts from the documentation accompanying the application for the Railway Order may be purchased on payment of a fee not exceeding the reasonable cost of making such copy or extract from:

- Transport Infrastructure Ireland (TII), Parkgate Business Centre, Parkgate Street, Dublin 8, D08 DK10, Ireland

Such purchase requests may be sent to Transport Infrastructure Ireland, Parkgate Business Centre, Parkgate Street, Dublin 8, D08 DK10 or info@metrolink.ie or by calling 1800 333 777.

Written Submissions

An Bord Pleanála is the competent authority responsible for making the decision whether or not to grant the order, from which relevant information can be obtained and to which comments or questions can be submitted. An Bord Pleanála will consider any submissions by any persons, made in writing from 7th October 2022 to 5.30pm on 25th November 2022 and accompanied by a fee of €50 in relation to the draft Railway Order, or in relation to the likely effects on the environment and the likely significant effects in the area concerned with European Sites if any, of the proposed railway works. This fee is not payable by certain prescribed bodies or by persons whose lands may be acquired under the draft Railway Order.

Submissions must be lodged no later than 5.30pm on 25th November 2022 and must be addressed to An Bord Pleanála, 64 Marlborough Street, Dublin 1, D01 V902 and marked "Railway (Metrolink-Estuary to Charlemont via Dublin Airport) Order 2022". Submissions can also be made on the An Bord Pleanála website at the following address: <https://www.pleanala.ie/en-ie/observations>

Oral Hearing

An Bord Pleanála may, at its absolute discretion, hold an oral hearing into the application for a Railway Order, under section 42 of the Act.

Judicial Review

A person may question the validity of the decision of An Bord Pleanála by way of an application for judicial review in accordance with section 47 and 47A of the Transport (Railway Infrastructure) Act 2001 (as amended and substituted) and under Order 84 of the Rules of the Superior Courts, 1986 (as amended) (S.I. No. 15 of 1986 as amended) and practical information on the review mechanism can be accessed under the heading 'Legal Notices' – 'Judicial Review Notice' on the Board's website www.pleanala.ie or on the Citizen's Information website www.citizeninformation.ie.

Signed: Edel McCormack

Secretary to the Authority

National Roads Authority (operating as Transport Infrastructure Ireland),
Transport Infrastructure Ireland,
Parkgate Business Centre,
Parkgate Street,
Dublin 8,
D08 DK10,
Ireland

16th September 2022

Further information is available from:

Telephone: 1800 333 777

Postal: MetroLink, Transport Infrastructure Ireland,
Parkgate Business Centre,
Parkgate Street,
Dublin 8,
D08 DK10.

Email: info@metrolink.ie

Website: www.metrolinkro.ie



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AN BORD PLEANÁLA AN TACHT IOMPAIR (BONNEAGAR IARNRÓID) 2001 (ARNA LEASÚ AGUS ARNA FHIONRAÍODH)

Iarratas ón Údarás um Bóithre Náisiúnta (a fheidhmíonn mar Bhonneagar Iompair Éireann) ar an Ordú Iarnróid (Metrolink – Inbhear go Charlemont trí Aerfort Bhaile Átha Cliath) [2022].

I bhfeidhmiú na gcumhachtaí a thugtar dó le hAlt 37 den Acht Iompair (Bonneagar Iarnróid) 2001 (arna leasú agus arna ionadú), beidh feidhm ag an Údarás um Bóithre Náisiúnta (ag feidhmiú mar Bhonneagar Iompair Éireann) ("an tAcht") ar an 30 Meán Fómhair 2022 nó dá éis chuig an mBord Pleanála ar Ordú Iarnróid don Iarnróid (Metrolink – Inbhear go dtí Charlemont trí Aerfort Bhaile Átha Cliath) [2022] de bhun forálacha an Achta sin.

Údarófar leis an Ordú Iarnróid, má dheonaítear é, don Údarás um Bóithre Náisiúnta (a oibríonn mar Bhonneagar Iompair Éireann) oibreacha iarnróid a dhéanamh agus na hoibreacha go léir is gá chun tógáil, oibriú, cothabháil agus feabhsú iarnróid arna ainmniú mar mheitreo a chumasú lena n-áirítear, i measc rudaí eile, tógáil iarnróid agus meitreo leithscartha go hiomlán agus uathoibríthe den chuid is mó faoi thalamh thart ar 18.8km ar fad le 16 stáisiún ag rith ó thuaidh de Shoard ag Inbhear trí Sord, Aerfort Bhaile Átha Cliath, Baile Munna, Glas Naíon, agus Lár na Cathrach go dtí Charlemont i ndeisceart lár na cathrach Bhaile Átha Cliath.

Beidh na hoibreacha comhdhéanta go ginearálta ach níl siad teoranta do thógáil iarnróid thart ar 18.8km ar fad atá faoin thalamh den chuid is mó. Áiríonn sé cuid 9.4km de thollán tollta singil a ritheann faoi Lár na Cathrach Bhaile Átha Cliath a ritheann ó Charlemont go Stáisiún na Coille Thuaidh agus cuid 2.3km de thollán tollta singil a ritheann faoi Aerfort Bhaile Átha Cliath. I measc na gcodanna tolláin tá saoráidí rochtana idirghabhála le haghaidh seirbhísí éigeandála ag Aerfort Bhaile Átha Cliath, Páirc Choláiste Ailbhe agus díreach ó dheas de Stáisiún Charlemont, cuirfear struchtúir Thairseach an Tolláin ar fáil sa Choill Thuaidh, i mBaile an Dairdisigh agus in Aerfort Bhaile Átha Cliath. Ó thuaidh ó Aerfort Bhaile Átha Cliath tiocfaidh an t-iarnróid amach as an tollán agus rithfidh sé ag leibhéal an dromchla agus i struchtúir ghearrtha agus chlúdaigh go Stáisiún an Inbhir. Áireofar créfoirt, úsáid struchtúir ghearrtha agus chlúdaigh coinnithe, codanna ardaithe chomh maith le hoibreacha draenála agus cóiríochta ilghnéitheacha i gcodanna reatha dromchla agus gearrtha agus clúdaigh. Tógfar droichead nua 99m thar an M50 agus Tarbhealach ilréise 261m ar fhad thar an Abhainn Ghabhra agus Abhainn an Bharda.

Beidh 16 stáisiún san iomlán ann, lena n-áirítear 11 stáisiún faoi thalamh ag Aerfort Bhaile Átha Cliath, An Choill Thuaidh, Baile Munna, Ascaill Uí Choleáin, Páirc Uí Ghríofa, Glas Naíon, an Mater, Sráid Uí Chonaill, Sráid na Teamhrach, Faiche Stiabhna agus Charlemont; 4 stáisiún gearrtha coinnithe ag Baile na Mara, Baile Shoard, Baile an Fhóraistéaraigh agus Baile an Dairdisigh agus 1 ag stáisiún grád san Inbhear. Soláthrófar spás páirceála agus taistil ilstóir 3000 gar do Mhótarbhealach an M1 ag Stáisiún an Inbhir, tá iosta cothabhála suite in aice le Stáisiún Bhaile an Dairdisigh ina mbeidh na háiseanna go léir a theastaíonn chun an MetroLink agus ar a rothstoc agus ar an Lárionad Rialaithe Oibriúcháin cothabháil a dhéanamh agus a oibriú.

Áireoidh na hoibreacha freisin comharthaíocht iarnróid, córais cheannasaíochta, rialaithe agus cumarsáide; soláthar fostáisiún leictreacha; bunú comhdhúile sealadach tógála; bunú bainistíochta trácht sealadach agus atreoraithe bóithre; bealaí rochtana nua agus leasaithe agus feabhsúcháin ar aomhail bóithre; atreorú na bhfóntas atá ann cheana; bonneagar draenála nua a sholáthar; soláthar bearta maolaithe comhshaoil; agus modhnaithe bonneagair eile chun an tionscadal iomlán a éascú.

Áiríonn an tOrdú Iarnróid, má dheonaítear é, cumhachtaí freisin don Údarás um Bóithre Náisiúnta (a oibríonn mar Bhonneagar Iompair Éireann) talamh nó cearta a fháil go héigeantach i dtalamh, faoi thalamh nó os a chionn nó ar aon fhoshaith talún a shonraítear san ordú; chun talamh a shonraítear san ordú a fháil agus a áitiú go sealadach; chun éasúintí agus cearta eile ar thalamh a shonraítear san ordú a fháil; cearta poiblí agus/nó príobháideacha lena n-áirítear cearta slí atá sonraithe san ordú a mhúchadh; agus forálann sé do chearta eile ar thalamh.

Tá na hoibreacha iarnróid atá beartaithe a chumhdaítear leis an Ordú Iarnróid beartaithe faoi réir nós imeachta measúnaithe tionchair timpeallachta de bhun an Achta agus cuirfear isteach Ráiteas Tionchair Natura freisin.

Cinntí féideartha ar an Ordú Iarnróid oscailte don Bhord Pleanála

Tar éis breithniú a dhéanamh ar an iarratas ar Ordú Iarnróid tá roinnt roghanna cinnidh ar fáil don Bhord Pleanála:

- Féadfar an tOrdú Iarnróid a cheadú agus a dhéanamh;
- Féadfar an tOrdú Iarnróid a dhiúltú; nó
- Féadfar an tOrdú Iarnróid a cheadú agus a dhéanamh faoi réir cibé coinníollacha, modhnaithe, srianta agus ceanglais (agus ar cibé téarmaí eile) is cuí leis an mBord Pleanála agus a shonróidh sé san ordú.

Áireofar na nithe seo a leanas sna doiciméid tacaíochta a ghabhann leis an iarratas ar Ordú Iarnróid:

1. Dréacht den Ordú Iarnróid beartaithe, dar teideal "Ordú Iarnróid (Metrolink-Inbhear go Charlemont trí Aerfort Bhaile Átha Cliath) [2022]"
2. Plean de na hoibreacha iarnróid atá beartaithe agus na riachtanais talún le haghaidh na n-oibreacha iarnróid;
3. Leabhar tagartha don phlean, ag cur in iúl céannacht úinéirí agus áititheoirí na dtailte a bhfuil tuairisc orthu sa phlean;
4. Tuarascáil ar Mheasúnú Tionchair Timpeallachta (TMTT), a sholáthraíonn anailís agus measúnú córasach ar éifeachtaí suntasacha tionscadail beartaithe ar an gcomhshaoil glactha;
5. Ráiteas Tionchair Natura

AN BORD PLEANÁLA TRANSPORT (RAILWAY INFRASTRUCTURE) ACT 2001 (AS AMENDED AND SUBSTITUTED)

Application by the National Roads Authority (operating as Transport Infrastructure Ireland) for the Railway (Metrolink– Estuary to Charlemont via Dublin Airport) Order [2022].

The National Roads Authority (operating as Transport Infrastructure Ireland) in exercise of the powers conferred upon it by Section 37 of the Transport (Railway Infrastructure) Act 2001 (as amended and substituted) ("the Act") will apply on or after the 30th September 2022 to An Bord Pleanála for a Railway Order for the Railway (Metrolink–Estuary to Charlemont via Dublin Airport) Order [2022] pursuant to the provisions of the said Act.

The Railway Order, if granted, will authorise the National Roads Authority (operating as Transport Infrastructure Ireland) to carry out railway works and all works necessary to enable the construction, operation, maintenance and improvement of a railway designated as a metro including inter alia the construction of a fully segregated and automated railway and metro mostly underground approximately 18.8km in length with 16 stations running from north of Swords at Estuary through Swords, Dublin Airport, Ballymun, Glasnevin and the City Centre to Charlemont in the south of Dublin City Centre.

The works will generally comprise but are not limited to the construction of a Railway approximately 18.8km in length which is mostly underground. It includes a 9.4km section of single bore tunnel running beneath Dublin City Centre running from Charlemont to Northwood Station and a 2.3km section of single bore tunnel running beneath Dublin Airport. Tunnel sections include intervention access facilities for emergency services at Dublin Airport, Albert College Park and just south of Charlemont Station, tunnel Portal structures will be provided at Northwood, Dardistown and Dublin Airport. North of Dublin Airport the railway will emerge from tunnel and will run at surface level and in cut and cover structures to Estuary Station. Surface running sections and cut and cover sections will include earthworks, the use of retained cut and cover structures, elevated sections plus miscellaneous drainage and accommodation works. A new 99m bridge will be constructed over the M50 and a 261m long multi-span Viaduct over the Broadmeadow and Ward River.

There will be a total of 16 stations, including 11 underground stations at Dublin Airport, Northwood, Ballymun, Collins Avenue, Griffith Park, Glasnevin, Mater, O'Connell Street, Tara, St. Stephen's Green and Charlemont; 4 retained cut stations at Seatown, Swords Central, Fosterstown and Dardistown and 1 at grade station at Estuary. A multi-storey 3000 space park and ride close to the M1 Motorway will be provided at Estuary Station, a maintenance depot is located near Dardistown Station which will house all the facilities required for the maintenance and operation of the MetroLink and its rolling stock and the Operational Control Centre.

The works will also include railway signalling, command and control and communications systems; provision of electrical substations; establishment of temporary construction compounds; establishment of temporary traffic management and road diversions; new and realigned access routes and road junction improvements; diversion of existing utilities; provision of new drainage infrastructure; provision of environmental mitigation measures; and other infrastructural modifications to facilitate the overall project.

The Railway Order, if granted, also includes powers for the National Roads Authority (operating as Transport Infrastructure Ireland) to acquire compulsorily land or rights in, under or over land or any substratum of land specified in the order; to temporarily acquire and occupy land specified in the order; to acquire easements and other rights over land specified in the order; to extinguish public and/or private rights including rights of way specified in the order; and provides for other rights over land.

The proposed railway works covered by the proposed Railway Order are subject to an environmental impact assessment procedure pursuant to the Act and a Natura Impact Statement will also be submitted

Potential decisions on the Railway Order open to An Bord Pleanála

Further to consideration of the application for a Railway Order there are a number of decision options available to An Bord Pleanála:

- The Railway Order may be approved and made;
- The Railway Order may be refused; or
- The Railway Order may be approved and made subject to such conditions, modifications, restrictions and requirements (and on such other terms) as An Bord Pleanála thinks proper and specifies in the order.

The supporting documentation accompanying the Railway Order application will include the following:

1. A draft of the proposed Railway Order, entitled "Railway (Metrolink–Estuary to Charlemont via Dublin Airport) Order [2022]"
2. A plan of the proposed railway works and the land requirements for the railway works;
3. A book of reference to the plan, indicating the identity of the owners and occupiers of the lands described in the plan;
4. An Environmental Impact Assessment Report (EIAR), providing a systematic analysis and assessment of the significant effects of a proposed project on the receiving environment;
5. A Natura Impact Statement.



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Iniúchadh ar an dréacht-Ordú Iarnróid agus ar na doiciméid a ghabhann leis

Féadfar cóip den dréacht-Ordú Iarnróid agus den doiciméadacht a ghabhann leis an iarratas a iniúchadh saor in aisce le linn gnáthuaireanta oifige nó oscailte ón 7 Deireadh Fómhair 2022 go dtí an 25 Samhain 2022 ag:

1. Oifigí An Bhoird Pleanála offices ag 64 Sráid Mhaolbhríde, Baile Átha Cliath 1, D01 V902;
2. Oifigí Chomhairle Cathrach Bhaile Átha Cliath ag Oifigí na Cathrach, Cé an Adhmaid, Baile Átha Cliath 8, D08 RF3F;
3. Oifigí Chomhairle Contae Fhine Gall ag Halla an Chontae, An Phríomshráid, Sord, Contae Bhaile Átha Cliath K67 X8Y2;
4. Oifigí Bonneagar Iompair Éireann (BIÉ) ag Ionad Gnó Gheata na Páirce, Sráid Gheata na Páirce, Baile Átha Claith 8, D08 DK10;
5. Oifigí an tÚdarás Náisiúnta Iompair (ÚNI) ag at Dún Scéine, Lána Fhearchair, Baile Átha Cliath 2, D02 WT20 (9.15rn – 4in de Luain go hAoine)

Is féidir an dréacht-Ordú Iarnróid agus na doiciméid a ghabhann leis an iarratas a fheiceáil ar: <https://www.metrolinkro.ie> ó 29 Meán Fómhair 2022.

Doiciméadúcháin a Cheannach

Féadfar cóipeanna nó sleachta as na doiciméid a ghabhann leis an iarratas ar an Ordú Iarnróid a cheannach ar tháille a íoc nach mó ná an costas réasúnach a bhaineann leis an gcóip sin a dhéanamh nó le sliocht as:

- Bonneagar Iompair Éireann, (BIÉ), Ionad Gnó Gheata na Páirce, Sráid Gheata na Páirce, Baile Átha Claith 8, D08 DK10, Éire

Féadfar iarratais cheannaigh den sórt sin a sheoladh chuig Bonneagar Iompair Éireann, Ionad Gnó Gheata na Páirce, Sráid Gheata na Páirce, Baile Átha Claith 8, D08 DK10 nó ar info@metrolink.ie nó trí ghlaoch a chur ar 1800 333 777.

Aighneachtaí Scríofa

Is é an Bord Pleanála an t-údarás inniúil atá freagrach as an gcinneadh an ndéanfar nó nach ndéanfar an t-ordú, ónár féidir faisnéis ábhartha a fháil agus ónár féidir tuairimí nó ceisteanna a chur isteach. Breithneoidh an Bord Pleanála aon aighneachtaí ó aon daoine, a dhéanfar i scríbhinn ón 7 Deireadh Fómhair 2022 go dtí 5.30in ar an 25 Samhain 2022 agus beidh táille €50 ag gabháil leo i ndáil leis an dréacht-Ordú Iarnróid, nó i ndáil leis na héifeachtaí dóchúla ar an gcomhshaol agus ar an tionchar suntasach dóchúil a bheidh ag na hoibreacha iarnróid atá beartaithe sa limistéar lena mbaineann le Láithreáin Eorpacha, más ann dóibh. Níl an táille seo iniúchta ag comhlachtaí forordaithe áirithe nó ag daoine a bhféadfar a gcuid tailte a fháil faoin dréacht-Ordú Iarnróid.

Ní mór aighneachtaí a chur isteach tráth nach déanaí ná 5.30in ar an 25 Samhain 2022 agus ní mór iad a sheoladh chuig an mBord Pleanála, 64 Sráid Maoilbhríde, Baile Átha Cliath 1, D01 V902 agus marcáilte "Ordú Iarnróid (Metrolink-Inbhear go Charlemont trí Aerfort Bhaile Átha Cliath) 2022". Is féidir aighneachtaí a chur faoi shuíomh gréasáin an Bhoird Pleanála freisin ag an seoladh seo a leanas: <https://www.pleanala.ie/en-ie/observations>

Éisteacht Ó Bhéal

Féadfaidh an Bord Pleanála, dá lánrogha féin, éisteacht ó bhéal a thionól maidir leis an iarratas ar Ordú Iarnróid, faoi alt 42 den Acht.

Athbhreithniú Breithiúnach

Féadfaidh duine bailíocht chinneadh an Bhoird Pleanála a cheistiú trí iarratas ar athbhreithniú breithiúnach de réir alt 47 agus 47A den Acht Iompair (Bonneagar Iarnróid) 2001 (arna leasú agus arna ionadú) agus faoi Ordú 84 de na Rialacha na nUaschúirteanna, 1986 (arna leasú) (S.I. Uimh. 15 de 1986 arna leasú) agus is féidir teacht ar fhaisnéis phraiteiciúil faoin meicníocht athbhreithnithe faoin gceannnteideal 'Fógraí Dlí' – 'Fógra Athbhreithnithe Bhreithiúnaigh' ar shuíomh gréasáin an Bhoird www.pleanala.ie nó ar an suíomh gréasáin um Fhaisnéis do Shaoiránaigh www.citizeninformation.ie.

Sínithe: Edel McCormack

Rúnaí don Údarás

An tÚdarás um Bóithre Náisiúnta (ag feidhmiú mar Bhonneagar Iompair Éireann),
Bonneagar Iompair Éireann,
Ionad Gnó Gheata na Páirce,
Sráid Gheata na Páirce, Baile Átha Cliath 8,
D08 DK10, Éire

16 Meán Fómhair 2022

Tá tuilleadh eolais le fáil ar:

Teileafón: 1800 333 777

Ar poist: MetroLink, Bonneagar Iompair Éireann,
Ionad Gnó Gheata na Páirce,
Sráid Gheata na Páirce, Baile Átha Claith 8, D08 DK10.

Ríomhphost: info@metrolink.ie

Suíomh gréasáin: www.metrolinkro.ie

Inspection of the draft Railway Order and accompanying documentation

A copy of the draft Railway Order and the documentation accompanying the application may be inspected free of charge during normal office or opening hours from 7th October 2022 until the 25th November 2022 at:

1. An Bord Pleanála offices at 64 Marlborough Street, Dublin 1, D01 V902;
2. Dublin City Council offices at Civic Offices, Wood Quay, Dublin 8, D08 RF3F;
3. Fingal County Council offices at County Hall, Main Street, Swords, County Dublin, K67 X8Y2;
4. Transport Infrastructure Ireland (TII) offices at Parkgate Business Centre, Parkgate Street, Dublin 8, D08 DK10;
5. National Transport Authority (NTA) offices at Dún Scéine, Harcourt Lane, Dublin 2, D02 WT20 (9.15am – 4pm Monday to Friday)

The draft Railway Order and the documentation accompanying the application may also be viewed at: <https://www.metrolinkro.ie> from the 29th September 2022.

Purchase of Documentation

Copies or extracts from the documentation accompanying the application for the Railway Order may be purchased on payment of a fee not exceeding the reasonable cost of making such copy or extract from:

- Transport Infrastructure Ireland (TII), Parkgate Business Centre, Parkgate Street, Dublin 8, D08 DK10, Ireland

Such purchase requests may be sent to Transport Infrastructure Ireland, Parkgate Business Centre, Parkgate Street, Dublin 8, D08 DK10 or info@metrolink.ie or by calling 1800 333 777.

Written Submissions

An Bord Pleanála is the competent authority responsible for making the decision whether or not to grant the order, from which relevant information can be obtained and to which comments or questions can be submitted. An Bord Pleanála will consider any submissions by any persons, made in writing from 7th October 2022 to 5.30pm on 25th November 2022 and accompanied by a fee of €50 in relation to the draft Railway Order, or in relation to the likely effects on the environment and the likely significant effects in the area concerned with European Sites if any, of the proposed railway works. This fee is not payable by certain prescribed bodies or by persons whose lands may be acquired under the draft Railway Order.

Submissions must be lodged no later than 5.30pm on 25th November 2022 and must be addressed to An Bord Pleanála, 64 Marlborough Street, Dublin 1, D01 V902 and marked "Railway (Metrolink-Estuary to Charlemont via Dublin Airport) Order 2022". Submissions can also be made on the An Bord Pleanála website at the following address: <https://www.pleanala.ie/en-ie/observations>

Oral Hearing

An Bord Pleanála may, at its absolute discretion, hold an oral hearing into the application for a Railway Order, under section 42 of the Act.

Judicial Review

A person may question the validity of the decision of An Bord Pleanála by way of an application for judicial review in accordance with section 47 and 47A of the Transport (Railway Infrastructure) Act 2001 (as amended and substituted) and under Order 84 of the Rules of the Superior Courts, 1986 (as amended) (S.I. No. 15 of 1986 as amended) and practical information on the review mechanism can be accessed under the heading 'Legal Notices' – 'Judicial Review Notice' on the Board's website www.pleanala.ie or on the Citizen's Information website www.citizeninformation.ie.

Signed: Edel McCormack

Secretary to the Authority

National Roads Authority (operating as Transport Infrastructure Ireland),
Transport Infrastructure Ireland,
Parkgate Business Centre,
Parkgate Street,
Dublin 8,
D08 DK10,
Ireland

16th September 2022

Further information is available from:

Telephone: 1800 333 777

Postal: MetroLink, Transport Infrastructure Ireland,
Parkgate Business Centre,
Parkgate Street,
Dublin 8,
D08 DK10.

Email: info@metrolink.ie

Website: www.metrolinkro.ie



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AN BORD PLEANÁLA AN TACHT IOMPAIR (BONNEAGAR IARNRÓID) 2001 (ARNA LEASÚ AGUS ARNA FHIONRAÍODH)

Iarratas ón Údarás um Bóithre Náisiúnta (a fheidhmíonn mar Bhonneagar Iompair Éireann) ar an Ordú Iarnróid (Metrolink – Inbhear go Charlemont trí Aerfort Bhaile Átha Cliath) [2022].

I bhfeidhmiú na gcumhachtaí a thugtar dó le hAlt 37 den Acht Iompair (Bonneagar Iarnróid) 2001 (arna leasú agus arna ionadú), beidh feidhm ag an Údarás um Bóithre Náisiúnta (ag feidhmiú mar Bhonneagar Iompair Éireann) ("an tAcht") ar an 30 Meán Fómhair 2022 nó dá éis chuig an mBord Pleanála ar Ordú Iarnróid don Iarnróid (Metrolink – Inbhear go dtí Charlemont trí Aerfort Bhaile Átha Cliath) [2022] de bhun forálacha an Achta sin.

Údarófar leis an Ordú Iarnróid, má dheonaítear é, don Údarás um Bóithre Náisiúnta (a oibríonn mar Bhonneagar Iompair Éireann) oibreacha iarnróid a dhéanamh agus na hoibreacha go léir is gá chun tógáil, oibriú, cothabháil agus feabhsú iarnróid arna ainmniú mar mheitreo a chumasú lena n-áirítear, i measc rudaí eile, tógáil iarnróid agus meitreo leithscartha go hiomlán agus uathoibríthe den chuid is mó faoi thalamh thart ar 18.8km ar fad le 16 stáisiún ag rith ó thuaidh de Shoir ag Inbhear trí Sord, Aerfort Bhaile Átha Cliath, Baile Munna, Glas Naíon, agus Lár na Cathrach go dtí Charlemont i ndeisceart lár na cathrach Bhaile Átha Cliath.

Beidh na hoibreacha comhdhéanta go ginearálta ach níl siad teoranta do thógáil iarnróid thart ar 18.8km ar fad atá faoin talamh den chuid is mó. Áiríonn sé cuid 9.4km de thollán tollta singil a ritheann faoi Lár na Cathrach Bhaile Átha Cliath a ritheann ó Charlemont go Stáisiún na Coille Thuaidh agus cuid 2.3km de thollán tollta singil a ritheann faoi Aerfort Bhaile Átha Cliath. I measc na gcodanna tolláin tá saoráidí rochtana idirghabhála le haghaidh seirbhísí éigeandála ag Aerfort Bhaile Átha Cliath, Páirc Choláiste Ailbhe agus díreach ó dheas de Stáisiún Charlemont, cuirfear struchtúir Thairseach an Tolláin ar fáil sa Choill Thuaidh, i mBaile an Dairdisigh agus in Aerfort Bhaile Átha Cliath. Ó thuaidh ó Aerfort Bhaile Átha Cliath tiocfaidh an t-iarnróid amach as an tollán agus rithfidh sé ag leibhéal an dromchla agus i struchtúir ghearrtha agus chlúdaigh go Stáisiún an Inbhir. Áireofar créfoirt, úsáid struchtúir ghearrtha agus chlúdaigh coinnithe, codanna ardaithe chomh maith le hoibreacha draenála agus cóiríochta ilghnéitheacha i gcodanna reatha dromchla agus gearrtha agus chlúdaigh. Tógfar droichead nua 99m thar an M50 agus Tarbhealach ilréise 261m ar fhad thar an Abhainn Ghabhra agus Abhainn an Bhorda.

Beidh 16 stáisiún san iomlán ann, lena n-áirítear 11 stáisiún faoi thalamh ag Aerfort Bhaile Átha Cliath, An Choill Thuaidh, Baile Munna, Ascaill Uí Choleáin, Páirc Uí Ghriofa, Glas Naíon, an Mater, Sráid Uí Chonaill, Sráid na Teamhrach, Faiche Stiabhna agus Charlemont; 4 stáisiún gearrtha coinnithe ag Baile na Mara, Baile Shoir, Baile an Fhóraistearaigh agus Baile an Dairdisigh agus 1 ag stáisiún grád san Inbhear. Soláthrófar spás páirceála agus taistil ilstóir 3000 gar do Mhótarbhealach an M1 ag Stáisiún an Inbhir, tá iosta cothabhála suite in aice le Stáisiún Bhaile an Dairdisigh ina mbeidh na háiseanna go léir a theastaíonn chun an MetroLink agus ar a rothstoc agus ar an Lárionad Rialaithe Oibriúcháin cothabháil a dhéanamh agus a oibriú.

Áireoidh na hoibreacha freisin comharthaíocht iarnróid, córais cheannasaíochta, rialaithe agus cumarsáide; soláthar fostáisiún leictreacha; bunú comhdhúile sealadach tógála; bunú bainistíochta tráchta sealadach agus atreoiríthe bóithre; bealaí rochtana nua agus leasaithe agus feabhsúcháin ar acomhail bóithre; atreorú na bhfóntas atá ann cheana; bonneagar draenála nua a sholáthar; soláthar bearta maolaithe comhshaoil; agus modhnaithe bonneagair eile chun an tionscadal iomlán a éascú.

Áiríonn an tOrdú Iarnróid, má dheonaítear é, cumhachtaí freisin don Údarás um Bóithre Náisiúnta (a oibríonn mar Bhonneagar Iompair Éireann) talamh nó cearta a fháil go héigeantach i dtalamh, faoi thalamh nó os a chionn nó ar aon fhoshraith talún a shonraítear san ordú; chun talamh a shonraítear san ordú a fháil agus a áitiú go sealadach; chun éasúintí agus cearta eile ar thalamh a shonraítear san ordú a fháil; cearta poiblí agus/nó príobháideacha lena n-áirítear cearta slí atá sonraithe san ordú a mhúchadh; agus forálann sé do chearta eile ar thalamh.

Tá na hoibreacha iarnróid atá beartaithe a chumhdaítear leis an Ordú Iarnróid beartaithe faoi réir nós imeachta measúnaithe tionchair timpeallachta de bhun an Achta agus cuirfear isteach Ráiteas Tionchair Natura freisin.

Cinntí féideartha ar an Ordú Iarnróid oscailte don Bhord Pleanála

Tar éis breithniú a dhéanamh ar an iarratas ar Ordú Iarnróid tá roinnt roghanna cinnidh ar fáil don Bhord Pleanála:

- Féadfar an tOrdú Iarnróid a cheadú agus a dhéanamh;
- Féadfar an tOrdú Iarnróid a dhiúltú; nó
- Féadfar an tOrdú Iarnróid a cheadú agus a dhéanamh faoi réir cibé coinníollacha, modhnaithe, srianta agus ceanglais (agus ar cibé téarmaí eile) is cuí leis an mBord Pleanála agus a shonróidh sé san ordú.

Áireofar na nithe seo a leanas sna doiciméid tacaíochta a ghabhann leis an iarratas ar Ordú Iarnróid:

1. Dréacht den Ordú Iarnróid beartaithe, dar teideal "Ordú Iarnróid (Metrolink-Inbhear go Charlemont trí Aerfort Bhaile Átha Cliath) [2022]"
2. Plean de na hoibreacha iarnróid atá beartaithe agus na riachtanais talún le haghaidh na n-oibreacha iarnróid;
3. Leabhar tagartha don phlean, ag cur in iúl céannacht úinéirí agus áititheoirí na dtailte a bhfuil tuairisc orthu sa phlean;
4. Tuarascáil ar Mheasúnú Tionchair Timpeallachta (TMTT), a sholáthraíonn anailís agus measúnú córasach ar éifeachtaí suntasacha tionscadail bheartaithe ar an gcomhshaoil glactha;
5. Ráiteas Tionchair Natura

AN BORD PLEANÁLA TRANSPORT (RAILWAY INFRASTRUCTURE) ACT 2001 (AS AMENDED AND SUBSTITUTED)

Application by the National Roads Authority (operating as Transport Infrastructure Ireland) for the Railway (Metrolink– Estuary to Charlemont via Dublin Airport) Order [2022].

The National Roads Authority (operating as Transport Infrastructure Ireland) in exercise of the powers conferred upon it by Section 37 of the Transport (Railway Infrastructure) Act 2001 (as amended and substituted) ("the Act") will apply on or after the 30th September 2022 to An Bord Pleanála for a Railway Order for the Railway (Metrolink–Estuary to Charlemont via Dublin Airport) Order [2022] pursuant to the provisions of the said Act.

The Railway Order, if granted, will authorise the National Roads Authority (operating as Transport Infrastructure Ireland) to carry out railway works and all works necessary to enable the construction, operation, maintenance and improvement of a railway designated as a metro including inter alia the construction of a fully segregated and automated railway and metro mostly underground approximately 18.8km in length with 16 stations running from north of Swords at Estuary through Swords, Dublin Airport, Ballymun, Glasnevin and the City Centre to Charlemont in the south of Dublin City Centre.

The works will generally comprise but are not limited to the construction of a Railway approximately 18.8km in length which is mostly underground. It includes a 9.4km section of single bore tunnel running beneath Dublin City Centre running from Charlemont to Northwood Station and a 2.3km section of single bore tunnel running beneath Dublin Airport. Tunnel sections include intervention access facilities for emergency services at Dublin Airport, Albert College Park and just south of Charlemont Station, tunnel Portal structures will be provided at Northwood, Dardistown and Dublin Airport. North of Dublin Airport the railway will emerge from tunnel and will run at surface level and in cut and cover structures to Estuary Station. Surface running sections and cut and cover sections will include earthworks, the use of retained cut and cover structures, elevated sections plus miscellaneous drainage and accommodation works. A new 99m bridge will be constructed over the M50 and a 261m long multi-span Viaduct over the Broadmeadow and Ward River.

There will be a total of 16 stations, including 11 underground stations at Dublin Airport, Northwood, Ballymun, Collins Avenue, Griffith Park, Glasnevin, Mater, O'Connell Street, Tara, St. Stephen's Green and Charlemont; 4 retained cut stations at Seatown, Swords Central, Fosterstown and Dardistown and 1 at grade station at Estuary. A multi-storey 3000 space park and ride close to the M1 Motorway will be provided at Estuary Station, a maintenance depot is located near Dardistown Station which will house all the facilities required for the maintenance and operation of the MetroLink and its rolling stock and the Operational Control Centre.

The works will also include railway signalling, command and control and communications systems; provision of electrical substations; establishment of temporary construction compounds; establishment of temporary traffic management and road diversions; new and realigned access routes and road junction improvements; diversion of existing utilities; provision of new drainage infrastructure; provision of environmental mitigation measures; and other infrastructural modifications to facilitate the overall project.

The Railway Order, if granted, also includes powers for the National Roads Authority (operating as Transport Infrastructure Ireland) to acquire compulsorily land or rights in, under or over land or any substratum of land specified in the order; to temporarily acquire and occupy land specified in the order; to acquire easements and other rights over land specified in the order; to extinguish public and/or private rights including rights of way specified in the order; and provides for other rights over land.

The proposed railway works covered by the proposed Railway Order are subject to an environmental impact assessment procedure pursuant to the Act and a Natura Impact Statement will also be submitted

Potential decisions on the Railway Order open to An Bord Pleanála

Further to consideration of the application for a Railway Order there are a number of decision options available to An Bord Pleanála:

- The Railway Order may be approved and made;
- The Railway Order may be refused; or
- The Railway Order may be approved and made subject to such conditions, modifications, restrictions and requirements (and on such other terms) as An Bord Pleanála thinks proper and specifies in the order.

The supporting documentation accompanying the Railway Order application will include the following:

1. A draft of the proposed Railway Order, entitled "Railway (Metrolink–Estuary to Charlemont via Dublin Airport) Order [2022]"
2. A plan of the proposed railway works and the land requirements for the railway works;
3. A book of reference to the plan, indicating the identity of the owners and occupiers of the lands described in the plan;
4. An Environmental Impact Assessment Report (EIAR), providing a systematic analysis and assessment of the significant effects of a proposed project on the receiving environment;
5. A Natura Impact Statement.



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Iniúchadh ar an dréacht-Ordú Iarnróid agus ar na doiciméid a ghabhann leis

Féadfar cóip den dréacht-Ordú Iarnróid agus den doiciméadacht a ghabhann leis an iarratas a iniúchadh saor in aisce le linn gnáthuaireanta oifige nó oscailte ón 7 Deireadh Fómhair 2022 go dtí an 25 Samhain 2022 ag:

1. Oifigí An Bhoird Pleanála offices ag 64 Sráid Mhaoilbhríde, Baile Átha Cliath 1, D01 V902;
2. Oifigí Chomhairle Cathrach Bhaile Átha Cliath ag Oifigí na Cathrach, Cé an Adhmaid, Baile Átha Cliath 8, D08 RF3F;
3. Oifigí Chomhairle Contae Fhine Gall ag Halla an Chontae, An Phríomshráid, Sord, Contae Bhaile Átha Cliath K67 X8Y2;
4. Oifigí Bonneagar Iompair Éireann (BIÉ) ag Ionad Gnó Gheata na Páirce, Sráid Gheata na Páirce, Baile Átha Claith 8, D08 DK10;
5. Oifigí an tÚdarás Náisiúnta Iompair (ÚNI) ag at Dún Scéine, Lána Fhearchair, Baile Átha Cliath 2, D02 WT20 (9.15rn – 4in de Luain go hAoine)

Is féidir an dréacht-Ordú Iarnróid agus na doiciméid a ghabhann leis an iarratas a fheiceáil ar: <https://www.metrolinkro.ie> ó 29 Meán Fómhair 2022.

Doiciméadúcháin a Cheannach

Féadfar cóipeanna nó sleachta as na doiciméid a ghabhann leis an iarratas ar an Ordú Iarnróid a cheannach ar tháille a íoc nach mó ná an costas réasúnach a bhaineann leis an gcóip sin a dhéanamh nó le sliocht as:

- Bonneagar Iompair Éireann, (BIÉ), Ionad Gnó Gheata na Páirce, Sráid Gheata na Páirce, Baile Átha Claith 8, D08 DK10, Éire

Féadfar iarratais cheannaigh den sórt sin a sheoladh chuig Bonneagar Iompair Éireann, Ionad Gnó Gheata na Páirce, Sráid Gheata na Páirce, Baile Átha Claith 8, D08 DK10 nó ar info@metrolink.ie nó trí ghlaoch a chur ar 1800 333 777.

Aighneachtaí Scríofa

Is é an Bord Pleanála an t-údarás inniúil atá freagrach as an gcinneadh an ndéanfar nó nach ndéanfar an t-ordú, ónar féidir faisnéis ábhartha a fháil agus ónar féidir tuairimí nó ceisteanna a chur isteach. Breithneoidh an Bord Pleanála aon aighneachtaí ó aon daoine, a dhéanfar i scríbhinn ón 7 Deireadh Fómhair 2022 go dtí 5.30in ar an 25 Samhain 2022 agus beidh táille €50 ag gabháil leo i ndáil leis an dréacht-Ordú Iarnróid, nó i ndáil leis na héifeachtaí dóchúlacha ar an gcomhshaol agus ar an tionchar suntasach dóchúlacha a bheidh ag na hoibreacha iarnróid atá beartaithe sa limistéar lena mbaineann le Láithreáin Eorpacha, más ann dóibh. Níl an táille seo iníoctha ag comhlachtaí forordaithe áirithe nó ag daoine a bhféadfar a gcuid tailte a fháil faoin dréacht-Ordú Iarnróid.

Ní mór aighneachtaí a chur isteach tráth nach déanaí ná 5.30in ar an 25 Samhain 2022 agus ní mór iad a sheoladh chuig an mBord Pleanála, 64 Sráid Maoilbhríde, Baile Átha Cliath 1, D01 V902 agus marcáilte "Ordú Iarnróid (Metrolink-Inbhear go Charlemont trí Aerfort Bhaile Átha Cliath) 2022". Is féidir aighneachtaí a chur faoi shuíomh gréasáin an Bhoird Pleanála freisin ag an seoladh seo a leanas: <https://www.pleanala.ie/en-ie/observations>

Éisteacht Ó Bhéal

Féadfaidh an Bord Pleanála, dá lánrogha féin, éisteacht ó bhéal a thionól maidir leis an iarratas ar Ordú Iarnróid, faoi alt 42 den Acht.

Athbhreithniú Breithiúnach

Féadfaidh duine bailíocht chinneadh an Bhoird Pleanála a cheistiú trí iarratas ar athbhreithniú breithiúnach de réir alt 47 agus 47A den Acht Iompair (Bonneagar Iarnróid) 2001 (arna leasú agus arna ionadú) agus faoi Ordú 84 de na Rialacha na nUaschúirteanna, 1986 (arna leasú) (S.I. Uimh. 15 de 1986 arna leasú) agus is féidir teacht ar fhaisnéis phraicticiúil faoin meicníocht athbhreithnithe faoin gceannnteideal 'Fógraí Dlí' – 'Fógra Athbhreithnithe Bhreithiúnaigh' ar shuíomh gréasáin an Bhoird www.pleanala.ie nó ar an suíomh gréasáin um Fhaisnéis do Shaoránaigh www.citizeninformation.ie.

Sínithe: Edel McCormack

Rúnaí don Údarás

An tÚdarás um Bóithre Náisiúnta (ag feidhmiú mar Bhonneagar Iompair Éireann),
Bonneagar Iompair Éireann,
Ionad Gnó Gheata na Páirce,
Sráid Gheata na Páirce, Baile Átha Cliath 8,
D08 DK10, Éire

16 Meán Fómhair 2022

Tá tuilleadh eolais le fáil ar:

Teileafón: 1800 333 777

Ar poist: MetroLink, Bonneagar Iompair Éireann,
Ionad Gnó Gheata na Páirce,
Sráid Gheata na Páirce, Baile Átha Claith 8, D08 DK10.

Riomhphost: info@metrolink.ie

Suíomh gréasáin: www.metrolinkro.ie

Inspection of the draft Railway Order and accompanying documentation

A copy of the draft Railway Order and the documentation accompanying the application may be inspected free of charge during normal office or opening hours from 7th October 2022 until the 25th November 2022 at:

1. An Bord Pleanála offices at 64 Marlborough Street, Dublin 1, D01 V902;
2. Dublin City Council offices at Civic Offices, Wood Quay, Dublin 8, D08 RF3F;
3. Fingal County Council offices at County Hall, Main Street, Swords, County Dublin, K67 X8Y2;
4. Transport Infrastructure Ireland (TII) offices at Parkgate Business Centre, Parkgate Street, Dublin 8, D08 DK10;
5. National Transport Authority (NTA) offices at Dún Scéine, Harcourt Lane, Dublin 2, D02 WT20 (9.15am – 4pm Monday to Friday)

The draft Railway Order and the documentation accompanying the application may also be viewed at: <https://www.metrolinkro.ie> from the 29th September 2022.

Purchase of Documentation

Copies or extracts from the documentation accompanying the application for the Railway Order may be purchased on payment of a fee not exceeding the reasonable cost of making such copy or extract from:

- Transport Infrastructure Ireland (TII), Parkgate Business Centre, Parkgate Street, Dublin 8, D08 DK10, Ireland

Such purchase requests may be sent to Transport Infrastructure Ireland, Parkgate Business Centre, Parkgate Street, Dublin 8, D08 DK10 or info@metrolink.ie or by calling 1800 333 777.

Written Submissions

An Bord Pleanála is the competent authority responsible for making the decision whether or not to grant the order, from which relevant information can be obtained and to which comments or questions can be submitted. An Bord Pleanála will consider any submissions by any persons, made in writing from 7th October 2022 to 5.30pm on 25th November 2022 and accompanied by a fee of €50 in relation to the draft Railway Order, or in relation to the likely effects on the environment and the likely significant effects in the area concerned with European Sites if any, of the proposed railway works. This fee is not payable by certain prescribed bodies or by persons whose lands may be acquired under the draft Railway Order.

Submissions must be lodged no later than 5.30pm on 25th November 2022 and must be addressed to An Bord Pleanála, 64 Marlborough Street, Dublin 1, D01 V902 and marked "Railway (Metrolink-Estuary to Charlemont via Dublin Airport) Order 2022". Submissions can also be made on the An Bord Pleanála website at the following address: <https://www.pleanala.ie/en-ie/observations>

Oral Hearing

An Bord Pleanála may, at its absolute discretion, hold an oral hearing into the application for a Railway Order, under section 42 of the Act.

Judicial Review

A person may question the validity of the decision of An Bord Pleanála by way of an application for judicial review in accordance with section 47 and 47A of the Transport (Railway Infrastructure) Act 2001 (as amended and substituted) and under Order 84 of the Rules of the Superior Courts, 1986 (as amended) (S.I. No. 15 of 1986 as amended) and practical information on the review mechanism can be accessed under the heading 'Legal Notices' – 'Judicial Review Notice' on the Board's website www.pleanala.ie or on the Citizen's Information website www.citizeninformation.ie.

Signed: Edel McCormack

Secretary to the Authority

National Roads Authority (operating as Transport Infrastructure Ireland),
Transport Infrastructure Ireland,
Parkgate Business Centre,
Parkgate Street,
Dublin 8,
D08 DK10,
Ireland

16th September 2022

Further information is available from:

Telephone: 1800 333 777

Postal: MetroLink, Transport Infrastructure Ireland,
Parkgate Business Centre,
Parkgate Street,
Dublin 8,
D08 DK10.

Email: info@metrolink.ie

Website: www.metrolinkro.ie



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AN BORD PLEANÁLA AN TACHT IOMPAIR (BONNEAGAR IARNRÓID) 2001 (ARNA LEASÚ AGUS ARNA FHIONRAÍODH)

Iarratas ón Údarás um Bóithre Náisiúnta (a fheidhmíonn mar Bhonneagar Iompair Éireann) ar an Ordú Iarnróid (Metrolink – Inbhear go Charlemont trí Aerfort Bhaile Átha Cliath) [2022].

I bhfeidhmiú na gcumhachtaí a thugtar dó le hAlt 37 den Acht Iompair (Bonneagar Iarnróid) 2001 (arna leasú agus arna ionadú), beidh feidhm ag an Údarás um Bóithre Náisiúnta (ag feidhmiú mar Bhonneagar Iompair Éireann) ("an tAcht") ar an 30 Meán Fómhair 2022 nó dá éis chuig an mBord Pleanála ar Ordú Iarnróid don Iarnróid (Metrolink – Inbhear go dtí Charlemont trí Aerfort Bhaile Átha Cliath) [2022] de bhun forálacha an Achta sin.

Údarófar leis an Ordú Iarnróid, má dheonaítear é, don Údarás um Bóithre Náisiúnta (a oibríonn mar Bhonneagar Iompair Éireann) oibreacha iarnróid a dhéanamh agus na hoibreacha go léir is gá chun tógáil, oibriú, cothabháil agus feabhsú iarnróid arna ainmniú mar mheiteo a chumasú lena n-áirítear, i measc rudaí eile, tógáil iarnróid agus meiteo leithscartha go hiomlán agus uathoibrithe den chuid is mó faoi thalamh thart ar 18.8km ar fad le 16 stáisiún ag rith ó thuaidh de Shoirde ag Inbhear trí Sord, Aerfort Bhaile Átha Cliath, Baile Munna, Glas Naíon, agus Lár na Cathrach go dtí Charlemont i ndeisceart lár na cathrach Bhaile Átha Cliath.

Beidh na hoibreacha comhdhéanta go ginearálta ach níl siad teoranta do thógáil iarnróid thart ar 18.8km ar fad atá faoin talamh den chuid is mó. Áiríonn sé cuid 9.4km de thollán tollta singil a ritheann faoi Lár na Cathrach Bhaile Átha Cliath a ritheann ó Charlemont go Stáisiún na Coille Thuaidh agus cuid 2.3km de thollán tollta singil a ritheann faoi Aerfort Bhaile Átha Cliath. I measc na gcodanna tolláin tá saoráidí rochtana idirghabhála le haghaidh seirbhísí éigeandála ag Aerfort Bhaile Átha Cliath, Páirc Choláiste Ailbhe agus díreach ó dheas de Stáisiún Charlemont, cuirfear struchtúir Thairseach an Tolláin ar fáil sa Choill Thuaidh, i mBaile an Dairdisigh agus in Aerfort Bhaile Átha Cliath. Ó thuaidh ó Aerfort Bhaile Átha Cliath tiocfaidh an t-iarnróid amach as an tollán agus rithfidh sé ag leibhéal an dromchla agus i struchtúir ghearrtha agus chlúdaigh go Stáisiún an Inbhir. Áireofar créfoirt, úsáid struchtúir ghearrtha agus chlúdaigh coinnithe, codanna ardaíthe chomh maith le hoibreacha draenála agus cóiríochta ilghnéitheacha i gcodanna reatha dromchla agus gearrtha agus clúdaigh. Tógfar droichead nua 99m thar an M50 agus Tarbhealach ilréise 261m ar fhad thar an Abhainn Ghabhra agus Abhainn an Bharda.

Beidh 16 stáisiún san iomlán ann, lena n-áirítear 11 stáisiún faoi thalamh ag Aerfort Bhaile Átha Cliath, An Choill Thuaidh, Baile Munna, Ascaill Uí Choileáin, Páirc Uí Ghríofa, Glas Naíon, an Mater, Sráid Uí Chonaill, Sráid na Teamhrach, Faiche Stiabhna agus Charlemont; 4 stáisiún gearrtha coinnithe ag Baile na Mara, Baile Shoirde, Baile an Fhóraistéaraigh agus Baile an Dairdisigh agus 1 ag stáisiún grád san Inbhear. Soláthrófar spás páirceála agus taistil ilstóir 3000 gar do Mhótarbhealach an M1 ag Stáisiún an Inbhir, tá iosta cothabhála suite in aice le Stáisiún Bhaile an Dairdisigh ina mbeidh na háiseanna go léir a theastaíonn chun an MetroLink agus ar a rothstoc agus ar an Lárionad Rialaithe Oibriúcháin cothabháil a dhéanamh agus a oibriú.

Áireoidh na hoibreacha freisin comharthaíocht iarnróid, córais cheannasaíochta, rialaithe agus cumarsáide; soláthar fostáisiún leictreacha; bunú comhdhúile sealadach tógála; bunú bainistíochta trácha sealadach agus atreoraithe bóithre; bealaí rochtana nua agus leasaithe agus feabhsúcháin ar acomhail bóithre; atreorú na bhfóntas atá ann cheana; bonneagar draenála nua a sholáthar; soláthar bearta maolaithe comhshaoil; agus modhnaithe bonneagair eile chun an tionscadal iomlán a éascú.

Áiríonn an tOrdú Iarnróid, má dheonaítear é, cumhachtaí freisin don Údarás um Bóithre Náisiúnta (a oibríonn mar Bhonneagar Iompair Éireann) talamh nó cearta a fháil go héigeantach i dtalamh, faoi thalamh nó os a chionn nó ar aon fhoshraith talún a shonraítear san ordú; chun talamh a shonraítear san ordú a fháil agus a áitiú go sealadach; chun éasúintí agus cearta eile ar thalamh a shonraítear san ordú a fháil; cearta poiblí agus/nó príobháideacha lena n-áirítear cearta slí atá sonraithe san ordú a mhúchadh; agus forálann sé do chearta eile ar thalamh.

Tá na hoibreacha iarnróid atá beartaithe a chumhdaítear leis an Ordú Iarnróid beartaithe faoi réir nós imeachta measúnaithe tionchair timpeallachta de bhun an Achta agus cuirfear isteach Ráiteas Tionchair Natura freisin.

Cinntí féideartha ar an Ordú Iarnróid oscailte don Bhord Pleanála

Tar éis breithniú a dhéanamh ar an iarratas ar Ordú Iarnróid tá roinnt roghanna cinnidh ar fáil don Bhord Pleanála:

- Féadfar an tOrdú Iarnróid a cheadú agus a dhéanamh;
- Féadfar an tOrdú Iarnróid a dhiúltú; nó
- Féadfar an tOrdú Iarnróid a cheadú agus a dhéanamh faoi réir cibé coinníollacha, modhnaithe, srianta agus ceanglais (agus ar cibé téarmaí eile) is cuí leis an mBord Pleanála agus a shonróidh sé san ordú.

Áireofar na nithe seo a leanas sna doiciméid tacaíochta a ghabhann leis an iarratas ar Ordú Iarnróid:

1. Dréacht den Ordú Iarnróid beartaithe, dar teideal "Ordú Iarnróid (Metrolink-Inbhear go Charlemont trí Aerfort Bhaile Átha Cliath) [2022]"
2. Plean de na hoibreacha iarnróid atá beartaithe agus na riachtanais talún le haghaidh na n-oibreacha iarnróid;
3. Leabhar tagartha don phlean, ag cur in iúl céannacht úinéirí agus áititheoirí na dtailte a bhfuil tuairisc orthu sa phlean;
4. Tuarascáil ar Mheasúnú Tionchair Timpeallachta (TMTT), a sholáthraíonn anailís agus measúnú córasach ar éifeachtaí suntasacha tionscadail bheartaithe ar an gcomhshaoil glactha;
5. Ráiteas Tionchair Natura

AN BORD PLEANÁLA TRANSPORT (RAILWAY INFRASTRUCTURE) ACT 2001 (AS AMENDED AND SUBSTITUTED)

Application by the National Roads Authority (operating as Transport Infrastructure Ireland) for the Railway (Metrolink– Estuary to Charlemont via Dublin Airport) Order [2022].

The National Roads Authority (operating as Transport Infrastructure Ireland) in exercise of the powers conferred upon it by Section 37 of the Transport (Railway Infrastructure) Act 2001 (as amended and substituted) ("the Act") will apply on or after the 30th September 2022 to An Bord Pleanála for a Railway Order for the Railway (Metrolink–Estuary to Charlemont via Dublin Airport) Order [2022] pursuant to the provisions of the said Act.

The Railway Order, if granted, will authorise the National Roads Authority (operating as Transport Infrastructure Ireland) to carry out railway works and all works necessary to enable the construction, operation, maintenance and improvement of a railway designated as a metro including inter alia the construction of a fully segregated and automated railway and metro mostly underground approximately 18.8km in length with 16 stations running from north of Swords at Estuary through Swords, Dublin Airport, Ballymun, Glasnevin and the City Centre to Charlemont in the south of Dublin City Centre.

The works will generally comprise but are not limited to the construction of a Railway approximately 18.8km in length which is mostly underground. It includes a 9.4km section of single bore tunnel running beneath Dublin City Centre running from Charlemont to Northwood Station and a 2.3km section of single bore tunnel running beneath Dublin Airport. Tunnel sections include intervention access facilities for emergency services at Dublin Airport, Albert College Park and just south of Charlemont Station, tunnel Portal structures will be provided at Northwood, Dardistown and Dublin Airport. North of Dublin Airport the railway will emerge from tunnel and will run at surface level and in cut and cover structures to Estuary Station. Surface running sections and cut and cover sections will include earthworks, the use of retained cut and cover structures, elevated sections plus miscellaneous drainage and accommodation works. A new 99m bridge will be constructed over the M50 and a 261m long multi-span Viaduct over the Broadmeadow and Ward River.

There will be a total of 16 stations, including 11 underground stations at Dublin Airport, Northwood, Ballymun, Collins Avenue, Griffith Park, Glasnevin, Mater, O'Connell Street, Tara, St. Stephen's Green and Charlemont; 4 retained cut stations at Seatown, Swords Central, Fosterstown and Dardistown and 1 at grade station at Estuary. A multi-storey 3000 space park and ride close to the M1 Motorway will be provided at Estuary Station, a maintenance depot is located near Dardistown Station which will house all the facilities required for the maintenance and operation of the MetroLink and its rolling stock and the Operational Control Centre.

The works will also include railway signalling, command and control and communications systems; provision of electrical substations; establishment of temporary construction compounds; establishment of temporary traffic management and road diversions; new and realigned access routes and road junction improvements; diversion of existing utilities; provision of new drainage infrastructure; provision of environmental mitigation measures; and other infrastructural modifications to facilitate the overall project.

The Railway Order, if granted, also includes powers for the National Roads Authority (operating as Transport Infrastructure Ireland) to acquire compulsorily land or rights in, under or over land or any substratum of land specified in the order; to temporarily acquire and occupy land specified in the order; to acquire easements and other rights over land specified in the order; to extinguish public and/or private rights including rights of way specified in the order; and provides for other rights over land.

The proposed railway works covered by the proposed Railway Order are subject to an environmental impact assessment procedure pursuant to the Act and a Natura Impact Statement will also be submitted

Potential decisions on the Railway Order open to An Bord Pleanála

Further to consideration of the application for a Railway Order there are a number of decision options available to An Bord Pleanála:

- The Railway Order may be approved and made;
- The Railway Order may be refused; or
- The Railway Order may be approved and made subject to such conditions, modifications, restrictions and requirements (and on such other terms) as An Bord Pleanála thinks proper and specifies in the order.

The supporting documentation accompanying the Railway Order application will include the following:

1. A draft of the proposed Railway Order, entitled "Railway (Metrolink–Estuary to Charlemont via Dublin Airport) Order [2022]"
2. A plan of the proposed railway works and the land requirements for the railway works;
3. A book of reference to the plan, indicating the identity of the owners and occupiers of the lands described in the plan;
4. An Environmental Impact Assessment Report (EIAR), providing a systematic analysis and assessment of the significant effects of a proposed project on the receiving environment;
5. A Natura Impact Statement.



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Iníúchadh ar an dréacht-Ordú Iarnróid agus ar na doiciméid a ghabhann leis

Féadfar cóip den dréacht-Ordú Iarnróid agus den doiciméadacht a ghabhann leis an iarratas a iniúchadh saor in aisce le linn gnáthuaireanta oifige nó oscailte ón 7 Deireadh Fómhair 2022 go dtí an 25 Samhain 2022 ag:

1. Oifigí An Bhoird Pleanála offices ag 64 Sráid Mhaolbhríde, Baile Átha Cliath 1, D01 V902;
2. Oifigí Chomhairle Cathrach Bhaile Átha Cliath ag Oifigí na Cathrach, Cé an Adhmaid, Baile Átha Cliath 8, D08 RF3F;
3. Oifigí Chomhairle Contae Fhine Gall ag Halla an Chontae, An Phríomshráid, Sord, Contae Bhaile Átha Cliath K67 X8Y2;
4. Oifigí Bonneagar Iompair Éireann (BIÉ) ag Ionad Gnó Gheata na Páirce, Sráid Gheata na Páirce, Baile Átha Claith 8, D08 DK10;
5. Oifigí an tÚdarás Naisiúnta Iompair (ÚNI) ag at Dún Scéine, Lána Fhearchair, Baile Átha Cliath 2, D02 WT20 (9.15rn – 4in de Luain go hAoine)

Is féidir an dréacht-Ordú Iarnróid agus na doiciméid a ghabhann leis an iarratas a fheiceáil ar: <https://www.metrolinkro.ie> ó 29 Meán Fómhair 2022.

Doiciméadúcháin a Cheannach

Féadfar cóipeanna nó sleachta as na doiciméid a ghabhann leis an iarratas ar an Ordú Iarnróid a cheannach ar tháille a íoc nach mó ná an costas réasúnach a bhaineann leis an gcóip sin a dhéanamh nó le sliocht as:

- Bonneagar Iompair Éireann, (BIÉ), Ionad Gnó Gheata na Páirce, Sráid Gheata na Páirce, Baile Átha Claith 8, D08 DK10, Éire

Féadfar iarratais cheannaigh den sórt sin a sheoladh chuig Bonneagar Iompair Éireann, Ionad Gnó Gheata na Páirce, Sráid Gheata na Páirce, Baile Átha Claith 8, D08 DK10 nó ar info@metrolink.ie nó trí ghlaoh a chur ar 1800 333 777.

Aighneachtaí Scríofa

Is é an Bord Pleanála an t-údarás inniúil atá freagrach as an gcinneadh an ndéanfar nó nach ndéanfar an t-ordú, ónár féidir faisnéis ábhartha a fháil agus ónár féidir tuairimí nó ceisteanna a chur isteach. Breithneoidh an Bord Pleanála aon aighneachtaí ó aon daoine, a dhéanfar i scríbhinn ón 7 Deireadh Fómhair 2022 go dtí 5.30in ar an 25 Samhain 2022 agus beidh táille €50 ag gabháil leo i ndáil leis an dréacht-Ordú Iarnróid, nó i ndáil leis na héifeachtaí dóchúlacha ar an gcomhshaol agus ar an tionchar suntasach dóchúil a bheidh ag na hoibreacha iarnróid atá beartaithe sa limistéar lena mbaineann le Láithreáin Eorpacha, más ann dóibh. Níl an táille seo inioctha ag comhlachtaí forordaithe áirithe nó ag daoine a bhféadfar a gcuid tailte a fháil faoin dréacht-Ordú Iarnróid.

Ní mór aighneachtaí a chur isteach tráth nach déanaí ná 5.30in ar an 25 Samhain 2022 agus ní mór iad a sheoladh chuig an mBord Pleanála, 64 Sráid Maoilbhríde, Baile Átha Cliath 1, D01 V902 agus marcáilte "Ordú Iarnróid (Metrolink-Inbhear go Charlemont trí Aerfort Bhaile Átha Cliath) 2022". Is féidir aighneachtaí a chur faoi shuíomh gréasáin an Bhoird Pleanála freisin ag an seoladh seo a leanas: <https://www.pleanala.ie/en-ie/observations>

Éisteacht Ó Bhéal

Féadfaidh an Bord Pleanála, dá lánrogha féin, éisteacht ó bhéal a thionól maidir leis an iarratas ar Ordú Iarnróid, faoi alt 42 den Acht.

Athbhreithniú Breithiúnach

Féadfaidh duine bailíocht chinneadh an Bhoird Pleanála a cheistiú trí iarratas ar athbhreithniú breithiúnach de réir alt 47 agus 47A den Acht Iompair (Bonneagar Iarnróid) 2001 (arna leasú agus arna ionadú) agus faoi Ordú 84 de na Rialacha na nUaschúirteanna, 1986 (arna leasú) (S.I. Uimh. 15 de 1986 arna leasú) agus is féidir teacht ar fhaisnéis phraiticiúil faoin meicníocht athbhreithnithe faoin gceannnteideal 'Fógraí Díl' – 'Fógra Athbhreithnithe Bhreithiúnaigh' ar shuíomh gréasáin an Bhoird www.pleanala.ie nó ar an suíomh gréasáin um Fhaisnéis do Shaoránaigh www.citizeninformation.ie.

Sínithe: Edel McCormack

Rúnaí don Údarás

An tÚdarás um Bóithre Náisiúnta (ag feidhmiú mar Bhonneagar Iompair Éireann), Bonneagar Iompair Éireann, Ionad Gnó Gheata na Páirce, Sráid Gheata na Páirce, Baile Átha Cliath 8, D08 DK10, Éire

16 Meán Fómhair 2022

Tá tuilleadh eolais le fáil ar:

Teileafón: 1800 333 777

Ar poist: MetroLink, Bonneagar Iompair Éireann, Ionad Gnó Gheata na Páirce, Sráid Gheata na Páirce, Baile Átha Claith 8, D08 DK10.

Ríomhphost: info@metrolink.ie

Suíomh gréasáin: www.metrolinkro.ie

Inspection of the draft Railway Order and accompanying documentation

A copy of the draft Railway Order and the documentation accompanying the application may be inspected free of charge during normal office or opening hours from 7th October 2022 until the 25th November 2022 at:

1. An Bord Pleanála offices at 64 Marlborough Street, Dublin 1, D01 V902;
2. Dublin City Council offices at Civic Offices, Wood Quay, Dublin 8, D08 RF3F;
3. Fingal County Council offices at County Hall, Main Street, Swords, County Dublin, K67 X8Y2;
4. Transport Infrastructure Ireland (TII) offices at Parkgate Business Centre, Parkgate Street, Dublin 8, D08 DK10;
5. National Transport Authority (NTA) offices at Dún Scéine, Harcourt Lane, Dublin 2, D02 WT20 (9.15am – 4pm Monday to Friday)

The draft Railway Order and the documentation accompanying the application may also be viewed at: <https://www.metrolinkro.ie> from the 29th September 2022.

Purchase of Documentation

Copies or extracts from the documentation accompanying the application for the Railway Order may be purchased on payment of a fee not exceeding the reasonable cost of making such copy or extract from:

- Transport Infrastructure Ireland (TII), Parkgate Business Centre, Parkgate Street, Dublin 8, D08 DK10, Ireland

Such purchase requests may be sent to Transport Infrastructure Ireland, Parkgate Business Centre, Parkgate Street, Dublin 8, D08 DK10 or info@metrolink.ie or by calling 1800 333 777.

Written Submissions

An Bord Pleanála is the competent authority responsible for making the decision whether or not to grant the order, from which relevant information can be obtained and to which comments or questions can be submitted. An Bord Pleanála will consider any submissions by any persons, made in writing from 7th October 2022 to 5.30pm on 25th November 2022 and accompanied by a fee of €50 in relation to the draft Railway Order, or in relation to the likely effects on the environment and the likely significant effects in the area concerned with European Sites if any, of the proposed railway works. This fee is not payable by certain prescribed bodies or by persons whose lands may be acquired under the draft Railway Order.

Submissions must be lodged no later than 5.30pm on 25th November 2022 and must be addressed to An Bord Pleanála, 64 Marlborough Street, Dublin 1, D01 V902 and marked "Railway (Metrolink-Estuary to Charlemont via Dublin Airport) Order 2022". Submissions can also be made on the An Bord Pleanála website at the following address: <https://www.pleanala.ie/en-ie/observations>

Oral Hearing

An Bord Pleanála may, at its absolute discretion, hold an oral hearing into the application for a Railway Order, under section 42 of the Act.

Judicial Review

A person may question the validity of the decision of An Bord Pleanála by way of an application for judicial review in accordance with section 47 and 47A of the Transport (Railway Infrastructure) Act 2001 (as amended and substituted) and under Order 84 of the Rules of the Superior Courts, 1986 (as amended) (S.I. No. 15 of 1986 as amended) and practical information on the review mechanism can be accessed under the heading 'Legal Notices' – 'Judicial Review Notice' on the Board's website www.pleanala.ie or on the Citizen's Information website www.citizeninformation.ie.

Signed: Edel McCormack

Secretary to the Authority

National Roads Authority (operating as Transport Infrastructure Ireland), Transport Infrastructure Ireland, Parkgate Business Centre, Parkgate Street, Dublin 8, D08 DK10, Ireland

16th September 2022

Further information is available from:

Telephone: 1800 333 777

Postal: MetroLink, Transport Infrastructure Ireland, Parkgate Business Centre, Parkgate Street, Dublin 8, D08 DK10.

Email: info@metrolink.ie

Website: www.metrolinkro.ie

Question 18 - Dates of statutory pre-application consultations with An Bord Pleanála

Meeting No.	Date
1	6 November 2018
2	6 December 2018
3	29 May 2019
4	8 November 2019
5	17 December 2019
6	28 October 2020
7	31 March 2021
8	15 September 2021
9	28 October 2021

Question 18 – Consultation Summary

Public participation has been an integral part of MetroLink from the outset. Non-statutory consultation was carried out to inform the public and stakeholders from an early stage and to seek feedback and participation throughout its development. The MetroLink team has undertaken a comprehensive consultation and engagement process with stakeholders, landowners and members of the public.

The consultation of the public and stakeholders ensured the views of various groups, individuals and stakeholders were taken into consideration throughout the development of MetroLink and in the preparation of this EIAR.

The overall consultation objectives and how they related to the EIA objectives were:

- To provide an opportunity for the members of the public and other interested parties to become involved with the process and to share with the Project Team any relevant supporting information that should be considered in the design process. This allows for early identification and focused consideration of significant impacts.
- To encourage members of the public to contact the Project Team directly, via the project website, project phonenumber and project personnel to ensure that the Project Team is viewed as a trusted and accurate source of information.
- To develop relationships with communities and key stakeholders and to facilitate information sharing for this and future phases. This helps to indicate what information is required to assess the application in a manner that is proportionate and appropriate in defining the likely significant impacts on the environment.
- To ensure consultation and engagement is carried out in a transparent and meaningful way while complying with the regulatory requirements for consultation under the EIA Regulations and the Aarhus Convention. This allows opportunities to be identified to factor mitigation measures into the design of the proposal and
- To ensure that the design of MetroLink has been undertaken having regard to the consultation responses received.

A Stakeholder Team was set up to ensure key stakeholders are identified and managed accordingly and enabled proper allocation of resources and attention to relevant stakeholders.

Consultation Activities

Since January 2018, 1,331 meetings have taken place with stakeholders including local authorities and community groups and over 107 organisations have been met by Project Team. Key stakeholders such as Fingal County Council (FCC) and Dublin City Council (DCC) were met regularly by the Project Team to discuss ongoing developments on the proposed project.

During Science, Technology and Engineering Programme for Schools (STEPS) Engineers' Week 2020, engineers from TII engaged with six schools along the route to showcase MetroLink to over 500 students.

Landowner engagement is an ongoing process throughout the project development. A Landowner Liaison team was established that aimed to provide landowners with a dedicated point of contact while endeavouring to address any issues related to MetroLink which may be of concern to individual landowners.

Discussions have taken place with the owners of all properties which may have to be acquired to facilitate MetroLink.

In September 2021, RINA was appointed as Independent Engineering Expert (IEE). Stakeholder Groups who may be affected by the construction and/or operation have been able to seek independent engineering advice from the IEE in order to better understand the potential impacts of the project's design and the reasons behind any particular design decisions along the proposed alignment and to assist them in preparing to make their submissions to the Board.

Environmental Impact Assessment Scoping

In order to inform the development of the EIAR, an EIA Scoping Report was prepared, and key statutory and non-statutory stakeholders were identified and consulted on this report. The EIA Scoping Report set out the proposed scope of work and methods to be applied in the development of the EIAR and the proposed structure and contents of the EIAR. The EIA Scoping Report was issued in May 2019.

Emerging Preferred Route (EPR) Options Consultation

The EPR was announced on the March 22nd 2018. Following the announcement, the public were invited to attend a number of non-statutory public consultation events which were convened to explain the proposed scheme to interested parties. Over an eight-week consultation period (March 22nd 2018 to May 11th 2018) the public and stakeholders were invited to submit their observations on the proposed Project.

A total of 7,591 submissions were received by email, post and at consultation events. The issues raised during the EPR non-statutory consultation were considered as part of the route options assessment process and in determining the PR. The EPR proposals were amended to address the issues raised in submissions where possible, including incorporating suggestions and recommendations from local residents, community groups and stakeholders where appropriate. These amendments were incorporated into the design and informed the preferred route design-development which was subsequently also published for non-statutory public consultation.

Preferred Route (PR) Options Consultations

The PR consultation took place over an eight-week period from March 26th 2019 to May 21st 2019. The purpose of this consultation period was to present the PR and the key changes that were implemented following the consideration of feedback received during the consultation for the EPR, and to receive further feedback from the public on the design development.

Following conclusion of the PR consultation, a total of 2,132 submissions were received by email, post and at consultation events. These submissions were analysed, and their content was fed back into the Design and Environment teams for consideration. The issues raised during public consultation have been considered as part of the final PR and formed the basis of the design.

Albert College Park Local Area Consultation

The Albert College Park Intervention Shaft Local Area Consultation was launched on February 12th 2020 and ran for four weeks until March 11th 2020. Details of the consultation event could be found online. A brochure, a feedback form and freepost envelope were delivered to approximately 4,250 local residents' homes surrounding Albert College Park. Overall, 195 submissions were received by email and post in response to the Albert College Park Local Area Consultation.

Question 18 - Schedule of Prescribed bodies

The following is the schedule of prescribed bodies for the project as advised by An Bord Pleanála

1. Department of Transport
2. Department of the Environment, Climate and Communications
3. Department of Tourism, Culture, Arts, Gaeltacht, Sports and Media
4. Department of Housing, Local Government and Heritage
5. Dublin City Council
6. Fingal County Council
7. Irish Water
8. An Chomhairle Ealaíon
9. Fáilte Ireland
10. An Taisce
11. The Heritage Council
12. The Commissioners of Public Works
13. Dublin Airport Authority
14. EirGrid
15. ESB
16. Health Service Executive
17. Health and Safety Authority
18. Inland Fisheries Ireland
19. Eastern and Midland Regional Assembly
20. National Transport Authority
21. Waterways Ireland
22. Commission for Regulation of Utilities
23. Commission for Railway Regulation
24. Córas Iompair Éireann

Question 19 – EIA Portal Confirmation

Kehoe, John

From: Housing Eiaportal <EIAportal@housing.gov.ie>
Sent: 22 September 2022 13:18
To: Mackin Eva
Subject: EIA Portal Confirmation Notice Portal ID 2022188

CAUTION: This email originated from outside of TII. Do not click links or open attachments unless you recognise the sender and are sure that the content is safe.

Portal ID: 2022188

Competent Authority: An Bord Pleanála

Applicant Name: National Roads Authority (Operating as TII)

Location: An 18.8km north south route between Lissenhall Little and Grand Parade, Dublin: via Swords (R132), Dublin Airport, Dardistown, Glasnevin, O'Connell Street, Tara Street and St. Stephen's Green.

Description: The Construction of a railway approximately 18.8 kilometres in length which is mostly underground, 16 stations including 11 underground, 3,000 space park and ride, depot, associated works and other infrastructural modifications.

Linear Development: Yes

Date Uploaded to Portal: 22/09/2022

Regards

Hugh Wogan,

EIA Portal team

An Roinn Tithíochta, Rialtais Áitiúil agus Oidhreachta
Department of Housing, Local Government and Heritage

Teach an Chustaim, Baile Átha Cliath 1, D01 W6X0
Custom House, Dublin 1, D01 W6X0

T +353 (0) 1 888 2000

Attachment 7 – Letters of Support from Fingal County Council and Dublin City Council



The Secretary
An Bord Pleanála
64 Marlborough Street
Dublin 1
D01 V902
By email

28th September 2022

Matter: Proposed MetroLink Project

Dear Secretary,

Fingal County Council fully supports the development of the MetroLink project. It represents an important shift in how our communities will embrace sustainable travel that also benefits the social, economic, environmental and cultural assets of our County.

Our Strategic Vision is for Fingal to embrace healthy place-making and economic prosperity through building cohesive and sustainable communities, where our cultural, natural and built environment is protected. Fingal will continue to be a County of distinctive environmental, historical and cultural assets and local communities, with sustainable development fostering a high-quality of life for those who live, work and visit here. A sustainable future for the County will be based on the interdependence of the themes of economic growth, social progress and environmental quality with the aim of increasing the County's self-reliance and resilience.

MetroLink will deliver high capacity, high frequency, high-quality sustainable transport infrastructure which will in turn improve connectivity and permeability throughout the wider county. Together with BusConnects, Dart +, the roll out of the GDA Cycle Network and the other strategic cycling and pedestrian infrastructure being delivered under the Fingal Capital Programme, this will transform sustainable travel in the county and the wider region.

The alignment creates integration and connectivity between other key development locations in the county including the strategic landbank of Lissenhall, Lissenhall East LAP and the masterplan-led Metro Economic Corridor opportunities such as at Barrysparks and Crowcastle, Fosterstown and Estuary West. Metrolink has been developed to facilitate the growth of sustainable connections, growth of sustainable communities and strengthening economic performance of the region.

MetroLink will greatly improve accessibility for employment hubs, including Dublin Airport, the largest employer in the county, and the wider Swords-Dublin City corridor, maximise competitive advantages and contribute to the economic development of the County and the Dublin Metropolitan Area.

Fingal County Council recognises that MetroLink will act as a catalyst and global gateway for future economic and physical development of the county and the wider Metropolitan Area of Dublin, providing a strategic development corridor link linking Swords through Dublin Airport to Dublin City Centre.

The sustainable development of Swords is strongly linked to the potential that MetroLink provides and the recent publication of the draft Sustainable Swords strategy demonstrates the level of ambition that Fingal County Council has for Swords as a key urban centre. The presence of four MetroLink Stations, as well as the upcoming BusConnects project and a high quality urban realm, presents a unique opportunity to create a community with excellent public transport links and reduced reliance on the private car. Development of the town prioritises those areas adjacent to the Metrolink corridor and have been subject to adopted Masterplans setting out the key development principles.

MetroLink supports Fingal in becoming climate resilient, reducing private car use and helping to reduce greenhouse gases emissions. The promotion of sustainable development and working towards becoming a low carbon economy will facilitate healthy place making and good quality urban design, resulting in a higher quality of life for those who live, work and visit our county.

The social benefits of MetroLink include fairer and more equitable access to employment opportunities, education, health, goods, and services, enabling all individuals to participate in activities in their communities.

The creation of attractive, vibrant and accessible neighbourhoods in which people will live, work and relax with access to high quality social infrastructure are key principles. Fingal County Council received approval from An Bord Pleanála in 2021 for the R132 Connectivity Project, which will be a key facilitator for the expected large numbers of people travelling to the new MetroLink stations. The MetroLink alignment has been designed to coordinate with the R132 Connectivity Project, improving the landscape character along the R132 in line with the sustainable transport and traffic management measures proposed. Metrolink will provide a connecting spine through Swords which will contribute to creating active, engaging and improved connections across the town, between the stations and the surrounding walking and cycling infrastructure.

Fingal will be transformed by the arrival of MetroLink which will have wide-ranging positive implications for the county and, in particular Swords. We are confident of the significant benefits that MetroLink will bring to Fingal and the wider Dublin region and consider that it is fully in accordance with proper planning and sustainable development. We look forward to continued working with all stakeholders to deliver this key piece of transport infrastructure.

Yours sincerely,



AnnMarie Farrelly,
Chief Executive.

Designated Public Official under the Regulation of Lobbying Act 2015

Secretary
An Bord Pleanála
64 Marlborough Street
Dublin 1
D01 V902

27 September 2022

Proposed MetroLink Project

Dear Sir/Madam,

Dublin City Council welcomes the provision of the MetroLink Scheme and considers that it has the potential to deliver a high quality and much needed transport solution for linking the airport to the city centre and providing a new high-capacity public transport service to a large area of the city currently without such a service.

MetroLink is the largest ever public investment project in the history of the State and represents an important shift in how our communities will embrace sustainable travel that also benefits the social, economic, environmental, and cultural assets of our capital city.

Our strategic vision is that within the next 10 years, Dublin will have an established international reputation as one of Europe's most sustainable, dynamic, and resourceful city regions. Dublin, through the shared vision of its citizens and civic leaders, will be a beautiful, compact city, with a distinct character, a vibrant culture, and a diverse, smart, green, innovation-based economy. It will be a socially inclusive city of urban neighbourhoods with excellent community and civic infrastructure based on the principles of the 15-minute city, all connected by an exemplary public transport, cycling and walking system and interwoven with a high-quality bio-diverse, green space network. In short, the vision is for a capital city where people will seek to live, work, experience, invest and socialise, as a matter of choice. MetroLink is critical to the achievement of this vision.

MetroLink will deliver key strategic transport infrastructure, of a high capacity, high frequency, and high quality, transforming how people travel and facilitate the continued consolidation of the city and the wider metropolitan area. It will assist the movement of people, especially to and from the northern suburbs, in encouraging a modal shift from private car use to more sustainable modes of transport.

MetroLink delivers the principle of integration and accessibility with other major transport infrastructure; the Iarnród Éireann services at the new station at Glasnevin; DART and Iarnród Éireann services at Tara Street; Luas at Charlemont and O'Connell Street, and across the city centre and along the entire length of MetroLink route with BusConnects.

We welcome the new interchange station at Glasnevin that will encourage a strengthening of the northern inner suburbs and lead to further regeneration of the area, led by its better connectivity from across the metropolitan area of Dublin.

The enhanced connectivity and interchange will ensure that Dublin continues to be a dynamic city that remains attractive and liveable and it will contribute to the city's vitality. MetroLink will facilitate in the delivery of healthy places, allowing a greater allocation of public space to pedestrians as well as improving the visual and open space amenity of the station areas for the wider community.

Not only will MetroLink elevate Dublin as a Global Gateway in recognition of the international role it plays for the country, but it will also become a significant contributor in the change and adaptation to climate action, ensuring that Dublin is a visionary example of how careful land use and integration of transport planning considerations complement each other.

MetroLink will empower people to reduce their carbon footprint and actively participate in one of the necessary driving forces in the delivery of climate action. Dublin City Council acknowledges the importance of transitioning to low carbon mobility solution, promoting modal shift to more sustainable modes and active travel is a key requirement in adapting to climate action. This reinforces our preferred concept of the 15-minute city; the development of the city centre and urban villages into attractive neighbourhoods where essential urban services can be accessed within 15 minutes on foot or bike from where they live. MetroLink will support compact growth, enhance connections, and shape sustainable settlement patterns.

MetroLink will maximise the benefits of the city region in terms of quality of the public realm, changing the way pedestrians orientate and interact in with city centre and movements within the metropolitan area. It will facilitate the prioritisation of people and have a positive impact on the public realm creating more accessible, appropriate, and safer urban spaces.

At the station locations, the project respects the setting and acknowledges its local historic context and effects on local amenities as well as respecting the local historic heritage, architectural quality, and cultural value. Dublin City Council has undertaken extensive consultation with the design team so that MetroLink can be successfully integrated with the surrounding sensitive public realm and existing built urban fabric.

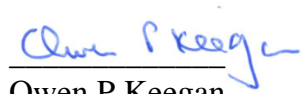
MetroLink contributes to the growth and development of suburban Dublin along a key existing public transport corridor, including the further regeneration of Ballymun. MetroLink will lead to desirable, comfortable, and convenient communities where movement will be prioritised for walking, cycling and public transport, supporting higher density development capable of providing employment opportunities, improved mixed-use development and mixed services facilities.

MetroLink is an integral part of the growth strategy and will change how we move around our city for future generations. It is a key element in connecting people to key destinations including Dublin Airport, Dublin City University and our metropolitan region.

We are strongly of the view that the proposed Metrolink development is an appropriate response to the needs of the city and metropolitan area of Dublin and we consider that it is fully in accordance with the proper planning and sustainable development of the city.

We remain committed to the MetroLink project and will continue to liaise with Transport Infrastructure Ireland during the statutory planning process of the Railway Order application to An Bord Pleanála.

Yours sincerely,



Owen P Keegan
Chief Executive

Attachment 8 – List of documentation submitted with the application

Railway Order Application Contents

1	Application			Application Cover Letter to An Bord Pleanala (with enclosures)
2	DRAFT Railway Order			Draft Railway Order
3	Railway Order Book of Reference	First Schedule		Railway Works and Works authorised by this Order
	Railway Order Book of Reference	Second Schedule		Land which may be acquired Part 1 of 2
	Railway Order Book of Reference	Second Schedule		Land which may be acquired Part 2 of 2
	Railway Order Book of Reference	Third Schedule		Substratum land which may be acquired Part 1 of 4
	Railway Order Book of Reference	Third Schedule		Substratum land which may be acquired Part 2 of 4
	Railway Order Book of Reference	Third Schedule		Substratum land which may be acquired Part 3 of 4
	Railway Order Book of Reference	Third Schedule		Substratum land which may be acquired Part 4 of 4
	Railway Order Book of Reference	Fourth Schedule		Land of which temporary possession may be taken Part 1 of 2
	Railway Order Book of Reference	Fourth Schedule		Land of which temporary possession may be taken Part 2 of 2
	Railway Order Book of Reference	Fifth Schedule		Land over which rights of way and other easements may be acquired
	Railway Order Book of Reference	Sixth Schedule		Basements (under a public road) which may in whole or in part be acquired or affected
	Railway Order Book of Reference	Seventh Schedule		Structures to which brackets, cables, wires or other fixtures may be attached

	Railway Order Book of Reference	Eighth Schedule		Land upon which pole(s) may be erected
	Railway Order Book of Reference	Ninth Schedule		Public rights of way which may be extinguished
	Railway Order Book of Reference	Tenth Schedule		Private rights which may be extinguished
	Railway Order Book of Reference	Eleventh Schedule		New roads which may be constructed
	Railway Order Book of Reference	Twelfth Schedule		Public roads which may be altered
	Railway Order Book of Reference	Thirteenth Schedule		Agreements presented to oral hearing
	Railway Order Book of Reference	Fourteenth Schedule		Conditions imposed by An Bord Pleanála
	Railway Order Book of Reference	Fifteenth Schedule		Explanatory notes
	Railway Order Book of Reference	Sixteenth Schedule		Reasoned Conclusion
4	Railway Order Drawings	Alignment Drawings		Alignment Details Book 1 of 2 Fingal County Council
	Railway Order Drawings	Alignment Drawings		Alignment Details Book 2 of 2 Dublin City Council
	Railway Order Drawings	Structures Drawings		Structures Details Book 1 of 3 MetroLink Stations Fingal County Council
	Railway Order Drawings	Structures Drawings		Structures Details Book 2 of 3 MetroLink Stations Dublin City Council
	Railway Order Drawings	Structures Drawings		Structures Details Book 3 of 3 Other Linewide Structures Fingal County Council and Dublin City Council
	Railway Order Drawings	Utility Drawings		Utilities Details Book 1 of 4 Fingal County Council
	Railway Order Drawings	Utility Drawings		Utilities Details Book 2 of 4 Dublin City Council

	Railway Order Drawings	Utility Drawings		Utilities Surface Water Book 3 of 4 Fingal County Council
	Railway Order Drawings	Utility Drawings		Utilities Surface Water Book 4 of 4 Dublin City Council
	Railway Order Drawings	Property Drawings		Property Details Book 1 of 2 Fingal County Council
	Railway Order Drawings	Property Drawings		Property Details Book 2 of 2 Dublin City Council
	Railway Order Drawings	Landscaping Drawings		Landscaping Details Fingal County Council and Dublin City Council
	EIAR	Volume 1 Book 1 Non Technical Summary		Non Technical Summary
	EIAR	Volume 2 Introduction and Project Description		Chapter 01 Introduction
	EIAR	Volume 2 Introduction and Project Description		Chapter 02 Methodology used in Preparation of the EIAR
	EIAR	Volume 2 Introduction and Project Description		Chapter 03 Background to the MetroLink Project
	EIAR	Volume 2 Introduction and Project Description		Chapter 04 Description of the MetroLink Project
	EIAR	Volume 2 Introduction and Project Description		Chapter 05 MetroLink Construction Phase
	EIAR	Volume 2 Introduction and Project Description		Chapter 06 - MetroLink Operations and Maintenance
	EIAR	Volume 2 Introduction and Project Description		Chapter 07 Consideration of Alternatives
	EIAR	Volume 2 Introduction and Project Description		Chapter 08 Consultation
	EIAR	Volume 3 Environmental Baseline and Assessment	Book 1 Population and Human Health, Traffic, Noise and Vibration and EMI/EMC	Chapter 09 Traffic and Transport

EIAR	Volume 3 Environmental Baseline and Assessment	Book 1 Population and Human Health, Traffic, Noise and Vibration and EMI/EMC	Chapter 10 Human Health
EIAR	Volume 3 Environmental Baseline and Assessment	Book 1 Population and Human Health, Traffic, Noise and Vibration and EMI/EMC	Chapter 11 Population and Land Use
EIAR	Volume 3 Environmental Baseline and Assessment	Book 1 Population and Human Health, Traffic, Noise and Vibration and EMI/EMC	Chapter 12 Electromagnetic Compatibility and Stray Current
EIAR	Volume 3 Environmental Baseline and Assessment	Book 1 Population and Human Health, Traffic, Noise and Vibration and EMI/EMC	Chapter 13 Airborne Noise and Vibration
EIAR	Volume 3 Environmental Baseline and Assessment	Book 1 Population and Human Health, Traffic, Noise and Vibration and EMI/EMC	Chapter 14 Ground-borne Noise and Vibration
EIAR	Volume 3 Environmental Baseline and Assessment	Book 2 Biodiversity, Land, Soil, Water, Air and Climate	Chapter 15 Biodiversity
EIAR	Volume 3 Environmental Baseline and Assessment	Book 2 Biodiversity, Land, Soil, Water, Air and Climate	Chapter 16 Air Quality
EIAR	Volume 3 Environmental Baseline and Assessment	Book 2 Biodiversity, Land, Soil, Water, Air and Climate	Chapter 17 Climate
EIAR	Volume 3 Environmental Baseline and Assessment	Book 2 Biodiversity, Land, Soil, Water, Air and Climate	Chapter 18 Hydrology
EIAR	Volume 3 Environmental Baseline and Assessment	Book 2 Biodiversity, Land, Soil, Water, Air and Climate	Chapter 19 Hydrogeology
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EIAR	Volume 5 Appendices	Chapter 15	A15.9 Aquatic survey of the Royal Canal at the 5th Level, Phibsborough
EIAR	Volume 5 Appendices	Chapter 15	A15.10 Relevant Protective Policies
EIAR	Volume 5 Appendices	Chapter 16	A16.1 Ambient Air Quality Standards
EIAR	Volume 5 Appendices	Chapter 16	A16.2 Site Specific Potential for Construction Phase Dust Impacts
EIAR	Volume 5 Appendices	Chapter 16	A16.3 Air Modelling Report
EIAR	Volume 5 Appendices	Chapter 16	A16.4 Dust Management Plan
EIAR	Volume 5 Appendices	Chapter 18	A18.1 Baseline Surface Water - Laboratory Summary July to August 2018
EIAR	Volume 5 Appendices	Chapter 18	A18.2 Baseline Surface Water - Laboratory Summary December 2018
EIAR	Volume 5 Appendices	Chapter 18	A18.3 Baseline Surface Water - Laboratory Summary April to May 2019
EIAR	Volume 5 Appendices	Chapter 18	A18.4 MetroLink/ESBN Construction Methodology of HV Cable Routes
EIAR	Volume 5 Appendices	Chapter 18	A18.5 Flood Risk Assessment
EIAR	Volume 5 Appendices	Chapter 19	A19.1 Summary of Analytical Results - GW Initial Interim Rounds for 2018/19 summary text
EIAR	Volume 5 Appendices	Chapter 19	A19.2 Summary of Analytical Results - Groundwater Pumping Test Areas (2019/2020)
EIAR	Volume 5 Appendices	Chapter 19	A19.3a Groundwater Monitoring Record Sheets Round 1 2021
EIAR	Volume 5 Appendices	Chapter 19	A19.3b Groundwater Monitoring Record Sheets Round 2 2021
EIAR	Volume 5 Appendices	Chapter 19	A19.3c Groundwater Monitoring Results Analytical Results 2021

EIAR	Volume 5 Appendices	Chapter 19	A19.3d Groundwater Monitoring Results Analytical Results 2021 - Key Text
EIAR	Volume 5 Appendices	Chapter 19	A19.4 Groundwater Datalogger Hydrographs (period 2019-2020)
EIAR	Volume 5 Appendices	Chapter 19	A19.5 Groundwater Contour mapping
EIAR	Volume 5 Appendices	Chapter 19	A19.6 Historical Inflows
EIAR	Volume 5 Appendices	Chapter 19	A19.7 Groundwater Protection Response Matrix for MetroLink
EIAR	Volume 5 Appendices	Chapter 19	A19.8 Seepage Rates Assessment in Stations Executed with Cut & Cover Method (Plaxis2D Modelling)
EIAR	Volume 5 Appendices	Chapter 19	A19.9 Barrier Effect Assessment with Visual Modflow Software: Seatown-Fosterstown, Dardistown, and O'Connell St.
EIAR	Volume 5 Appendices	Chapter 19	A19.10 Hydrogeological Plan for MetroLink
EIAR	Volume 5 Appendices	Chapter 19	A19.11 Hydrogeological Review for Tara Street and Swords Central
EIAR	Volume 5 Appendices	Chapter 20	A20.1 Summary of Supporting Ground Investigation Scope
EIAR	Volume 5 Appendices	Chapter 20	A20.2 Summary of Relevant Exploratory Hole Locations and Monitoring Data
EIAR	Volume 5 Appendices	Chapter 20	A20.3 Preliminary Conceptual Site Model
EIAR	Volume 5 Appendices	Chapter 20	A20.4 Geological Models: Stations
EIAR	Volume 5 Appendices	Chapter 20	A20.5 Laboratory Data Screening Summaries
EIAR	Volume 5 Appendices	Chapter 20	A20.6 Review of Potential Contamination Sources
EIAR	Volume 5 Appendices	Chapter 20	A20.7 Updated Conceptual Site Model
EIAR			A20.8 Land Contamination Interpretative Report
EIAR			A20.9 Geological Cross Sections
EIAR	Volume 5 Appendices	Chapter 22	A22.1 Summary of Utilities Settlement Analysis Study

	EIAR	Volume 5 Appendices	Chapter 23	A23.1 Appendix A23.1 Agronomy Landowner Questionnaire
	EIAR	Volume 5 Appendices	Chapter 24	A24.1 Excavated Materials Management Strategy
	EIAR	Volume 5 Appendices	Chapter 25	A25.1 TII Cultural Heritage Strategy
	EIAR	Volume 5 Appendices	Chapter 25	A25.2 Griffith Park Station Targeted Archaeological Test Excavations
	EIAR	Volume 5 Appendices	Chapter 25	A25.3 Archaeological Geophysical Survey Report - St Stephen's Green to Lissenhall
	EIAR	Volume 5 Appendices	Chapter 25	A25.4 Broadmeadow Archaeological Wade Survey
	EIAR	Volume 5 Appendices	Chapter 25	A25.5 MetroLink Archaeological Trial Testing Report - Lissenhall Area 1
	EIAR	Volume 5 Appendices	Chapter 25	A25.6 Dardistown Archaeological Geophysical Survey Report
	EIAR	Volume 5 Appendices	Chapter 25	A25.7 Geophysical Report -Phase 4 Lissenhall and Naul Road
	EIAR	Volume 5 Appendices	Chapter 26	A26.1 Photographs
	EIAR	Volume 5 Appendices	Chapter 27	A27.1 Photomontages
	EIAR	Volume 5 Appendices	Chapter 27	A27.3 Arboricultural Impact Assessment
	EIAR	Volume 5 Appendices	Chapter 30	A30.1 Cumulative Assessment Table Stage 1 & 2
	EIAR	Volume 5 Appendices	Chapter 30	A30.2 Cumulative Assessment Table Stage 3 & 4
6	Appropriate Assessment Screening Report and Natura Impact Statement			Appropriate Assessment Screening Report
	Appropriate Assessment Screening Report and Natura Impact Statement			Natura Impact Statement
7	Planning Report			Planning Report

8	Miscellaneous			Materials palette
	Miscellaneous			Pre-Application Consultation File (An Bord Pleanála)

Attachment 9 – EIA Portal Acknowledgement

Mackin Eva

From: Housing Eiaportal <EIAportal@housing.gov.ie>
Sent: Thursday 22 September 2022 13:18
To: Mackin Eva
Subject: EIA Portal Confirmation Notice Portal ID 2022188

CAUTION: This email originated from outside of TII. Do not click links or open attachments unless you recognise the sender and are sure that the content is safe.

Portal ID: 2022188

Competent Authority: An Bord Pleanála

Applicant Name: National Roads Authority (Operating as TII)

Location: An 18.8km north south route between Lissenhall Little and Grand Parade, Dublin: via Swords (R132), Dublin Airport, Dardistown, Glasnevin, O'Connell Street, Tara Street and St. Stephen's Green.

Description: The Construction of a railway approximately 18.8 kilometres in length which is mostly underground, 16 stations including 11 underground, 3,000 space park and ride, depot, associated works and other infrastructural modifications.

Linear Development: Yes

Date Uploaded to Portal: 22/09/2022

Regards

Hugh Wogan,

EIA Portal team

An Roinn Tithíochta, Rialtais Áitiúil agus Oidhreachta
Department of Housing, Local Government and Heritage

Teach an Chustaim, Baile Átha Cliath 1, D01 W6X0
Custom House, Dublin 1, D01 W6X0

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Attachment 10 – 8 USB keys