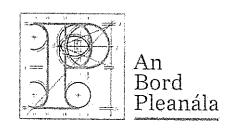
Our Case Number: ABP-315939-23



Marcello Corsi Transport Infrastructure Ireland Parkgate Business Centre Parkgate Street Dublin 8 D08DK10

Date: 17th April 2024

Re: Luas Finglas - extension of the Luas Green Line.

Charlestown, Finglas Village, Finglas West and Tolka Valley, County Dublin.

Dear Sir / Madam,

I have been asked by An Bord Pleanála to refer to the above-mentioned pre-application consultation. The Board considers that the pre-application consultation in respect of this case is concluded, and it is open to you to now lodge an application for a railway order.

The Board wish to reiterate that the holding of the consultations shall not prejudice the Board in the performance of its function to determine the application for a railway order and cannot be relied upon in the formal planning process or in any legal proceedings.

Attached is a list of prescribed bodies to be notified of the application of the proposed development.

Please also find enclosed a full copy of the Board's pre-application consultation file which must be associated with the application documentation and made available for public inspection when the application is lodged. Two copies of any valid submissions/observations received by the Board in respect of the application will also be forwarded to you by the Board and you are requested to make a copy available for public inspection with the application documentation.

If you have any queries in relation to the matter, please contact the undersigned officer of the Board at laps@pleanala.ie.

Email

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

Yours faithfully,

Eimear Reilly Executive Officer

Direct Line: 01-8737184

#### List of prescribed bodies to be notified:

- 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. Uisce Éireann
- 8. An Chomhairle Ealaíon
- 9. Fáilte Ireland
- 10. An Taisce
- 11. Heritage Council
- 12. The Commissioners of Public Works
- 13. EirGrid
- 14. ESB
- 15. Health Service Executive
- 16. Inland Fisheries Ireland
- 17. Eastern and Midland Regional Assembly
- 18. National Transport Authority
- 19. Waterways Ireland
- 20. Commission for Regulation of Utilities
- 21. Commission for Railway Regulation
- 22. Córas lompair Éireann





# **Board Direction BD-016052-24 ABP-315939-23**

The submissions on this file and the Inspector's report were considered at a Board meeting held on 10/04/2024.

The Board considered the Inspector's Repot and the information on the file. The Board noted that advice was provided and that the prospective applicant now wishes to close the consultation stage. The Board decided to close the consultation stage, following which the prospective applicant may apply to the Board for the approval of the roads project.

A recommended list of prescribed bodies who should be forwarded copies of the application document is provided below.

- (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) Uisce Éireann
- (h) An Chomhairle Ealaíon
- (i) Fáilte Ireland
- (i) An Taisce
- (j) Heritage Council
- (k) The Commissioners of Public Works
- (I) EirGrid
- (m) ESB

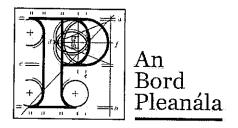
- (n) Health Service Executive
- (o) Inland Fisheries Ireland
- (p) Eastern and Midland Regional Assembly
- (q) National Transport Authority
- (r) Waterways Ireland
- (s) Commission for Regulation of Utilities
- (t) Commission for Railway Regulation
- (u) Córas Iompair Éireann

**Board Member** 

Date: 11/04/2024

Peter Mullar

ABP-315939-23 Board Direction Page 2 of 2



# Memorandum ABP-315939-23

To:

Board

From: Eimear Reilly, Executive Officer

Re:

Luas Finglas - extension of the Luas Green Line at Charlestown, Finglas

Village, Finglas West, and Tolka Valley, County Dublin.

Date:

4th April 2024

I refer to the attached pre-application consultation, which was lodged by Transport Infrastructure Ireland on 1st March 2023, pursuant to section 47B of the Transport (Railway Infrastructure) Act 2001, as amended.

Two consultation meetings were held in relation to this request, the first on 26th May 2023, and the second on 15th March 2024.

The prospective applicant made a formal closure request to the Board which was received on 19th March 2024.

Please find attached herein, the report and recommendation of the Inspector, dated 4th April 2024.

Fie forwarded on for direction



# An Bord Pleanála



# Inspector's Report

#### **Proposed Development**

Luas Finglas – Extension of the Luas Green Line to Charlestown, Finglas Village, Finglas West, and Tolka Valley, County Dublin

Prospective Applicant: Transport Infrastructure Ireland (TII)

Planning Authorities: Dublin City Council

Nature of Development: Railway Infrastructure

Inspector: Kevin Moore

#### 1.0 **LEGISLATIVE PROVISIONS**

I note the definition of 'strategic infrastructure development' as set out in section 3 of the Planning and Development Act, 2000 (as amended). This includes the following:

- 'strategic infrastructure development' means ...
- (g) any proposed railway works referred to in section 37(3) of the Transport (Railway Infrastructure) Act 2001 (as amended by the Planning and Development (Strategic Infrastructure) Act 2006), ...

Regarding pre-application consultation, the following are the relevant provisions of section 50 of the *Planning and Development (Strategic Infrastructure) Act* 2006 as they relate to pre-application consultation for railway infrastructure:

50.— The <u>Transport</u>
(Railway Infrastructure)
Act 2001 is further
amended by inserting the
following sections after
section 47A (inserted by
section 49):

"Discussions with Board before making an application.

47B.— (1) The Agency, CIÉ or any other person who proposes to apply for a railway order in accordance with section 37(1) shall, before making the application, enter into consultations with the

ABP-315939-23 An Bord Pleanála Page 2 of 9

Board in relation to the proposed railway works.

- (2) Such a person is referred to subsequently in this section and in section 47C as a 'prospective applicant'.
- (3) In any consultations under subsection (1), the Board may give advice to the prospective applicant regarding the proposed application and, in particular, regarding—
  - (a) the procedures involved in making an application under this Part and in considering such an application, and
  - (b) what considerations, related to proper planning and sustainable development or the environment, may, in the opinion of the Board, have a bearing on its decision in relation to the application.

Section 47B: supplemental provisions.

47C.— (1) A prospective applicant shall, for the purposes of consultations under section 47B, supply to the Board sufficient information in relation to the proposed railway works so as to enable the Board to assess those works.

- (2) The Board may, at its absolute discretion, consult with any other person who may, in the opinion of the Board, have information which is relevant for the purposes of consultations under section 47B in relation to the proposed railway works.
- (3) The holding of consultations under section 47B shall not prejudice the performance by the Board of any other of its functions under this Act or the Planning and Development Act 2000 or regulations under either of those Acts and cannot be relied upon in the formal planning process or in legal proceedings.
- (4) The Board shall keep a record in writing of any consultations under section 47B in relation to proposed railway works, including the names of those who participated in the consultations, and a copy of such record shall be placed and kept with the documents to which any application in respect of the proposed railway works relates.

### 2.0 THE PRE-APPLICATION PROCESS

2.1. A request by Transport Infrastructure Ireland (TII) to enter into pre-application consultations in relation to the proposed Luas Finglas development was received by the Board on 1<sup>st</sup> March, 2023 in accordance with section 47B of the *Transport* 

ABP-315939-23 An Bord Pleanála Page 4 of 9

- (Railway Infrastructure) Act 2001, as inserted by section 50 of the Planning and Development (Strategic Infrastructure) Act 2006.
- 2.2. Pre-Application Consultation meetings took place between An Bord Pleanála (the Board) and the prospective applicant on the 26th May, 2023 and 15th March, 2024.
- 2.3. This Report is prepared following the request by the prospective applicant to close the Pre-Application Consultations between the prospective applicant and the Board. This Report provides an overview of the proposed project and gives a summary of the meetings between the prospective applicant and the Board. I attach a list of Prescribed Bodies who it is considered should be forwarded copies of the application.

#### 3.0 THE PROPOSED DEVELOPMENT

#### 3.1. <u>Overview</u>

Luas Finglas is a proposed extension to the Luas Green Line. The proposed route is 4km long and it would provide four stops: St. Helena's, Finglas Village, St. Margaret's, and Charlestown. It would link with the established Green Line at Broombridge. The scheme would be mostly off-street and 70% would be built using grass track. It would be comparable with the higher speed sections of the Luas network. The proposed development would also include the provision of a park and ride facility for 350 cars close to the St. Margaret's stop and near the M50 motorway. The project would allow for interchange with bus networks along the route and with mainline rail services and future DART services at Broombridge. The proposal would include an extension to Broombridge depot for tram storage. The development would further include two new bridges, one over the Tolka River and one at Broombridge over the Maynooth line and the Royal

Canal. Segregated pedestrian paths and cycling infrastructure would be developed along much of the route.

It is intended to have a service provision of eight trams per hours (one every seven and a half minutes), with an approximate journey time of 13 minutes from Charlestown to Broombridge. By 2035, the scheme is projected to result in a daily increase of up to 5,500 more people taking public transport and 4,600 more people walking or cycling.

#### 4.0 POLICY CONTEXT

4.1. The further extension of the Luas network is consistent with national, regional and local policy, which includes the following:

#### National

Project Ireland 2040 – National Planning Framework

Project Ireland 2040 - National Development Plan

#### Regional

Regional Spatial Economic Strategy (RSES) for the Eastern and Midland Region

Greater Dublin Area Transport Strategy

#### Local

Dublin City Development Plan

Fingal County Development Plan

#### 5.0 PRE-APPLICATION CONSULTATION

5.1. Two pre-application consultation meetings were held with the prospective applicant. The following is a summary of these meetings:

26<sup>h</sup> May, 2023

The prospective applicant gave an overview of the proposed routing and key features of the project and set out its principal objectives. Reference was made to its option selection process and non-statutory public consultation. A 3D animation route walkthrough was presented. An overview of the EIAR structure was presented. Discussions with the Board's representatives included matters relating to construction works at a former landfill at Tolka Valley Park, overhead line provision through built-up areas, and security concerns and connectivity with residential areas at St. Helena's. Consultation with NPWS on biodiversity impacts and with DAU and CIÉ on bridge design and architectural heritage impacts was emphasized. The nature and extent of proposed compulsory purchase of properties were also discussed. Connectivity with cycling infrastructure was clarified.

15th March, 2024

At the second meeting, the prospective applicant gave a recap of the nature and extent of the proposed development, a timeline for the project, and anticipated environmental benefits. A 3D animation route walkthrough was presented. Track form and design were alluded to and reference was made to junction redesign at Charlestown. An overview of the progress on the EIAR was provided. Discussions with the Board's representatives included clarity on procedural matters, on the Climate Action Plan status, and on connectivity with BusConnects. Matters relating to concerns about loss of public open spaces

Page 7 of 9

arising from the scheme, impact on flood plains, and access to residential estates were discussed. Reference to bridge design and consultation with Dublin City Council and the Department of Heritage and to ongoing consultation with NPWS was made again. The prospective applicant also clarified the turnback arrangements at Charlestown.

At the second meeting, the prospective applicant committed to forwarding a copy of the 3D animation with a voiceover and reference design drawings. The Board will note that these were forwarded recently as a Share File under the following link: <a href="https://tii.sharefile.eu/d-s06ea8e52c37e4240bd373d6845ab7c7e">https://tii.sharefile.eu/d-s06ea8e52c37e4240bd373d6845ab7c7e</a>.

#### 6.0 **CONCLUSION**

- 6.1. Further to section 47B of the *Transport (Railway Infrastructure) Act 2001*, as inserted by section 50 of the *Planning and Development (Strategic Infrastructure) Act* 2006, Transport Infrastructure Ireland entered into consultations with the Board prior to submitting an application for Luas Finglas. The Board has given advice to TII regarding the procedures involved and what considerations relating to the effects of the proposed development on the environment and the proper planning and sustainable development may have on its decision in relation to the application. During the meetings held, advice was provided as noted on the file attached.
- 6.2. The applicant now wishes to close the consultation stage and, following this stage, the applicant may apply to the Board for a railway order for the proposed development.
- 6.3. A recommended list of Prescribed Bodies, who should be forwarded copies of the application documentation, is as follows:
  - (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) Uisce Éireann
- (h) An Chomhairle Ealaíon
- (i) Fáilte Ireland
- (j) An Taisce
- (j) Heritage Council
- (k) The Commissioners of Public Works
- (I) EirGrid
- (m) ESB
- (n) Health Service Executive
- (o) Inland Fisheries Ireland
- (p) Eastern and Midland Regional Assembly
- (q) National Transport Authority
- (r) Waterways Ireland
- (s) Commission for Regulation of Utilities
- (t) Commission for Railway Regulation
- (u) Córas lompair Éireann

Kevin Moore

Senior Planning Inspector

4th April, 2021



#### Kevin oore

From:

Eimear Reilly

Sent:

Tuesday 2 April 2024 09:25

To:

Kevin Moore

Subject:

FW: ABP-315939-23 - 2nd Meeting

Hi Kevin

See below as requested from TII.

Kind regards

Eimear

From: David Weldon < David.Weldon@tii.ie>
Sent: Thursday, March 28, 2024 4:54 PM
To: Eimear Reilly < e.reilly@pleanala.ie>

Cc: Maurice Stanley < Maurice. Stanley@tii.ie>; Bronagh Lennon < Bronagh. Lennon@tii.ie>; Hamid Foroughi

<Hamid.Foroughi@tii.ie>

Subject: RE: ABP-315939-23 - 2nd Meeting

Caution: This is an External Email and may have malicious content. Please take care when clicking links or opening attachments. When in doubt, contact the ICT Helpdesk.

Hi Eimear

Please find Sharelink below for the following:

- 1. Animation with voice over
- 2. Reference Design Drawings, which are being used to form the basis of the Railway Order package that are currently being finalised.

#### https://tii.sharefile.eu/d-s06ea8e52c37e4240bd373d6845ab7c7e

We look forward to hearing from you.

Regards

David Weldon Luas Finglas Project Manager Tel: +353 (01) 646 3428 Mobile: +353 (86) 410 7571 Email: David.Weldon@tii.ie





info@til.ie

+353 (01) 646 3600

From: Eimear Reilly < e.reilly@pleanala.ie > Sent: Wednesday, March 20, 2024 10:49 AM To: David Weldon < David.Weldon@tii.ie >

Cc: Maurice Stanley < Maurice. Stanley@tii.ie >; Bronagh Lennon < Bronagh. Lennon@tii.ie >; Hamid Foroughi

< Hamid. Foroughi@tii.ie>

Subject: RE: ABP-315939-23 - 2nd Meeting

Hi David

I acknowledge receipt of your closure request. Once the Board has determined the pre-application to be officially closed, TII will be notified by formal letter.

Please note the following in relation to this:

- 1. You indicated during the meeting that that TII could furnish a copy of the route drawings, along with a voice-over animation. Could you please confirm if you will be furnishing these?
- 2. Please find enclosed a copy of the minutes of the 2<sup>nd</sup> meeting, a signed copy of which will issued to you via post.

In response to your procedural questions, please note the following:

- <u>Display locations:</u> I direct you to section 40 of the Transport (Railway Infrastructure Act) which states: "Before an application is made for a railway order, the applicant shall deposit and keep deposited at such place or places being a place or places which are easily accessible to the public as may be appointed by the Board a copy of the draft order and all documents which will accompany the application for not less that 6 weeks following the publication of the public notice." If you wish for the Board to determine a display location, I can look into this, however, you may wish to choose your own location. A copy will also be available in the Board's offices once you lodge the application.
- The fee can be made by EFT or cheque I have attached the Board's bank details should you choose to make the payment via EFT.
- It is not standard procedure to send a copy of the pre-application file to the prospective applicant, however, this can be arranged if you wish.

Kind regards

Eimear

From: David Weldon < David.Weldon@tii.ie > Sent: Tuesday, March 19, 2024 5:21 PM
To: Eimear Reilly < e.reilly@pleanala.ie >

Cc: Maurice Stanley < Maurice. Stanley@tii.ie >; Bronagh Lennon < Bronagh. Lennon@tii.ie >; Hamid Foroughi

< Hamid. Foroughi@tii.ie>

Subject: RE: ABP-315939-23 - 2nd Meeting

**Caution:** This is an **External Email** and may have malicious content. Please take care when clicking links or opening attachments. When in doubt, contact the ICT Helpdesk.

#### ر خimear ہeilly

From:

**Eimear Reilly** 

Sent:

Wednesday 20 March 2024 10:49

To:

'David Weldon'

Cc:

Maurice Stanley, Bronagh Lennon; Hamid Foroughi

Subject:

RE: ABP-315939-23 - 2nd Meeting

Attachments:

ABP-315939-23 - Record of 2nd Meeting .pdf; ABP Bank Details.docx

#### Hi David

I acknowledge receipt of your closure request. Once the Board has determined the pre-application to be officially closed, TII will be notified by formal letter.

Please note the following in relation to this:

- 1. You indicated during the meeting that that TII could furnish a copy of the route drawings, along with a voice-over animation. Could you please confirm if you will be furnishing these?
- 2. Please find enclosed a copy of the minutes of the 2<sup>nd</sup> meeting, a signed copy of which will issued to you via post.

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- The fee can be made by EFT or cheque I have attached the Board's bank details should you choose to make the payment via EFT.
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#### Kind regards

#### Eimear

From: David Weldon < David Weldon@tii.ie>
Sent: Tuesday, March 19, 2024 5:21 PM
To: Eimear Reilly < e.reilly@pleanala.ie>

Cc: Maurice Stanley <Maurice.Stanley@tii.ie>; Bronagh Lennon <Bronagh.Lennon@tii.ie>; Hamid Foroughi

<Hamid.Foroughi@tii.ie>

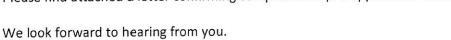
**Subject:** RE: ABP-315939-23 - 2nd Meeting

Caution: This is an External Email and may have malicious content. Please take care when clicking links or opening attachments. When in doubt, contact the ICT Helpdesk.

Dear Eimear

Thank you again for facilitating our meeting last Friday.

Please find attached a letter confirming completion of pre-application consultation.





Regards

David Weldon

Luas Finglas Project Manager

Tel: +353 (01) 646 3428 Mobile: +353 (86) 410 7571 Email: David.Weldon@tii.ie





www.til.ie



+353 (01) 646 3600

----Original Appointment----

From: Eimear Reilly < e.reilly@pleanala.ie> Sent: Tuesday, March 5, 2024 9:33 AM To: Eimear Reilly; Paul Caprani; Kevin Moore

Cc: Hamid Foroughi; David Weldon; Maurice Stanley; bronagh.lennon@arup.com; Stephen Byrne; Joseph Martin;

QUINLAN Jim; Eamon Daly; <a href="mailto:mhogan@jbbarry.ie">mhogan@jbbarry.ie</a>; Antía Prados Castro

Subject: ABP-315939-23 - 2nd Meeting

When: Friday 15 March 2024 11:00-12:00 (UTC+00:00) Dublin, Edinburgh, Lisbon, London.

Where: Microsoft Teams Meeting

Some people who received this message don't often get email from e.reilly@pleanala.ie. Learn why this is important

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.

Hi all

Please accept this invite to attend the 2nd pre-application consultation meeting for the above.

Kind regards

Eimear

# Microsoft Teams meeting

## Join on your computer, mobile app or room device

Click here to join the meeting

Meeting ID: 330 324 296 441

Passcode: h5C9kP

Download Teams | Join on the web

#### Or call in (audio only)

+353 1 582 4262,,805688998# Ireland, Dublin

Phone Conference ID: 805 688 998#

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Eimear Reilly
Executive Officer
Strategic Infrastructure Development
An Bord Pleanála
64 Marlborough Street
Dublin 1
D01 V902

Teil: 01-873-7184 Facs: 01-8722684

Má fhaigheann tú an ríomhphost seo lasmuigh de na gnáthuaireanta oibre, ní bheidh mé ag súil le freagra ná gníomh lasmuigh de d'uaireanta oibre féin.

If you receive this email outside of normal working hours, I do not expect a response or action outside of your own working hours

Smaoinigh ar an timpeallacht sula ndéanann tú an ríomhphost seo a phriontáil.

Please consider the environment before printing this mail.

Fógra Rúin: Tá an ríomhphost seo agus aon chomhaid atá nasctha leis faoi rún agus dírithe amháin don seolaí. Má bhfuair tú an ríomhphost seo trí earráid, déan teagmháil le bainisteoir an chórais.

Tabhair faoi deara led thoil: aon tuairimí nochtaithe san ríomhphost seo is iad tuairimí an tseoltóra féin agus níl sé intuigthe gurb iad tuairimí An Bhoird Pleanála nó go gcloíonn siad le polasaithe ráite an Bhoird.

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Please Note: any views expressed in this email are those of the individual sender and may not necessarily reflect the views or accord with the stated policies of An Bord Pleanála.

In accordance with TII's Right to Disconnect policy, if you are receiving this email outside of normal working hours, I do not expect a response or action outside of your own working hours unless it is clearly noted as requiring usent attention.

De réir pholasaí BIÉ An Ceart gan a bheith Ceangailte, má tá an ríomhphost seo á fháil agat lasmuigh de na gnáthuaireanta oibre, nílim ag súil le freagra ná le gníomh uait lasmuigh de do ghnáthuaireanta oibre féin mura bhfuil sé ráite go soiléir go bhfuil gá gníomhú go práinneach.

TII processes personal data provided to it in accordance with its Data Protection Notice available at <a href="https://www.tii.ie/about/about-tii/Data-Protection/">https://www.tii.ie/about/about-tii/Data-Protection/</a>

Próiseálann BIÉ sonraí pearsanta a sholáthraítear dó i gcomhréir lena Fhógra ar Chosaint Sonraí atá ar fáil ag <a href="https://www.tii.ie/about/about-tii/Data-Protection/?set-lang=ga">https://www.tii.ie/about/about-tii/Data-Protection/?set-lang=ga</a>

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Córas r-phoist BIE: Tá an ríomhphost seo agus aon chomhaid a tharchuirtear leis faoi rún agus beartaithe lena n-úsáid ag an duine aonair nó ag an eintiteas a bhfuil siad dírithe chuige/chuici amháin. Más rud é go bhfuair tú an ríomhphost seo trí bhotún, cuir sin in iúil do postmaster@tii.ie, le do thoil, agus scrios an ríomhphost bunaidh agus aon cheangaltáin.



Eimear Reilly
An Bord Pleanála
64 Marlborough Street,
Dublin 1,
D01 V902

19th March 2024

Re: Luas Finglas - ABP-315939-23

#### Dear Eimear

On behalf of Transport Infrastructure Ireland (TII), I would like to thank you for facilitating the preapplication consultations in relation to the proposed Luas Finglas scheme.

As discussed in our meeting with you on Friday 15<sup>th</sup> of March 2024, TII are satisfied that the holding of any further pre-application consultation meetings is not warranted. TII request that the pre-application consultation process now be closed in respect of the prosed development.

I look forward to receipt of:

- > A list of prescribed bodies.
- Confirmation of the locations where copies of the draft RO shall be made accessible to the public.
- Confirmation of the number of hard copies required at each display location.
- A copy of the Boards pre-application file.
- Arrangements for payment of application fee.

I look forward to receipt of the above at your earliest convenience. Please do not hesitate to contact me at any time should you have any questions.

Is mise, le meas

gal Ill

David Weldon

Luas Finglas Project Manager Mobile: +353 85 123 0946 Email: David.Weldon@tii.ie







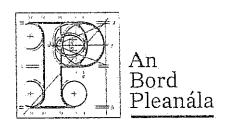








Our Cas. Number: ABP-315939-23



Transport Infrastructure Ireland c/o Marcello Corsi
Parkgate Business Centre
Parkgate Street
Dublin 8
D08DK10

Date: 20 March 2024

Re: Luas Finglas - extension of the Luas Green Line.

Charlestown, Finglas Village, Finglas West and Tolka Valley, County Dublin.

Dear Sir / Madam,

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

Please find enclosed a copy of the written record of the meeting of the 15th March, 2024.

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

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

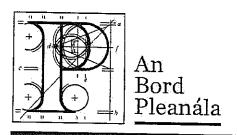
Yours faithfully,

Elmear Reilly
Executive Officer

Direct Line: 01-8737184

PC07





# Record of 2<sup>nd</sup> Meeting ABP-315939-23

Case Reference / Description	Luas Finglas – the extension of the Luas Green Line at Charlestown, Finglas Village, Finglas West, and Tolka Valley, County Dublin.		
Case Type	Pre-application consultation		
1 <sup>st</sup> / 2 <sup>nd</sup> / 3 <sup>rd</sup> etc. Meeting	2 <sup>nd</sup>		
Date	15/03/24	Start Time	11:00 a.m.
Location	Virtually	End Time	12:25 a.m.

Representing An Bord Pleanála				
Paul Caprani, Assistant Director of Planning (Chair)				
Kevin Moore, Senior Planning Inspector				
Eimear Reilly, Executive Officer	e.reilly@pleanala.ie	01-8737184		
Representing the Prospective Applicant				
Hamid Foroughi, Head of Public Transport New Scheme Planning, Til				
David Weldon, Luas Finglas Project Manager, TII				
Maurice Stanley, Quantity Surveyor / Project Services, TII				
Bronagh Lennon, Railway Order Coordinator, TII				
Stephen Byrne, Senior Environmental Scientist, TII				
Joseph Martin, Environmental Coordinator, TII				
Jim Quinlan, Project Director, Barry Transportation Egis Group				
Eamon Daly, Project Manager, Barry Transportation Egis Group				
Martin Hogan, Environmental Coordinator, Barry Transportation Egis Group				
Antía Prados Castro, Assistant Environmental Coordinator, Barry Transportation				
Egis Group				

#### Introduction

The Board's representatives referred to its previous meeting with the applicant, which was held on 26<sup>th</sup> May 2023, and to the record of this meeting. The Board's representatives outlined the following general procedures in relation to the preapplication consultation process:

- The Board will keep a record of this meeting and any other meetings, if held. Such records will form part of the file which will be made available publicly at the conclusion of the process. The record of the meeting will not be amended by the Board once finalised, but the prospective applicant may submit comments on the record which will form part of the case file.
- A further meeting or meetings may be held in respect of the proposed development.
- Further information may be requested by the Board and public consultations may also be directed by the Board.
- The Board may hold consultations in respect of the proposed development with other bodies.
- The holding of consultations does not prejudice the Board in any way and cannot be relied upon in the formal planning process or in any legal proceedings.

# Presentation made by the prospective applicant:

The prospective applicant, Transport Infrastructure Ireland (TII), gave a recap of the proposed development, along with a presentation on progress to date. It gave an overview of the timeline of the overall project, noting the two non-statutory public consultations held to date: one in 2020 where the emerging preferred route was announced, and one in 2022 where the preferred route was announced. It stated its intention to lodge the Railway Order application in Q2 of 2024, with a target date at the end of June. Construction is intended to commence in 2031 under the National Development Plan, however, it noted the potential to bring this date forward, subject to funding. It noted that the preliminary business case is currently under review by

the Department of Transport, and that, once brought to cabinet, a recommendation will allow it to proceed in submitting the application to the Board.

The prospective applicant provided an overview of the preferred route, highlighting that there would be four new stops along the extended Luas line. It noted the proposed park and ride at the terminus of the line and highlighted the intention for this to encourage a transport modal shift to public transport at the M50. The proposed route is mostly off-road with journey times of 13 minutes from Charlestown to Broombridge, and 30 minutes from Charlestown to College Green. Approximately 70% of the proposed alignment is intended to be grass track, and additional off-road cycle provisions are intended to be developed in line with the National Transport Authority and the Greater Dublin Area cycling strategy.

The prospective applicant outlined the objectives of the proposed development, noting the intention to serve the existing and future transport demand, to provide safe, frequent, reliable, efficient, and sustainable transport connection, to reduce public transport journey times compared to journeys by car, to contribute to the Climate Action Plan targets, and to promote economic growth. Emphasis was placed on the sustainability aspect of the proposed development, and it was noted that consultations regarding this have been held with all key stakeholders.

The environmental benefits were outlined as follows:

- 1.3 million low-carbon trips in the opening year,
- An annual reduction of 440,000 vehicle trips,
- An annual reduction of approximately 300 tonnes of CO2,
- A huge emphasis on sustainability in design.

In relation to the safety and physical activity benefits, the prospective applicant noted the school catchment of approximately 4,500 pupils.

Regarding accessibility and social inclusion, it noted the intention for the proposed development to provide new access to education and employment along the alignment.

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It noted that it has worked closely with NTA and Irish rail in relation to integration for the proposed development and for other transport schemes such as BusConnects and Dart+, and highlighted its work with Dublin City Council in relation to transport orientated developments.

It noted development potential, regeneration, and enhanced mobility within the catchment as being the economic benefits of the proposed development.

In relation to measuring the sustainability of the proposed development, the prospective applicant highlighted the introduction of the Building Research Establishment Environmental Assessment Method (BREEAM) and proceeded to outline the methods development goals as they relate to the proposed development.

It also highlighted the Building Information Modelling (BIM) and noted that this process highlighted potential issues and elicited discussions with key stakeholders at the beginning of the process, as well as facilitating better design coordination.

It noted that the issue of cycling, which was addressed during the most recent nonstatutory consultations, has since been resolved.

With regard to design disciplines, the prospective applicant provided examples of previously developed tracks and explained the changes and improvements that it has included in the proposed design of the track for the proposed development. The design to be implemented was said to account for 40% reduction in CO2 emissions and this was used this as an example to highlight the effort made by the prospective applicant to improve upon designs used in the past.

Further to this, it noted the example of the junction re-design at Charlestown to consider more sustainable practices by considering and re-prioritising for pedestrians, active travel, and public transport, and by reassigning space and introducing as much landscaping as possible. The prospective applicant maintained that it has considered an improved cycling provision to maximise cycling opportunities along the proposed route, and stated that this has been well received by both Dublin City Council and Fingal County Council. It also provided a map of the Greater Dublin Area Cycle Strategy, highlighting its communication with NTA in

relation to this and showing the areas in which its proposed cycle routes would join with NTA cycle routes.

The prospective applicant provided photos of the proposed new bridge structure over Broombridge Road and noted its extensive engagement in relation to this with Irish Rail, Waterways Ireland, and Dublin City Council. It also showed images of the proposed route over Tolka Vally. An animated video was presented which highlighted the alignment of the proposed route.

The prospective applicant provided an overview of the progress of its' Environmental Impact Assessment Report (EIAR). It states that it is following the Environmental Protection Agency's 2022 guidelines. It also provided a list of statutory and non-statutory consultees which have been consulted in 2022 in relation to scoping and stated that the process is progressing well, noting that climate is at the forefront of the EIAR.

In relation to biodiversity, it noted its delivered focus on protected species within the EIAR and NIS process, with a focus on Wintering Birds such as brent geese. It stated that regular surveys have been taken and that mitigation and management plans have been considered. It also noted the protected species of Clustered Stonewort along the proposed route, as well as acknowledging that a known Otter holt which has been monitored, is not regularly used, and it is unlikely to become a breeding/natal holt.

In relation to population, the prospective applicant provided statistics outlining the inactivity of women and children along the route regarding walking and cycling. It noted its intention for the proposed development to improve these statistics. It noted the importance of the Gender Lens Study/Survey carried out and which has identified points of improvement for women as regards protection and comfort. It stated that it moved a proposed station location along the proposed route based on findings of these surveys.

Having regard to cultural heritage, the prospective applicant mentioned its significant engagement with Dublin City Council and Fingal County Council in relation to archaeology and cultural and built heritage, and it identified key features to be

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included in the assessment along the proposed development. It also noted its intention to undertake a diver survey of the canal.

With regard to land and soil along the proposed route, it stated that it has completed significant investigations and assessments. While it noted the geology and typography to be good, it also stated that it had discovered an historic landfill within Tolka Park, however, it also stated that this landfill did not present any major concern. It stated that some material may need to be recovered and sent to landfill and noted the significant opportunity for reuse and recovery of material within the proposed scheme.

In relation to risks, it acknowledged the objections that it had received from local objectors and highlighted it efforts to address concerns through consultations and through mitigation in the EIAR. It acknowledged that the historic landfill presents some unknowns but maintained that it is not expected to cause any major concern and that it is confident that all associated risks can be managed and mitigated. It stated that biodiversity has been significantly addressed within the EIAR and that it has proposed improvement measures for the existing integrated constructed wetland. It noted the concerns regarding EMI/Noise and Vibration and maintained that it will ensure that assessments make full use of the existing Luas network to address concerns/objections that may be raised.

In relation to innovation for sustainability, the prospective applicant noted its intent to provide lower carbon infrastructure and maintained that the trackform choice will help to deliver this. It reiterated that the proposed track is 70% grass track and stated that the proposed multi-story car park will have blue/green roof. It also mentioned that Dublin City Councils request to include Sustainable Urban Drainage Systems (SUDS) where possible has been considered. It also stated that the biodiversity net gain will be measurable by ecologists.

Finally, the prospective applicant outlined its used of BREEAM and noted its intention to promote the positive findings it used in relation to the proposed development. It also went through the 17 BREEAM sustainable development goals and outlined the goals which it focused on for the proposed development.

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#### Discussion:

The following matters were discussed:

- The prospective applicant indicated that the instant meeting would be the final meeting in relation to the proposed development and sought clarity on several procedural matters. In response to these procedural questions, the Board's representatives advised the following:
  - o In order to close the pre-application process, the prospective applicant must submit a formal closure request to the Board in writing by letter or by email. The Board's representatives clarified that no additional documents are required to be enclosed with the closure request. The Board's representatives also advised that the Board would then inform the prospective applicant by letter when the Board has formally closed the pre-application consultation process.
  - A list of the prescribed bodies that the prospective applicant is to notify of any subsequent Railway Order application will be included in the Inspector's report and will be included in the Board's letter to the prospective applicant once the pre-application consultation process has been formally closed by the Board.
  - One copy of any subsequent Railway Order application must be available for public viewing in the Board's office as well as in another location chosen by the applicant. These copies must be available to the public for no less than 6 weeks during the public consultation period.
  - The Board's representatives advised that the prospective applicant does not commence the public consultation period until 5 days after the application has been submitted to the Board (i.e. a grace period to allow for the application to be validated and prepared for public viewing).

- The prospective applicant's standalone website for the Railway Order application must be updated regularly to include application documents and any further information that may be requested by the Board.
- The Board require two hard copies of the application along with one soft copy of the application.
- o The fee for the application is €100,000.
- Proof of notices served in relation to acquisition of land must be submitted as part of the application documentation.
- In relation to the submitting of the Railway Order application, the Board's representatives advised that the prospective may send a draft copy of the notice to the Board's SIDs/LAPs section via email so that the notice can be reviewed before publishing.
- When asked, the Board's representatives advised the prospective applicant to email any further procedural queries to the Board's SIDs/LAPs section.
- The Board's representatives sought clarity in relation to the adoption of Climate Action Plan 2024. The prospective applicant clarified that the Plan has not yet been adopted and that it may be formally adopted in May 2024. In response to this, the Board's representatives advised the prospective applicant to reference the correct plan when lodging the subsequent Railway Order application.
- The Board requested that the prospective applicant submit a route alignment drawing package prior to or with its closure request. The prospective applicant stated its agreement to do so. It also asked if a copy of the animated video that was presented during the instant meeting would be useful to the Board and stated that commentary could be added if necessary. The Board's representatives confirmed that this would be useful.
- When asked by the Board's representatives, the prospective applicant confirmed that the route alignment for the proposed development hasn't changed since previous meeting.

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- The Board's representatives asked if any issues had arisen from public consultation regarding loss of public open spaces. The prospective applicant replied that issues had arisen regarding the playing pitches and public parks/use of those parks at Farnham and confirmed that it updated the alignment in response to this. It also reiterated that its efforts to ensure that the proposal will have minimal impact on the environment.
- The Board's representatives sought clarify regarding locations at which the proposed development would integrate with the NTA's Dublin City BusConnects schemes. The prospective applicant confirmed that there is a proposed transport interchange at Broombridge, and that the other main locations are Mellows, Finglas village, and the N2 at St. Margarets Road. It also stated that it has worked closely with the NTA in relation to future plans.
- The Board's representatives asked if any flood plains were being crossed along the proposed route and if any issues had arisen as a result of this. The prospective applicant confirmed that the proposed development would cross the Tolka River and that it has completed a flood risk assessment of that river and has had consultation with OPW in relation to this. It stated that it submitted a section 50 application to OPW which has been approved via email and noted that it is awaiting official confirmation of this. This approval will be obtained prior to lodgement of the Railway Order application.
- The Board's representatives asked if any issues had arisen from local resident's groups regarding access to residential properties. The prospective applicant responded that the proposed development would affect Mellows Court by opening the cul-de-sac and that it has received a lot of public opposition in relation to this. As a result of the opposition, the prospective applicant completed a review of the proposed alignment and engaged with An Garda Síochána and OPW and have since created an alignment option with less of an impact at Mellows Court.
- The Board's representatives advised the prospective applicant to liaise with NPWS and emphasised the importance of this. The prospective applicant confirmed that it met with NPWS to go through all surveys completed and

stated that it has carried out more surveys that were suggested at this meeting.

- The Board's representatives noted the importance of the prospective applicant liaising with DAU.
- The Board's representatives asked if any concerns have arisen regarding the proposed new bridges and noted, in particular, the proximity of Broombridge, a protected structure, to the proposed new bridge. The prospective applicant replied it has monitored this closely and had initial meetings with Dublin City Council to ensure that the local authority was satisfied. It also stated its intention to hold a meeting with Department of Heritage and another with Dublin City Council in the coming weeks.
- In relation to the proposed Charlestown terminus, the proposed applicant, when asked, clarified that a turnback facility, crossover from inbound to outbound lines and vice versa, would be used. Similar to that arrangement at the LUAS terminus at Connolly Station.

#### Conclusion:

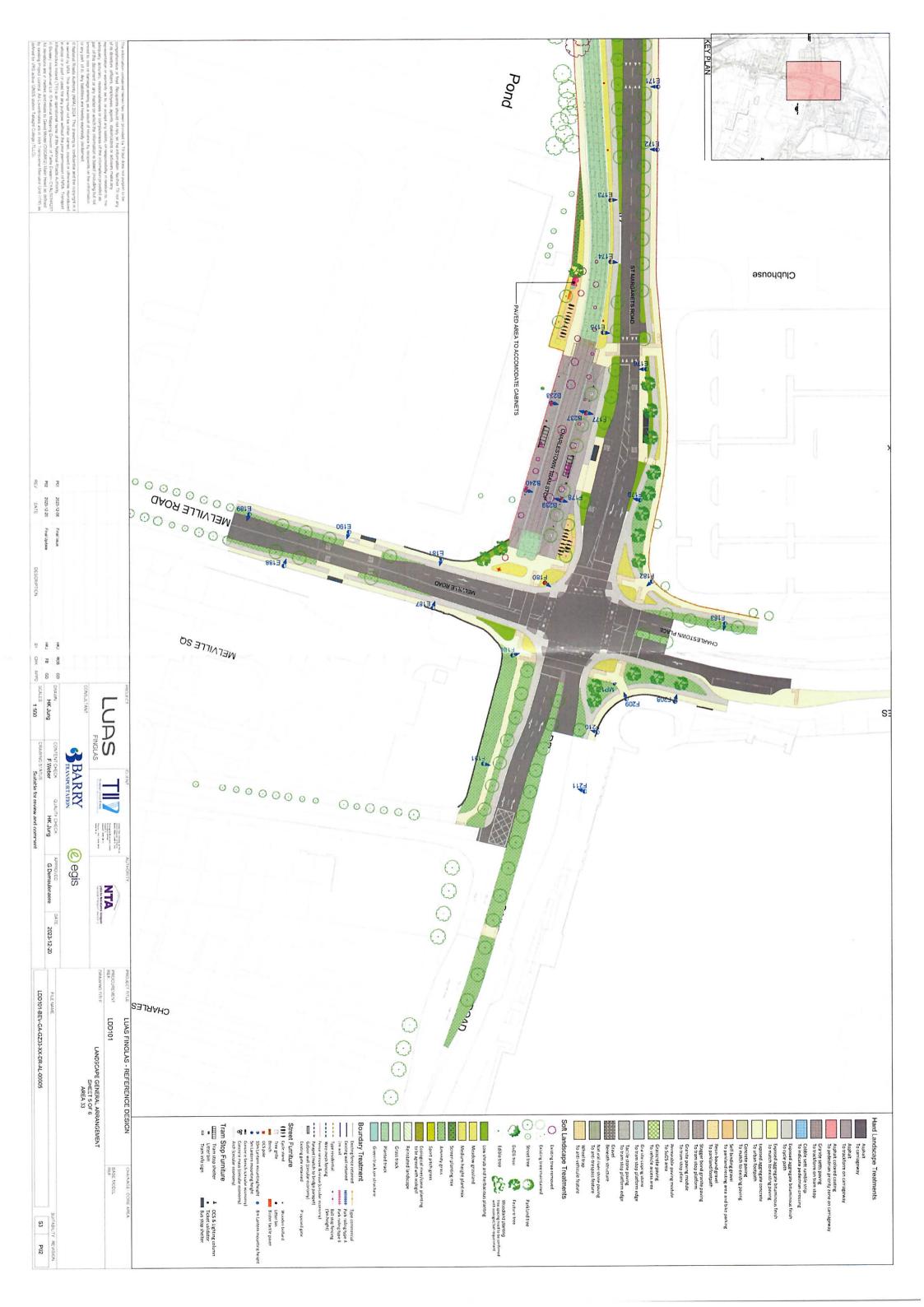
The Board's representatives advised that the onus is on the prospective applicant to either request a further meeting or formal closure of the instant pre-application consultation process. The Board's representatives advised that the record of the instant meeting will issue in the meantime and the prospective applicant can submit any comments it may have in writing or alternatively bring any comments for discussion at the time of any further meeting.

Paul Caprani

Assistant Director of Planning

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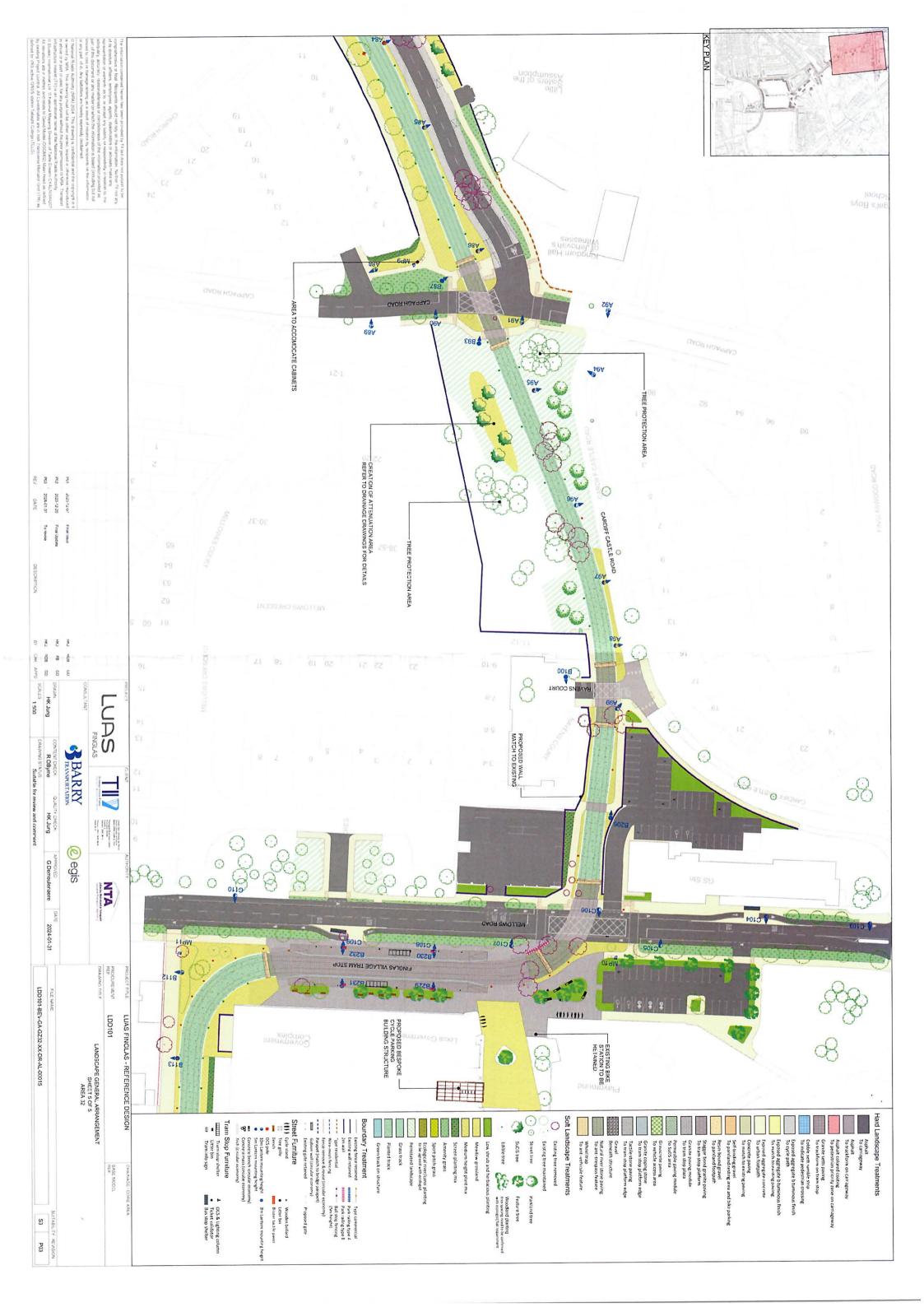






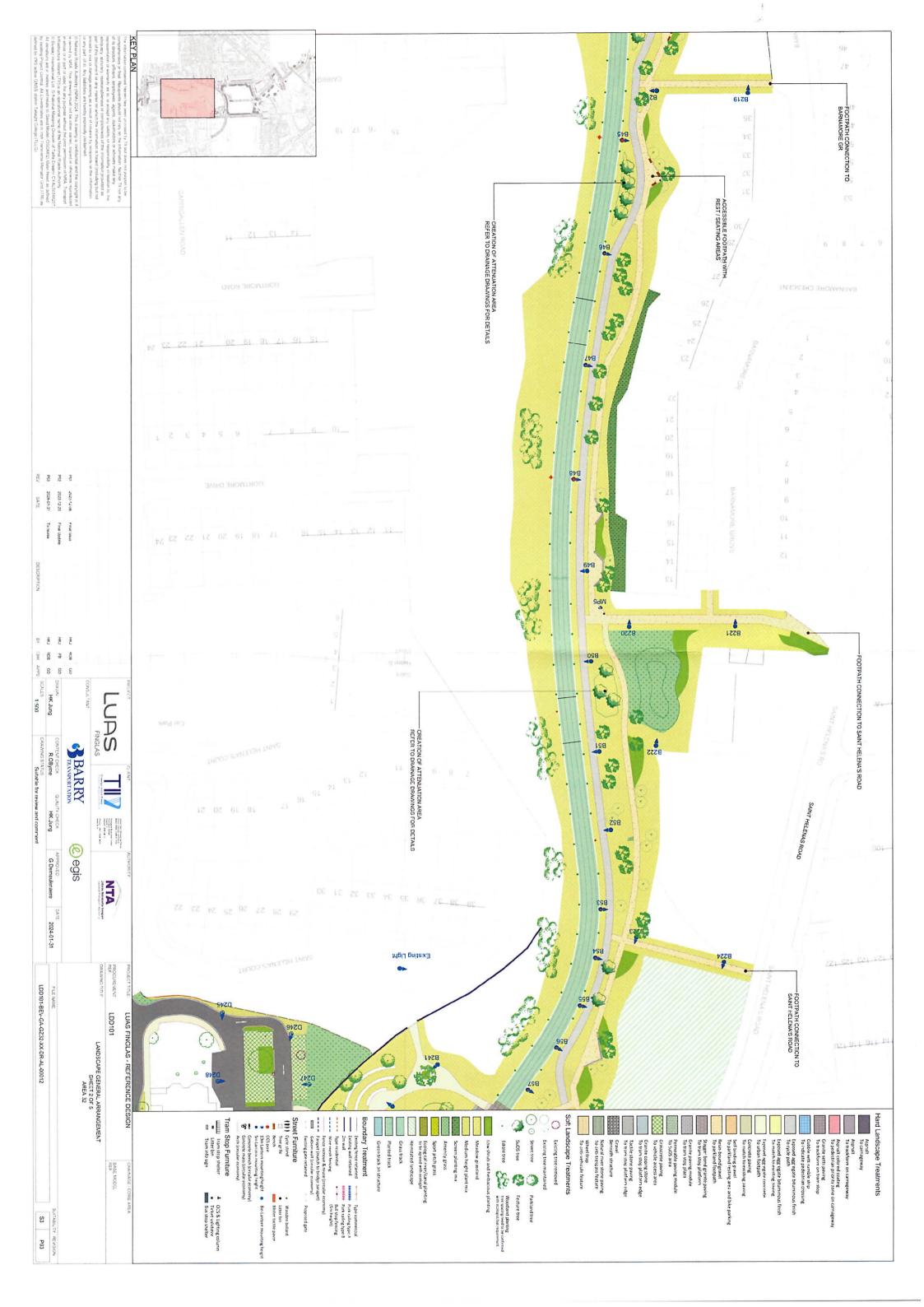


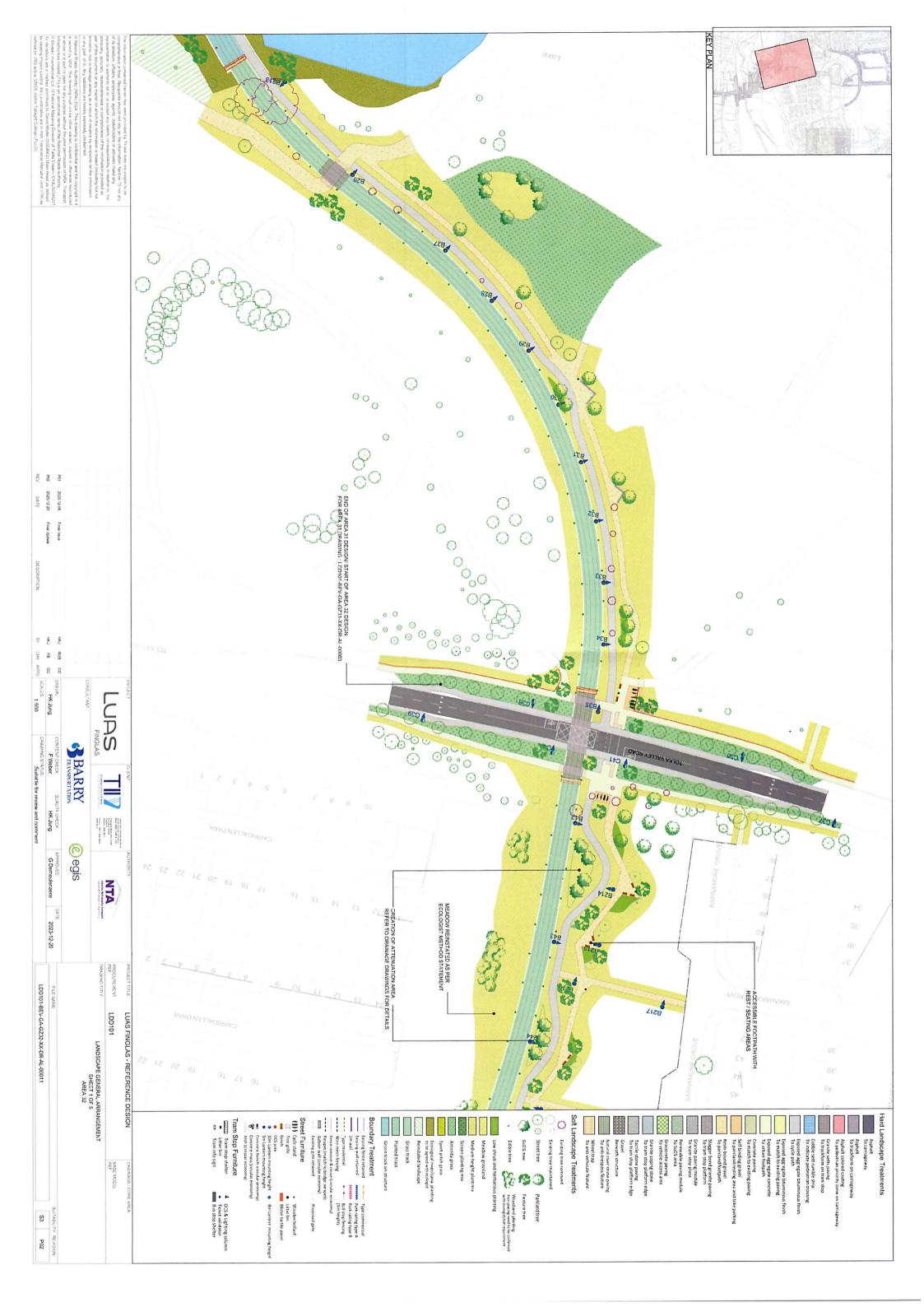


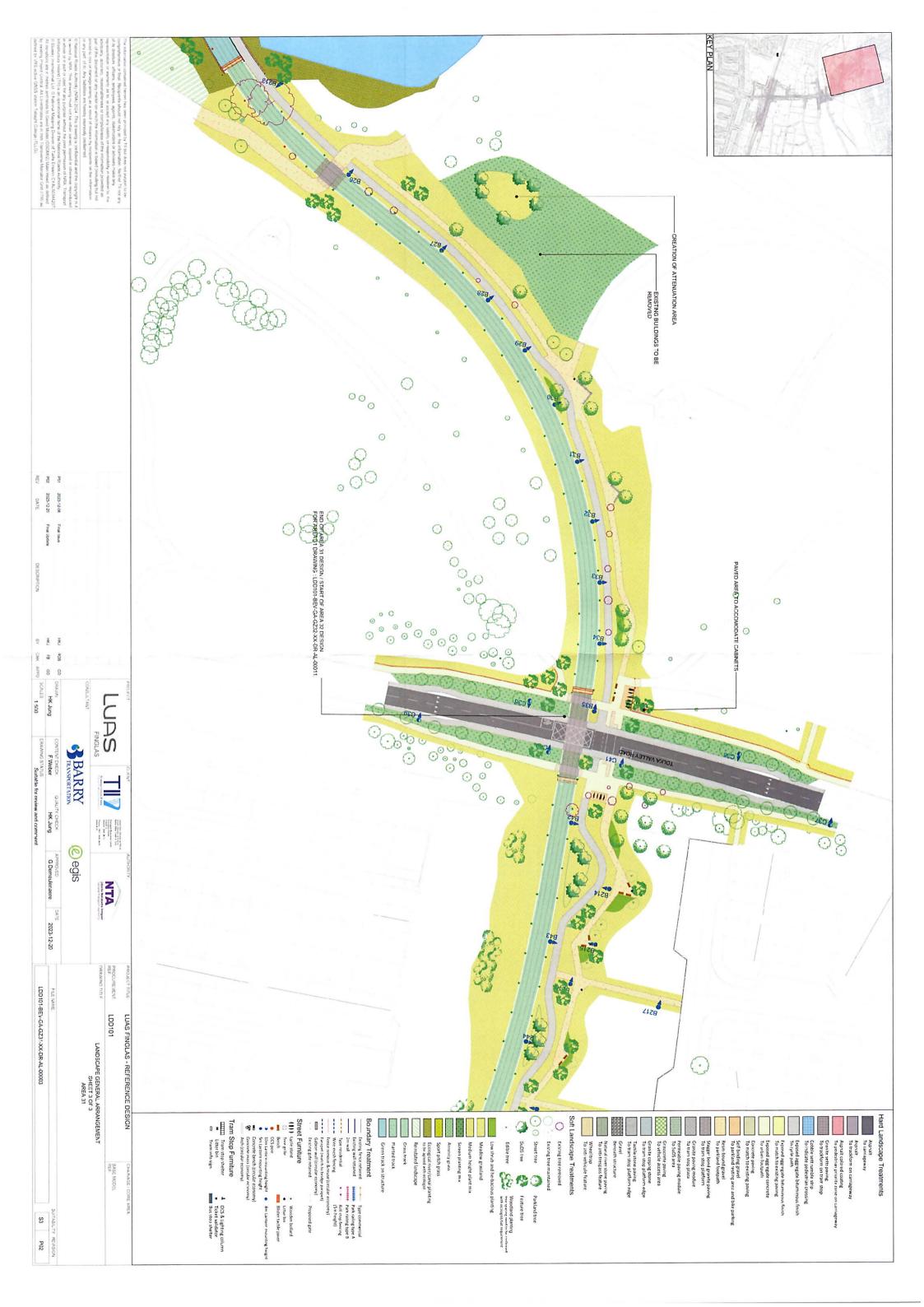




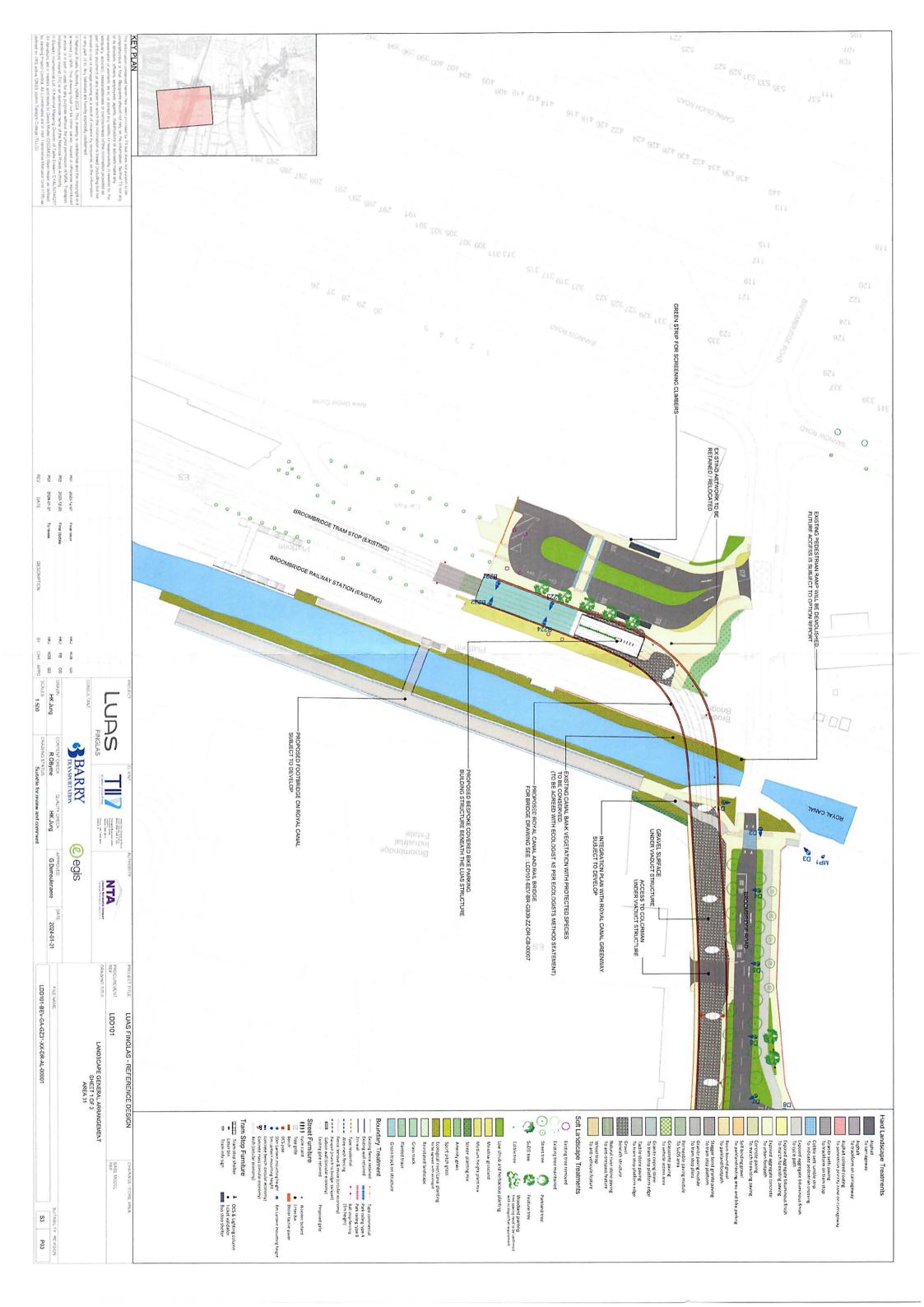














Eimear Reilly An Bord Pleanála 64 Marlborough Street, Dublin 1, D01 V902

19th March 2024

Re: Luas Finglas - ABP-315939-23

Dear Eimear

On behalf of Transport Infrastructure Ireland (TII), I would like to thank you for facilitating the preapplication consultations in relation to the proposed Luas Finglas scheme.

As discussed in our meeting with you on Friday 15th of March 2024, TII are satisfied that the holding of any further pre-application consultation meetings is not warranted. TII request that the pre-application consultation process now be closed in respect of the prosed development.

I look forward to receipt of:

- > A list of prescribed bodies.
- > Confirmation of the locations where copies of the draft RO shall be made accessible to the public.
- Confirmation of the number of hard copies required at each display location.
- A copy of the Boards pre-application file.
- Arrangements for payment of application fee.

I look forward to receipt of the above at your earliest convenience. Please do not hesitate to contact me at any time should you have any questions.

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and Ill

David Weldon

Luas Finglas Project Manager

Mobile: +353 85 123 0946 Email: David.Weldon@tii.ie











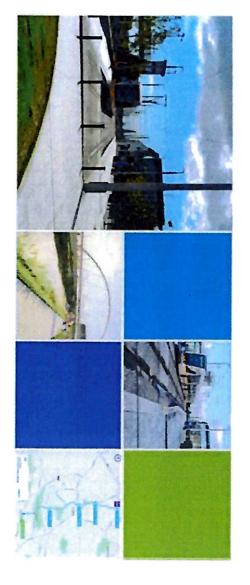


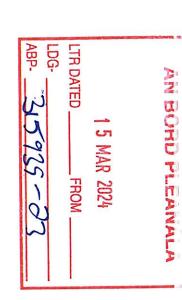


## **Luas Finglas**

# An Bord Pleanála: Pre-application Consultation

15th March 2024





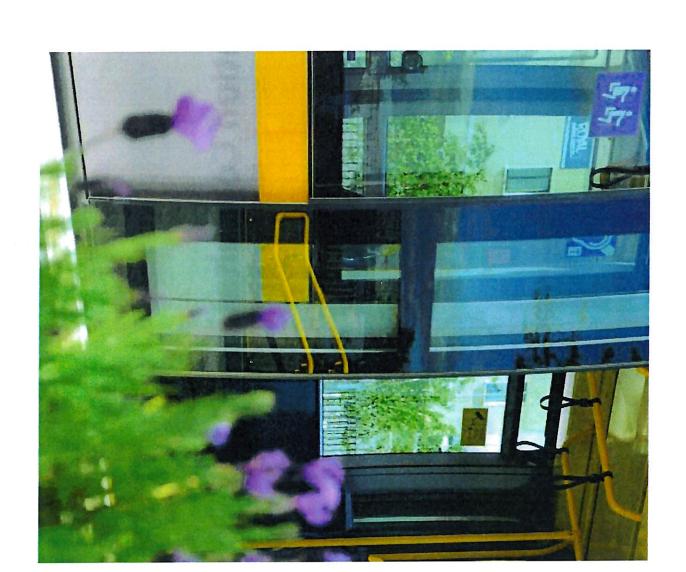




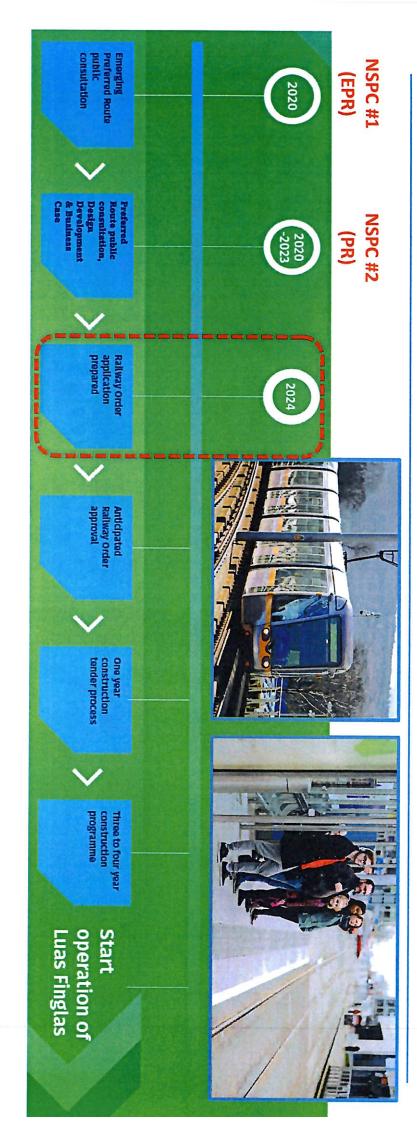


### Contents

- Introduction and Programme
- **Background to Project**
- Why (Need for Scheme)
  How (Processes)
- What (Outcomes)
- Route Animation and Examples
- EIAR



# Luas Finglas – Programme



- Timeline for Luas Finglas will be considered as part of the review of the next NDP (currently construction start 2031)
- PBC under review
- RO lodgement to ABP planned Q2 2024 => Approval could take 18 months (2026)
- TII considering early delivery scenarios in event project brought forward by Government

# **Luas Finglas Preferred Route**

### **Key Facts**

- Green Line extension from Broombridge to M50
- 4 km and 4 new stops
- 1 Park & Ride (350 spaces) on St Margaret's Road
- Mostly off-road, few road junctions high reliability
- Charlestown to Broombridge in 13 minutes
- M50 (Charlestown) to College Green in 30 minutes
- Sustainable grass-track through green areas
- Additional off-road cycle provision in line with Greater Dublin Area cycling strategy



### 1. Why (Identity)?

- Project Messaging and Overarching Objectives







### **Overarching Objectives**

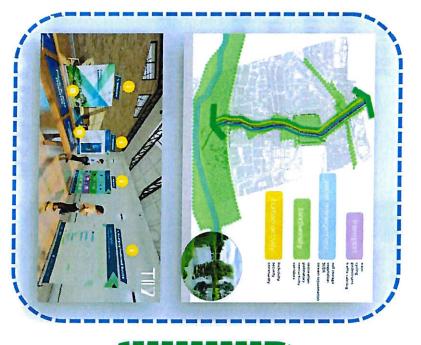
- Serve existing and future transport demand
- efficient and sustainable public transport connection Provide a safe, frequent, reliable,
- Reduce public transport journey times compared to private car trips
- Plan targets Contribute to the Climate Action
- Promote economic growth

## 2. How (Processes)?

- Sustainability
- Communicating Design Intent
- Public Consultation

## 3. What (Outcomes)?

- Practical examples/outcomes for Luas Finglas
- Route Animation





# **Project Messaging**

#### Benefits Environmental

Safety & Physical **Activity Benefits** 

Benefits Social Inclusion Accessibility &

1.3 million trips in opening year

- 0 Annual reduction 440,000 vehicle trips
- 0 Annual reduction approx. 300 Tonnes CO<sub>2</sub>
- 0 Huge emphasis on Sustainability in Design







0 Approx. 4,500 pupils in catchment







- Create a high-capacity and reliable rail corridor
- 0 Scheme means 50% increase in transport capacity to city centre



# **Project Messaging**

#### Integration Benefits

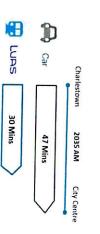
- BusConnects and DART+
- 350 space Park & Ride adjacent to M50
- o TOD, eg Jamestown (re-zoned) and Ballyboggan (LAP)
- 73% of population growth within 10 minute walk of a Luas stop



The concept of Transport Orientated Development (TOD) is a central polley tenant of the new Development Plan.

### Economic Benefits

- Unlock development potential and regeneration
- Enhanced mobility in catchment (30 mins Vs 47 mins)



### **Measuring Sustainability BREEAM Infrastructure**



















Influence project decisions

Assist Clients, Designers

and Contractors to deliver Improved

based sustainability **BREEAM: Evidence-**

assessment

**Sustainability Targets** 

Sustainability outcomes **Drives Project to high** 

Independently assessed and scored

BREEAM (Building Research Establishment Environmental Assessment Method):

Sustainability assessment method used to masterplan projects



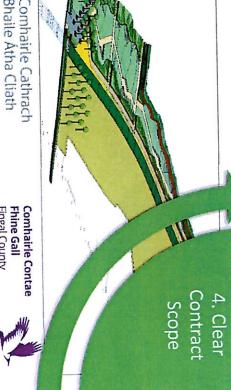
# Sustainability Plan

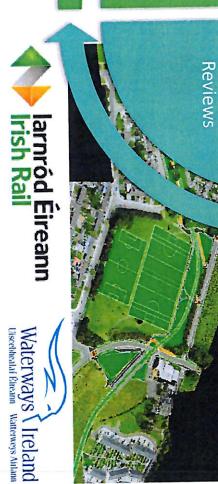


### **BIM Model**









3. Operational



Comhairle Cathrach Bhaile Átha Cliath **Dublin City Council** 

Comhairle Contae
Fhine Gall
Fingal County
Council

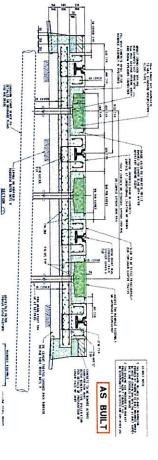
Stakeholder Engagement 0: EPR 2020 O² 363 2022 2. How (Processes)? 250 100 200 150 Figure 7. Total number of community comments by theme 2020 / 2022 (Counts) 50 Alternative routes Impact on commuters Impact on residents Public Transport Benefits Loss of public space Congestion Connectivity Growth Safety Timeline Accessibility Anti-social behaviour 2020 2022 Consultation **Active Travel** Parking Noise What (Outcomes)? Environment Alternative solutions Construction Sustainability Pollution Visual Impact Wildlife Cost Heritage Alternative Stations Bridges , Disruption . Impact on business Impact on Social Housing .

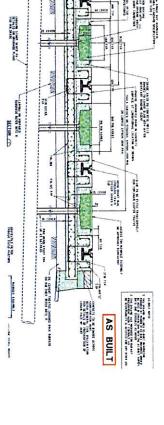
Tolka -

Til Carbon Assessment Tool

# Sustainability and Measuring Targets







Life cycle carbon 6	Life cycle carbon emissions of options 1 and 2 (1m track)	
Embodied carbon (kgCO2e - materials only)	Use (kgCO2e - Maintenance materials only)	Total (kgCO2e)
863.87	64.38	928.25
495.8	54.66	550.46

- 40 %







delivered by bre BREEAM®

performance and verify sustainability aims to drive and (formerly CEEQUAL) Infrastructure BREEAM

Grass Trackform

Why (Identity)?

2. How (Processes)

3. What (Outcomes)?

# Charlestown: Junction Re-design

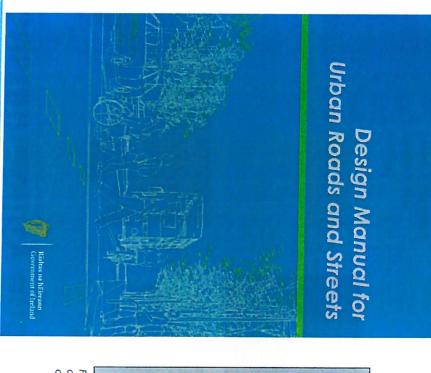




Figure 1.1: This guide will focus on shifting the emphasis of designers, as appropriate, from more conventional approaches that are concerned with the movement of traffic to more sustainable approaches concerned with multi-modal movement and streets as places.

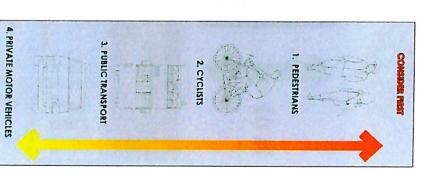
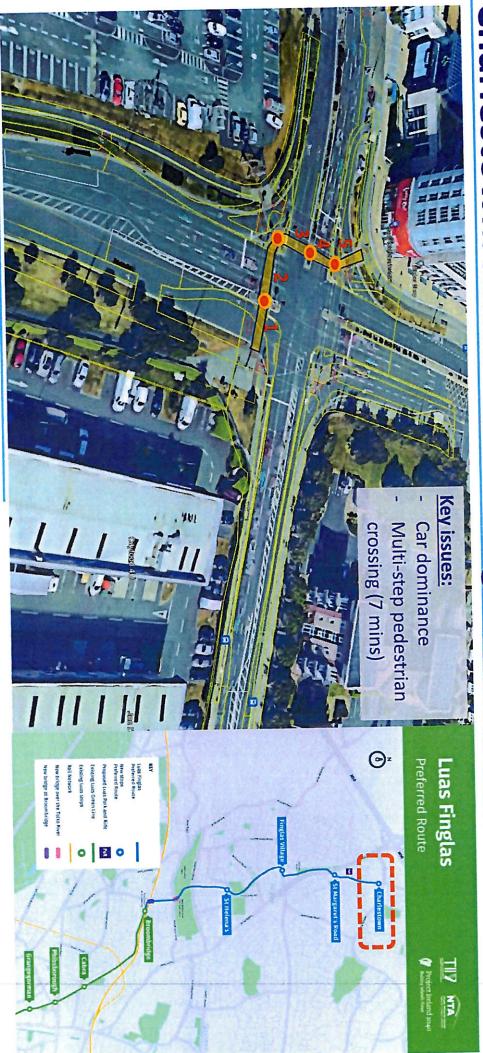


Figure 2.21: User hierarchy that promotes and priorities sustainable forms of transportation

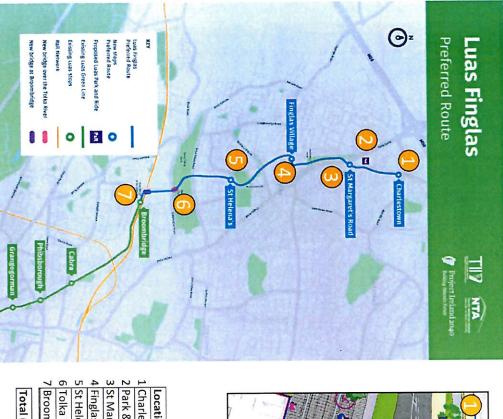
# Charlestown: Junction Re-design



# Charlestown: Junction Re-design



## Cycle Provision





tion / Type		
	Street Bicycle Spaces	Secure Bicycle Spaces
lestown (Terminus)	24	
& Ride		80
argaret's	32	30
as	24	48
elena's	20	
a Valley Park	36	
mbridge	40	74
(408 spaces)	176	232

St. Margaret's/North Road Bicycle Shelter

ununun



#### **Cycle Provision** OPON 3MOM DAOR NAT CORVIAGE RIVER ROAD TOLKA WALLEYIROAD KIPPURE PARK DANIE BERRYFIELD ROTD

#### JAOA THAIR TAOM TWU WILLIAM CHOM SALDMIA TON NOWN SAIS NATH AVENUE CAPPAGHIROAD WELE ROAD ETTOMES WAENNE FINGLAS PARK GAOA WANOG CASEMENTAROAD Oros skompas BARRY DRIVE CEDARM R135 5 5

### Broombridge







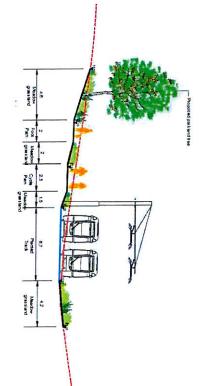




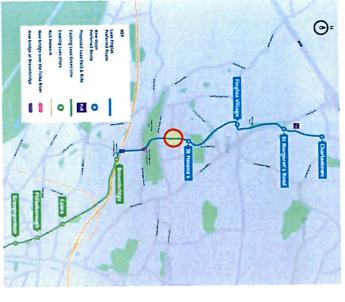
### Tolka Valley







## St Helena's Tram Stop

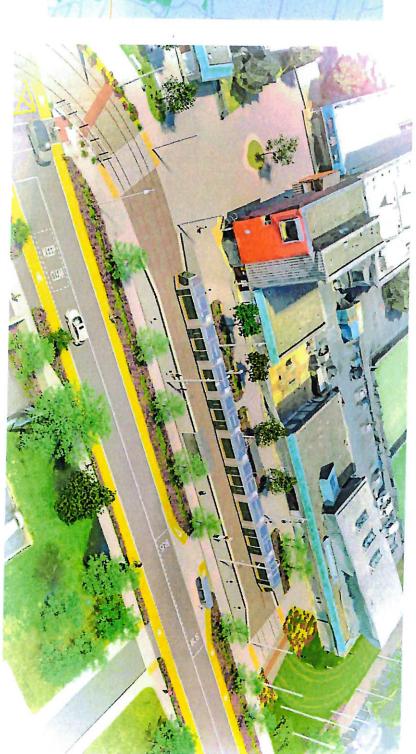




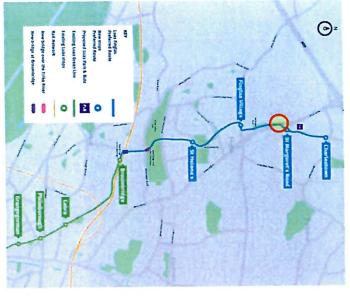


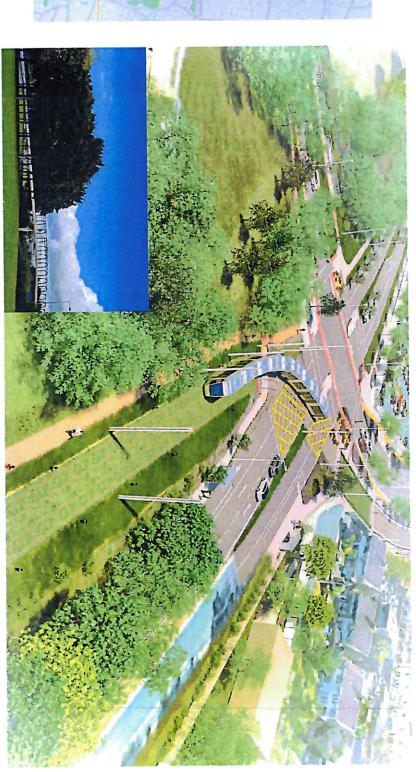
# Finglas Village Tram Stop



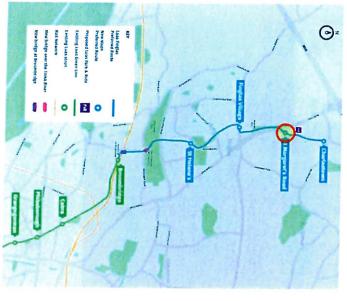


## N2 / St. Margaret's Road



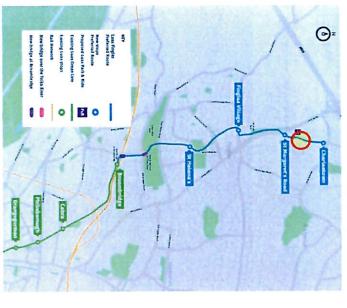


## St Margaret's Tram Stop

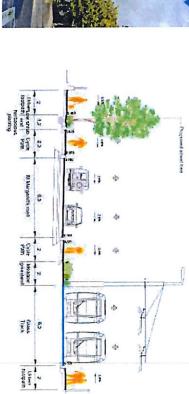




## St. Margaret's Road







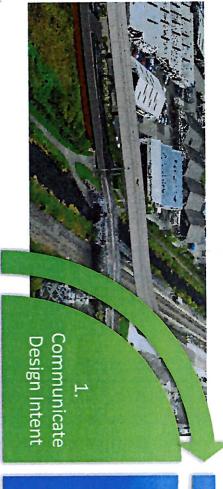


## **Charlestown Tram Stop**

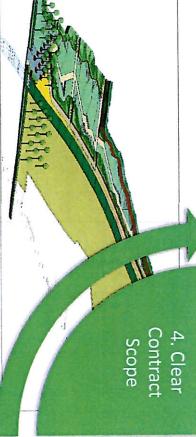




## **BIM Model - Animation**



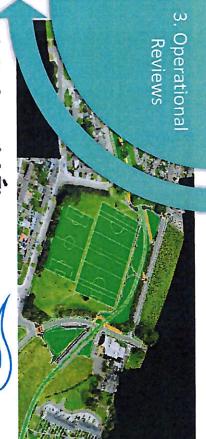






Comhairle Cathrach Bhaile Átha Cliath **Dublin City Council** 









Transport Infrastructure Ireland



Luas Finglas Preliminary Design & Statutory Process









Luas Finglas - EIAR DCC Presentation

March 2024



Project Proposal

Screening (Is an EIA required?)

Scoping (What should be considered and covered by the EIAR?)

Preparation of the Environmental Impact Assessment Report (Alternatives, project description, receiving environment, impacts, monitoring and mitigation proposals)

Consultation

Submit Railway Order Application and EIAR to An Bord Pleanala

Decision by An Bord Pleanála

### EIA Luas Finglas Overview



- Directive 2011/92/EU), as amended by Directive 2014/52/EU, is to ensure a high level of protection of the environment and human health, through the establishment of minimum requirements for EIA, prior to development consent being given, of public and private developments that are likely to have significant effects on the environment.
- The EIA must identify, describe and assess the direct and indirect significant effects of the project on: Human Health, Biodiversity, Landscape and Visual, Noise and Vibration, Cultural Heritage, Air Quality and Climate, Material Assets, Water Environment etc..
- N.B. Reference to May 2022 the Environmental Protection Agency (EPA) published 'Guidelines on the information to be contained in Environmental Impact Assessment Reports'.

# EIA Scoping Report & Key Responses



Scoping Report - Consultation >

**Key Dates:** 

Scoping issued to consultation – April 2022 – Feedback May/June 2022 - [DCC Submission received 10<sup>th</sup> June]

							Statutory Consultees										
Dublin Chamber	Dublin Bus	Media  Department of Transport	Department of Public Ex Department of Tourism,	Department of Rural and	Department of Justice	Department of Enterpris	Department of Housing,	daa Development Applicatior	Commission for Railway Commission for Regulati	CIÉ Group (Irish Rail, Du Climate Change Advison	An Taisce Bus Éireann	An Chomhairle Ealaíon (	An Bord Pleanála	Age Action			
								Consultees	No.								
Waterways Ireland	Dublin Cycling Campaign	Dublin Commuter Coalition	Dublin City University	Dublin City Fire Brigade	Department of the Taoiseach	Department of Education	Cycling Ireland	Construction Industry Federation	Coillte	Coach and Tourism Council	BirdWatch Ireland	Bat Conservation Ireland	Badgerwatch Ireland	Association of Consulting Engineers	An Post	An Garda Síochána	
1d	Irish Planning Institute	Irish Georgian Society	Irish Deaf Society	Housing Agency IBEC	Geological Survey of Ireland	Friends of the Irish Environment	Friends of the Earth	Fingal Local Enterprise Office	Fingal Chamber	ESB	Ervia - Gas Networks Ireland	Eirgrid	Enterprise Ireland	Dublin Town	Dublin Port Company	Dublin City Local Enterprise Office Irish Raptor Study Group	
		Young Planners Network	Sustainable Energy Authority of Ireland	Enterprise Association	Retail Excellence Ireland	Rail Users Ireland	National Youth Council of Ireland	National Disability Authority	National Council for the Blind Ireland	Local Government Management Agency	Irish Brent Goose Research Group	Irish Wildlife Trust	Irish Wheelchair Association	Irish Tourist Industry Confederation	Irish Road Haulage Association	Irish Raptor Study Group	

# Scoping Report – DCC Feedback (10/06/22)



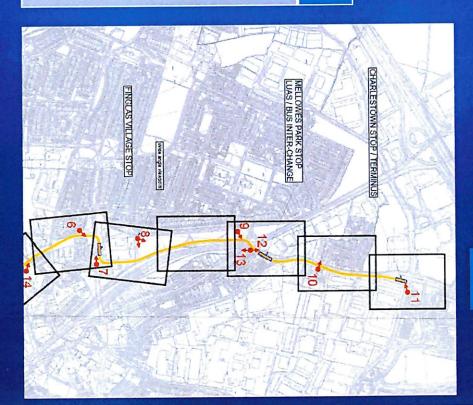
All submissions received dealt with by the EIAR Specialists Detailed / appended to the EIA Scoping report for reference in the EIAR

### Consultee Scoping Summary of Response Note Draft Dublin City Development Plan 2022 -2028 expected Q4 2022

- Additional locations for photomontages to assess visual impacts to be considered
- Acknowledge Church Street Architectural Heritage within the Cultural Heritage
- Any repair works required to the historic fabric will be carried out in accordance with best conservation practice with architectural conservation specialist.
- Study impact of public lighting (LED Lighting solutions) on human health and fauna
- Vital that any impacts affecting the Tolka Valley  $\underline{\textbf{Integrated Constructed Wetland}}$  are fully mitigated, to protect the Tolka and downstream water bodies

Dublin City Council

- BusConnects Include cumulative impacts associated with other transport projects, including
- Rd/Mckee Ave New traffic counts suggested at: Charlestown Rd/North Road Jct and St Margaret's
- In relation to biodiversity, survey data list undertaken by DCC (and others) to be considered. Additional organisations to be consulted.
- Brent Goose survey should be conducted during winter 2022 2023



# Luas Finglas – Structure of EIAR:



### EIAR Structure:

### Volume 1: Non-Technical Summary

Summary of the EIAR in non-technical language;

## Volume 2: Introduction and Scheme Description (Chapters 1 – 6)

Introduction to the proposed scheme and EIA process, including a scheme background, legislative and planning context, description of alternatives, and a description of consultation;

## Volume 3: Environmental Baseline and Assessment (Chapters 7 – 26)

A separate chapter for each environmental topic, describing the baseline, potential effects, mitigation and monitoring requirements for each environmental topic;

### Volume 4: Figures

Graphics and plans supporting the EIAR chapters, illustrating the proposed scheme and environmental information; and

### **Volume 5: Appendices**

Technical reference information supporting the EIAR chapters, such as calculations and detailed background data.

Chapter 6 -Construction

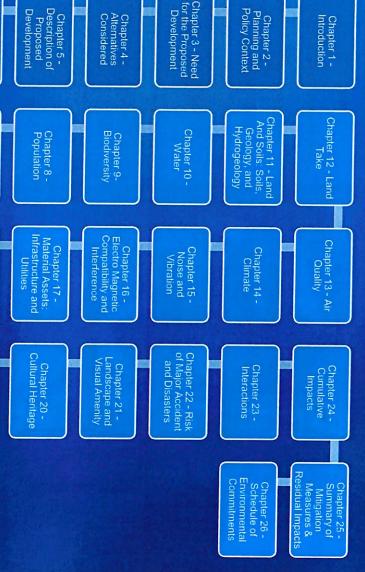
Activities

Human Health

Chapter 18 -Material Assets: Traffic and Transport

Material Assets

Chapter 7



# Luas Finglas - STATUS of EIAR CHAPTERS:

VOLUME 1 - NON TECHNICAL SUMMARY	L SUMMARY				
Title	3rd TII Roview	2 <sup>nd</sup> Leg	2 <sup>nd</sup> Legal Review	NTA Review	Expected Timeline
Won-Technical Chapter	No		No	No	End of March
VOLUME 2 – INTRODUCTORY CHAPTERS	CHAPTERS				
Title		3 <sup>rd</sup> Til Review	2 <sup>nd</sup> Legal Roview	NTA Review	Expected Timeline
Chapter 1 - Introduction		Yes	Yes	Yes	Comments back on Feb 5th
Chapter 2 - Planning and Policy Context		Yes	Yes	Yes	Comments back on Feb 5th
Chapter 3 - Need for the Scheme		Yes	Yes	Yes	Comments back on Feb 5th
Chapter 4 - Alternatives Considered		No	(+Senior Counsel) No	No	March 8th
Chapter 5 - Description of the Scheme		Yes	Yes	Yes	Comments back on Feb 5th
Chapter 6 - Construction Activities		Yes	Yes	Yes	Comments back on Feb 5th
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ACTOME 9 - LECUNICAL CUAL LEUG				
Title	3 <sup>rd</sup> TII Review	2 <sup>nd</sup> Legal Review	NTA Review	<b>Expected Timeline</b>
Chapter 7 - Numair Health	No	No	MM	3 <sup>rd</sup> week of March
Chapter 8 - Population	No	No	NIA	3rd week of March
Chapter 8 - Biodiversity	No	(+Senior Counsel)	WW	3 <sup>rd</sup> week of March
Chapter 19 - Water	Yes	Yes	NIA	Issued March 1st
Chapter 11 Land and Solls (Solls, Geology & Hydrogeology)	Yes	Yes	NIA	issued March 1st
Chapter 12 - Land Take	No	No	AM	March 8th
Chapter 13 - Air Quality	Yes	Yes	AW	Issued Feb 21st
Chapter 14 - Climate	Yes	(+Senior Counsel) Yes	No	Issued Feb 21st
Chapter 15 - Noise and Vibration	Yes	Yes	No	Issued Fab 21st
Chapter 18 - EMC	No	No	N/A	March 8th
Chapter 17 - MA: Utilities and Infrastructure	Yes	Yes	NA	issued Feb 21st
Chapter 18 MA: Traffic and Transport	No	No	No	March 1st
Chapter 19 - MA: Resources and Wasta Management	No	No	NW	3 <sup>rd</sup> week of March
Chapter 20 - Cultural Heritage	Yes	Yes	NIA	Issued March 1st
Chapter 21 - Landscape and Visusi	No	No	NW	3 <sup>rd</sup> waek of March
Chapter 22 – Risk of Major Accidents and Disasters	Yes	Yes	NA	Issued Feb 21st
Chapter 23 - Interactions	Na	No	AN	Last week of March
Chapter 24 Cumulative Impacts	No	(+Senior Counsel)	No	3 <sup>rd</sup> week of March
Chapter 25 - Summary of Mitigation Measures, Monitoring and Residual Impacts.	No	No	No	Last week of March
Chapter 25 - Schedule of Environmental Commitments	No	No	A/N	Last week of March

VOLUME 4 – FIGURES NOT SHOWN

VOLUME 5 -APPENDICES -NOT SHOWN



# Luas Finglas – Key EIA Topics Climate









- Climate Action Plan 2021 Securing Our Future; Now updated to Climate Action Plan 2024
- 2030 Climate and Energy Framework, EC 2014;
- National Energy and Climate Plan 2021 2030, DECC 2021;
- Climate assessment operational phase will utilize the TII Carbon Assessment Tool for Road and Light Rail Projects;
- Assessing Greenhouse Gas Emissions and Evaluating Their Significance' (IEMA, 2022);
- The IEMA guidance sets out a 'good practice' approach to assess a development's potential impact on climate and presents results in terms of a percentage contribution relative to carbon budgets together with appropriate mitigation; and
- The TII Carbon Assessment Tool for Road and Light Rail Projects has been used to determine carbon saving methods implemented as part of the scheme and demonstrates that low carbon design has been considered and implemented as part of the EIAR.

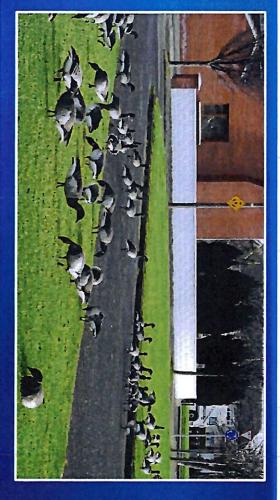
# Luas Finglas - Key EIA Topics



### Biodiversity

- Wintering Birds and Brent Geese. Important areas surveyed between Dec 2021 and Feb 2022 included Tolka Park, Farnham pitches. Surveys included 8 days in total, 4hrs per day with 2hrs morning/afternoon split surveys (32hr total). Above recommended guidance.
- **Bats** are protected by law in Ireland under the Wildlife Act 1976 and internationally they are protected under the EU Habitats Directive (92/43/EEC). Additional reconfirmation surveys continuing into summer 2022 to ensure robust set of survey data.
- **Appropriate Assessment (AA).** The AA process will be undertaken concurrently with the EIA, but both processes will be clearly distinguished.
- The AA will be documented in a Screening Statement and Natura Impact Statement for the proposed scheme and these documents will be submitted to the competent authority as part of the planning application along with the EIAR.
- Derogation license are not required for Badger, Bats nor Otter. There are no Badger setts or known Bat roosts that the scheme will remove / disturb.

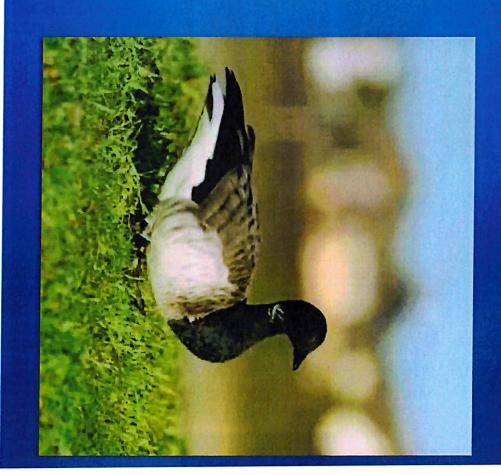
European: Natura 2000 Sites (total = 16)	Location Relative to the Proposed Development	National: Proposed Natural Heritage Areas (total = 21)	Location Relative to the Proposed Development
North Dublin Bay SAC [000206]	7.8km	Royal Canal pNHA [002103]	Within site
North Bull Island SPA [004006]	7.8km	North Dublin Bay pNHA [000206]	4.6km
South Dublin Bay SAC [000210]	7.0km	South Dublin Bay pNHA [(000210]	7.0km
South Dublin Bay and River Tolka Estuary SPA [004024]	4.8km	Liffey Valley pNHA [000128]	4.0km



# Key Findings – Wintering Birds



- Wintering Birds: Brent Geese are a Special Conservation Interest (SCI) species for SPAs in the vicinity of the Proposed Scheme have been designated are known to utilise ex situ feeding sites in the Dublin area
- The Brent Geese have been recorded within the Erins Isle GAA club grounds for each survey, with flock numbers varying from 80 – 1000 approx.
- The length of their stay within this site varies from 1hr to (potentially) dawn till dusk (i.e., same flock size present within the site for total length of the morning and afternoon surveys). The 7th survey recorded an additional small flock (n = 41) of Brent Geese within the western pitch area of Farnham Crescent Park, where they spent roughly an hour.
- There has been no evidence of the Brent Geese being present within any of the other parks or green areas during this winter period.
- DCC EIA Scoping Report
- Follow up surveys planned for winter 24



### Key Findings – Stonewort /Pondweed Royal Canal Otter Holt/habitat

- Tolypella glomerata (Clustered Stonewort) legally protected plant recorded on the western part of the survey area (see map and photo). No sign of Groenlandia densa (Opposite leafed Pondweed)
- The known Otter holt has been regularly monitored since it was first observed and it does not appear to be regularly used; It is also highly unlikely that this holt will ever become a breeding /natal holt as the surrounding habitats do not provide the required level of refuge required for a female Otter to raise her cubs safely



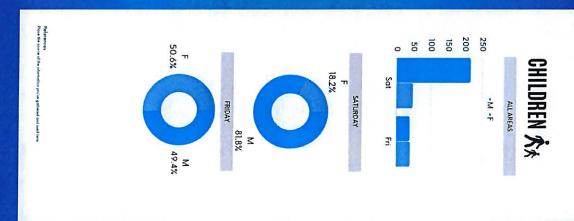


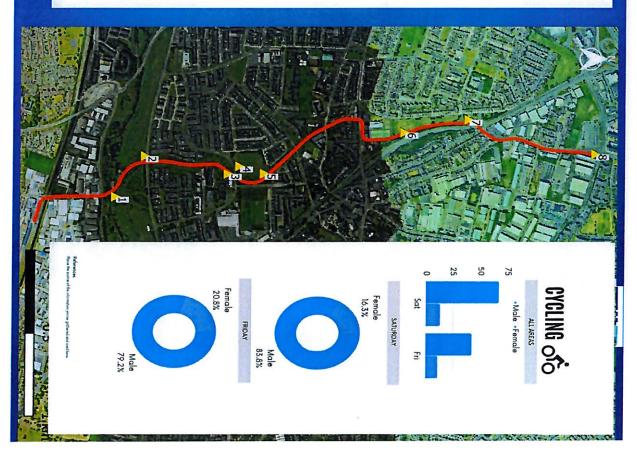
### Key findings : population

- Gender Lens Surveys undertaken 25th / 26th March 2022 and again 27th /28th January 2023
- Jan Gehl's Surveys
- Age and Gender Tally
- People Moving Count
- Stationary Activity Mapping
- Twelve Quality Criteria
- Gender Questionnaire

### (Age and Gender Tally, Stationary Activity Mapping, People Moving Count)

Survey Location Details	Total Number	Gender	Age Group Tally	Stationary Activity People Moving Mapping	People Moving
Day: Friday			Toddlers- 3 (2 unknown, 1 male)		Walking-54
Date: 25 <sup>th</sup> March		Female- 44	Kids- 34 (13 females, 21 males)	Total count- 12 Twelve people were	A group of school children and teachers walking on the footpath
Time: 10:00- 13:00	108	Male-62	Young adults- 15 (4 females, 11 males)	using the park space for exercise/ logging/dogwalking	opposite the park- 38
Weather to 12°C to 14°C sunny		Toddlers- 2	Adults- 49 (26 females, 23 males)	etc	Supported (with carer)-
light wind			Seniors- 7 (1 females, 6 males)		



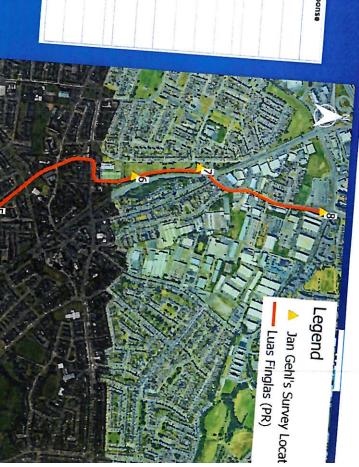


### Gender Lens

- Jan Gehl's Surveys Age and Gender Tally
- People Moving Count Stationary Activity Mapping
- Twelve Quality Criteria Gender Questionnaire







# Key Findings – Cultural Heritage

3 BARRY @egis

A Conservation and Engineering Condition Survey and Impact Assessment of Broome Bridge (RPS 9090) and Wood Bridge (RPS 906);

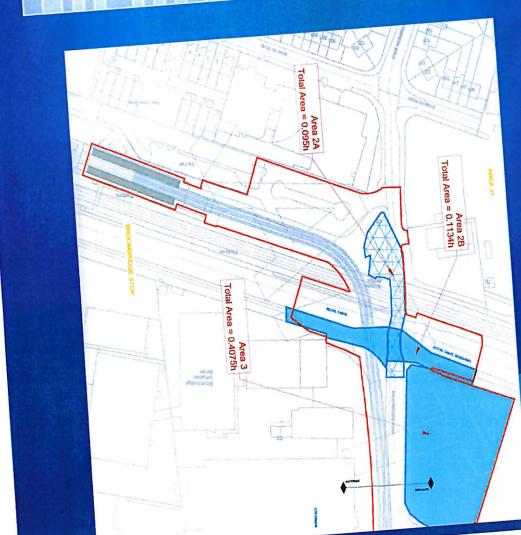
Image shows proposed GPR survey in the vicinity of Broome Bridge (RPS 9090) with dive survey to be scheduled at Bridge location at Royal

Broome Bridge: This stone-arch bridge has architectural and historic interest through its association with mathematician William Rowen Hamilton and through its positive contribution to the visual amenity of Hamilton and through its positive contribution to the visual amenity of

the wider canal-side landscape.

Other items include King William's Ramparts, St Helena's, potential

Area 11 (A and B) Ground Penetrating Radia Server	Area 10 EMI Apparent Electrical Solder Sirvey	Area 10 Magnetometer Survey  Area 10 Magnetometer Survey	Area 9 Magnetometer Survey	Area 8 Ground Penetrating Radar Survey	7 FMI Apparent Electrical Resistivity	Area 6 Not Used	Area 4 Ground Penetrating Radar Survey	Area 3 Magnetometer Survey	Area 2 (B) Ground Penetrical Resistivity	Area & (?)	2 (A) Ground Penetrating Radar Survey	Area 1 Ground Penetrating Radar Survey	Geophysical Survey Services	Corvines	castle site within IVP
	Hectare	Hectare	Hectare	Hectare	The state of	Hectare	Hectare	Hectare	Hectare	Hectare		Hectare	Hectare		
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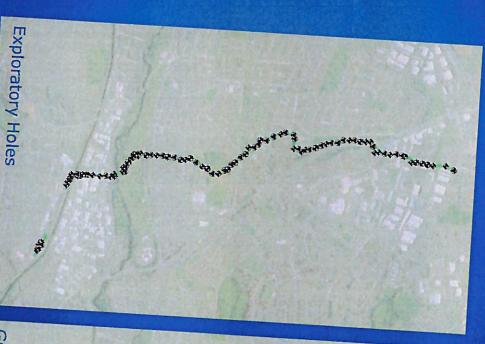


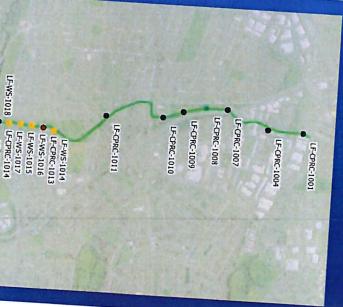
# Key Findings - Land & Soils

**Ground Investigation** 

@egis BARRY

- Exploratory Holes
- Trial Pits [21]
- Windowless Sampler [35]
- Boreholes [47]
- Geotechnical
- Classification (PSD, Atterberg)
- Strength (SPT, DPH, UU, CU, PLT)
- Concrete Aggressivity (Suite C)
- Environmental
- Soil (E1 & E2)
- Water (Suite F1 & F2)
- WAC Testing (Suite I, H & J)
- Groundwater Monitoring





Groundwater Monitoring

LF-CPRC-2009 LF-CPRC-2007

LF-CPRC-1019

LF-CPRC-1018

LF-CPRC-1031

LF-CPRC-3001

LF-WS-1018

# Key Findings – Land & Soils





### Geology

Relatively consistent stratigraphy

- Made Ground / Boulder Clay / Limestone Bedrock Generally competent (firm to stiff gravelly CLAY) with localised
- areas of soft or loose material.
- Made ground up to 5.9m in "the Valley" area
- Depth to bedrock -> 1.8 to 22.0 mbgl [Not Encountered] Depth to groundwater -> 1.1 to 5.7 mbgl (monitoring ongoing)

### **Environmental**

- Confirmed historic landfill within Tolka Valley Park
- Elsewhere, mostly inert C&D mixed with boulder clay GQRA indicates in-situ material Non-Hazardous Waste Classification
- Assessed for Human Health using Generic Assessment Criteria to reflect intended use (Public Open Space) with no exceedance.
- Isolated traces of Asbestos fibre in Area 30.

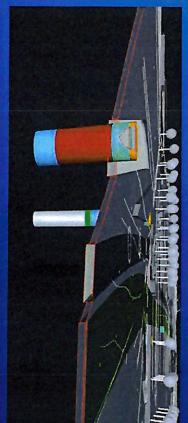
# Key Findings - Land & Soils

BARRY egis



- Confirmed historic landfill within Tolka Valley Park (to 5.8m)
- GAC trigger levels for open park land not exceeded but excessive inert waste (plastics, etc) and faint hydrocarbon odours limits circular economy potential.





# Key Findings - Land & Soils



- Preliminary earthwork estimates indicate approx. 21,000 m³ cut material
- Made Ground deposits elsewhere appear promising for potential reuse.
- Site won material potential reuse for landscaping bunds

buckets/grizzly decks)	screening to remove oversize (tromme	Potential for use of on-site mechanical
	tromme	thanical

SUMMARY	Area 31 Area 32 Area 33
	(sq.m)
	(Cu. M.) 6482.7 19663.4 0.0
	(Cu. M.) 1016.3 4098.5 150.0
20881.3	u. M.) (Cu. M.) 1016.3 5466.4 4098.5 15564.9 150.0 -150.0

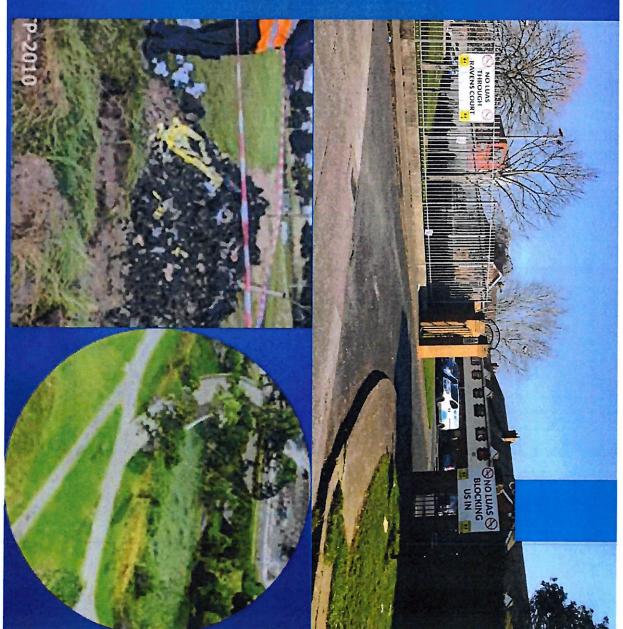






### Key Luas Finglas EIA Risks

- Local Objectors / Residents Continued engagement – Robust environmental surveys , alternatives considered assessment.
- Confirmed historic landfill within Tolka Valley Park Robust Ground Investigation Programme. Detailed/ Clear construction mitigation measures to be developed CEMP.
- Ensure Luas Finglas mitigation by design allows the Tolka Valley ICW to continue in providing passive treatment efficiency, increasing the biodiversity value of Tolka Valley Park through mitigation by design e.g landscape, adopting principles of BNG and providing social amenities for the area.
- Concerns re: EMI/Noise & Vibration Ensure assessments take full use of the existing Luas network to address concerns / objections that may be raised.



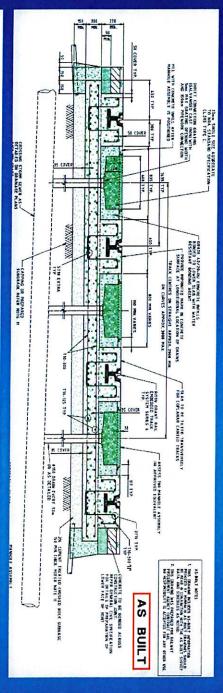
## Innovation for Sustainability

Circular Economy - Trackform



2 pronged strategy - the embedded track (and associated higher embedded carbon) has been reduced as much as possible replaced with grass track.

Where Grass Track proposed Carbon Tool Calculations have been undertaken to comparing the previous grass track design developed earlier for Dublin Luas Schemes against the currently proposed vignole grass-track which indicates >50% reduction in structural concrete (with associated carbon savings).



imbedded 49E1 Vignole rail 8

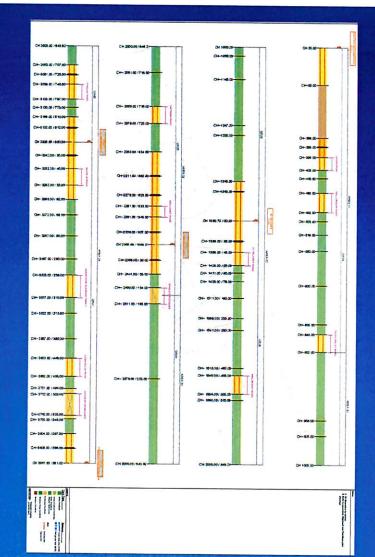
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Previous construction Red and green Lines buildup of grass track

Reduced footprint of new grass track design

# Innovation for sustainability

BARRY @egis







- Green/Blue roof for MSCP
- Photovoltaic energy generation

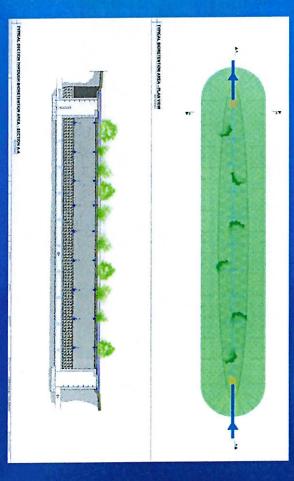
## Innovation for sustainability

Natural drainage and SUDS



Integrated wetlands impact mitigation and improvement





Bio-retention typical detail

# Innovative Ideas – Biodiversity Net Gain Trial





### Methodology

- **Condition Assessment** The condition of habitats was calculated using the Biodiversity Metric 3.0 Habitat Condition Assessment methodology.
- Habitat Area Calculations Habitat area calculations were obtained through the superimposing of landscape plan over ESRI Satellite Imagery within QGIS software.
- Baseline Fossitt Habitat Translations Fossitt classified habitats were translated into the JNCC Phase 1 habitat classes; these habitat classes were then translated into the UK Habs classification, which are in line with the Biodiversity Metric 3.0.

# Innovative Ideas – BREEAM and Circular Economy





Whole Team Award – the full CEEQUAL Award applied jointly by the client, designer, and principal contractor(s).

**Interim Client & Design Award** – available en route to a Whole Team Award. This enables project teams to add a verified Assessment during the design stage of a Whole Team Award.

**Client & Design Award** – for a joint application by the client and designer. This can be achieved before construction has started.

**Design Award** – for principal designer(s) only.

**Design & Construction Award** – for a joint application by the contractor and their designer. This can be useful where the designer and contractor wish to gain recognition for their contribution to a project.

**Construction Award** – for principal contractor(s) only. This is useful to enable the contractor to secure experience of CEEQUAL without the involvement of the other parties to the contract.

N N



The five key circular opportunities for the project identified are:

- 1. Track Design for Disassembly
- 2. Hierarchy of excavated materials
- 3. Active travel, inclusive design and network integration
- BIM and material data integration
- Nature-based drainage solutions and regeneration of public space

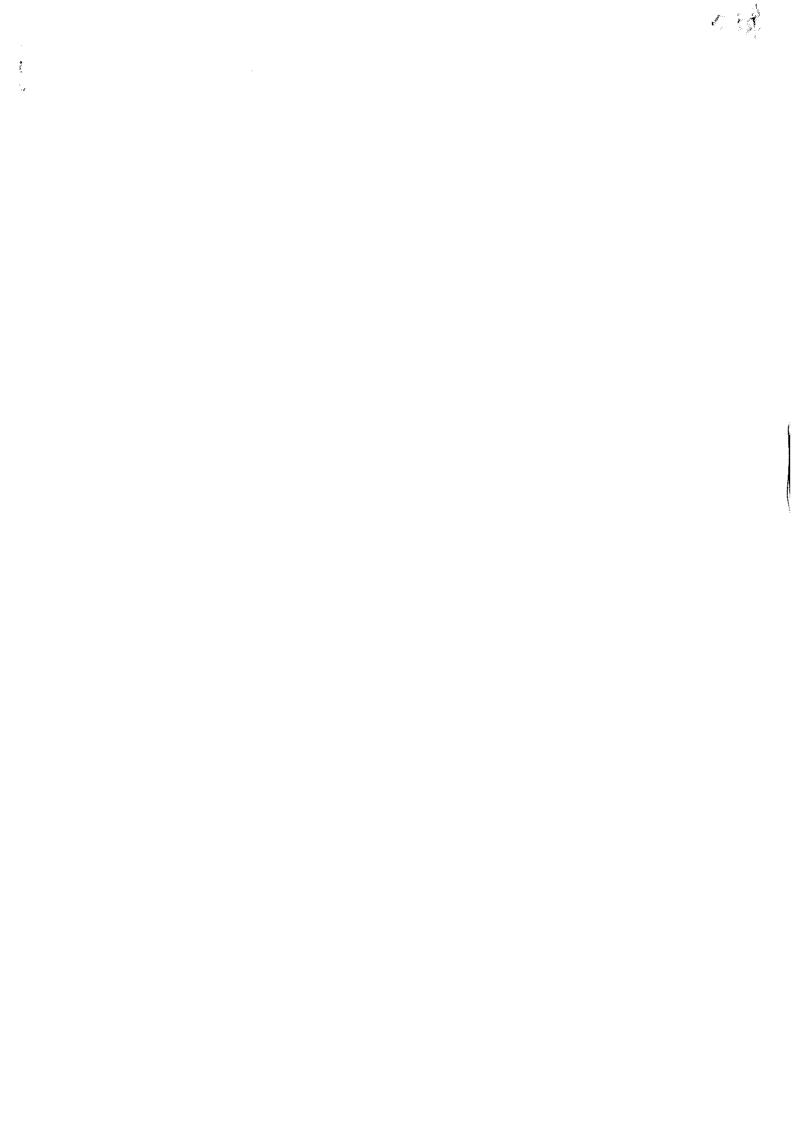
### **Sustainability Plan**



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**Luas Finglas Sustainability Vision** 

6,35



### Shaun McGee

From:

David Weldon < David. Weldon@tii.ie>

Sent:

Tuesday 12 March 2024 17:57

To:

Eimear Reilly

Cc:

Maurice Stanley; Bronagh Lennon; Joseph Martin; Martin Hogan; Eamon Daly

Subject:

RE: Luas Finglas (ABP-315939-23 Transport Infrastructure Ireland)

Attachments:

2024.03.15\_ABP\_Pre\_Application\_Meeting.pdf

Caution: This is an External Email and may have malicious content. Please take care when clicking links or opening attachments. When in doubt, contact the ICT Helpdesk.

### Hi Eimear

Please find attached a copy of the presentation for our meeting on Friday.

We will move through the slides at pace (leaving 30 minutes for a discussion afterwards).

The presentation is provided for background information purposes, and we will also include an animation during and a copy after the meeting.

### Agenda:

- 1. Presentation by TII/BTEG (30 mins)
- 2. TII/BTEG queries to ABP (10 mins)
- 3. Discussion (20 minutes)

### Regards

David Weldon

Luas Finglas Project Manager

Tel: +353 (01) 646 3428 Mobile: +353 (86) 410 7571 Email: David.Weldon@tii.ie





www.til.ie



+353 (01) 646 3600

From: Eimear Reilly <e.reilly@pleanala.ie> Sent: Tuesday, March 5, 2024 9:26 AM To: David Weldon < David. Weldon@tii.ie> Cc: Maurice Stanley < Maurice. Stanley@tii.ie>

Subject: RE: Luas Finglas (ABP-315939-23 Transport Infrastructure Ireland)

Some people who received this message don't often get email from e.reilly@pleanala.ie. Learn why this is important

### Thanks David

I will issue invites to all this morning.

### Kind regards

### Eimear

From: David Weldon < <u>David.Weldon@tii.ie</u>>
Sent: Wednesday, February 28, 2024 4:59 PM
To: Eimear Reilly < <u>e.reilly@pleanala.ie</u>>
Cc: Maurice Stanley < <u>Maurice.Stanley@tii.ie</u>>

Subject: RE: Luas Finglas (ABP-315939-23 Transport Infrastructure Ireland)

**Caution:** This is an **External Email** and may have malicious content. Please take care when clicking links or opening attachments. When in doubt, contact the ICT Helpdesk.

### Hi Eimear

I confirm that this time suits us and thank you for arranging.

Participants and roles below and we'll send on a presentation in advance.

Name	Organisation - Role	Email	
Hamid Foroughi	TII - Head of Public Transport New Scheme Planning	hamid.foroughi@tii.ie	
David Weldon	TII - Luas Finglas Project Manager	david.weldon@tii.ie	
Maurice Stanley	TII – Quantity Surveyor / Project Services	maurice.Stanley@tii.ie	
Bronagh Lennon	TII – Railway Order Coordinator	bronagh.lennon@arup.com	
Stephen Byrne	TII – Senior Environmental Scientist	stephen.byrne@tii.ie	
Joseph Martin	TII – Environmental Coordinator	joseph.martin@tii.ie	
Jim Quinlan	Barry Transportation Egis Group – Project Director	jim.quinlan@egis-group.com	
Eamon Daly	Barry Transportation Egis Group – Project Manager	edaly@jbbarry.ie	
Martin Hogan	Barry Transportation Egis Group — Environmental Coordinator	mhogan@jbbarry.ie	
Antía Prados Castro	Barry Transportation Egis Group – Assistant Environmental Coordinator	apradoscastro@jbbarry.ie	

### Regards

David Weldon Luas Finglas Project Manager Tel: +353 (01) 646 3428 Mobile: +353 (86) 410 7571

Email: David.Weldon@tii.ie





info@til.ie

+353 (01) 646 3600

From: Eimear Reilly < e.reilly@pleanala.ie > Sent: Tuesday, February 27, 2024 2:48 PM
To: David Weldon < David.Weldon@tii.ie > Cc: Maurice Stanley < Maurice.Stanley@tii.ie >

Subject: RE: Luas Finglas (ABP-315939-23 Transport Infrastructure Ireland)

Some people who received this message don't often get email from e.reilly@pleanala.ie. Learn why this is important

### Hi David

The Board is now in a position to arrange the 2nd pre-application meeting on the above application to be held virtually by MS Teams.

The proposed date is Friday 15th March 2024 @ 11:00a.m.

I would be grateful if you could advise if this date is suitable and if so, provide the names and email addresses of the participants. Furthermore, if you intend to use a presentation at the meeting it is necessary that a copy be sent to the Board at least <u>2 days</u> in advance of the meeting.

### Kind regards

### Eimear

From: David Weldon < <u>David.Weldon@tii.ie</u>> Sent: Friday, February 23, 2024 5:29 PM

To: LAPS < laps@pleanala.ie>

Cc: Maurice Stanley < Maurice. Stanley@tii.ie>

Subject: RE: Luas Finglas (ABP-315939-23 Transport Infrastructure Ireland)

**Caution:** This is an **External Email** and may have malicious content. Please take care when clicking links or opening attachments. When in doubt, contact the ICT Helpdesk.

### Hi Eimear

I confirm that TII request a further meeting to provide an update on the project and to discuss procedural matters.

### Regards

David Weldon Luas Finglas Project Manager Tel: +353 (01) 646 3428 Mobile: +353 (86) 410 7571

Email: David.Weldon@tii.ie





+353 (01) 646 3600

From: LAPS < laps@pleanala.ie >

Sent: Friday, February 23, 2024 1:11 PM

To: Maurice Stanley < Maurice. Stanley@tii.ie >; LAPS < laps@pleanala.ie >

Cc: David Weldon < David. Weldon@tii.ie >

Subject: RE: Luas Finglas (ABP-315939-23 Transport Infrastructure Ireland)

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Hi Maurice

If you would like to officially request a further meeting I will be in touch regarding a potential date.

## Many thanks

### Eimear

From: Maurice Stanley < Maurice.Stanley@tii.ie >

Sent: Friday, February 23, 2024 8:26 AM

To: LAPS < laps@pleanala.ie >

Cc: David Weldon < David. Weldon@tii.ie >

Subject: RE: Luas Finglas (ABP-315939-23 Transport Infrastructure Ireland)

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Hi Eimear

Thanks for your quick response.

Can you please advise when you would be available to meet to further advance the Pre-Application Consultation Process?

Kind Regards,

Maurice Stanley
Quantity Surveyor

Light Rail & Metro

Tel: +353 85 183 6991

Email: Maurice.Stanley@tii.ie





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From: LAPS < laps@pleanala.ie>

Sent: Thursday, February 22, 2024 5:05 PM
To: Maurice Stanley < Maurice.Stanley@tii.ie >
Cc: David Weldon < David.Weldon@tii.ie >

Subject: RE: Luas Finglas (ABP-315939-23 Transport Infrastructure Ireland)

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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.

# Good afternoon Mauirce

A list of the prescribed bodies that TII should notify in respect of an application will be forwarded to you when you close the consultation process.

In relation to your question regarding site notice locations, I advise that you discuss this during your next meeting with the Board's representatives.

## Kind regards

### Eimear Reilly

From: Maurice Stanley < <u>Maurice.Stanley@tii.ie</u> > Sent: Thursday, February 22, 2024 3:21 PM

To: LAPS < laps@pleanala.ie>

Cc: David Weldon < David.Weldon@tii.ie >

Subject: FW: Luas Finglas (ABP-315939-23 Transport Infrastructure Ireland)

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Hi Lauren

As discussed on the phone earlier TII would be grateful if you could provide a response to the below request initially send to Niamh Thornton on February 20<sup>th</sup> 2024.

Thank you

Kind Regards,

Maurice Stanley Quantity Surveyor Light Rail & Metro

Tel: +353 85 183 6991

Email: Maurice.Stanley@tii.ie









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From: David Weldon < <u>David.Weldon@tii.ie</u>>
Sent: Tuesday, February 20, 2024 1:02 PM
To: Niamh Thornton < <u>n.thornton@pleanala.ie</u>>
Cc: Maurice Stanley < <u>Maurice.Stanley@tii.ie</u>>

Subject: Luas Finglas (ABP-315939-23 Transport Infrastructure Ireland)

### Dear Niamh

We are working towards finalising our Railway Order Application for Luas Finglas, with a target submission date to be fixed in the next couple of weeks. I'll be in touch to arrange a final pre-consultation meeting in advance of TII submitting the Railway Order.

In the meantime could I also request that An Bord Pleanála:

- Supply a list of Prescribed Bodies
- Confirm hard copy display locations

I look forward to hearing from you.

### Regards

David Weldon Luas Finglas Project Manager Tel: +353 (01) 646 3428 Mobile: +353 (86) 410 7571

Email: David.Weldon@tii.ie



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# Nia n Thornton

From:

Niamh Thornton

Sent: To:

Friday 2 June 2023 12:57 'david.weldon@tii.ie'

Subject:

RE: David Weldon has sent you files - Luas Finglas Animation

Hi David,

I confirm receipt of your email dated 31st May and attached animation.

This will be added to the pre-application consultation file.

Kind regards, Niamh Thornton

From: mail@sf-notifications.com <mail@sf-notifications.com>

Sent: Wednesday 31 May 2023 10:42

To: Niamh Thornton < n.thornton@pleanala.ie>

Subject: David Weldon has sent you files - Luas Finglas Animation

# **S** ShareFile

David Weldon has sent you files.

Expires 06/30/2023

A note from David:

Dear Niamh

Further to our meeting with you on 26/05/23 on Luas Finglas, please find attached an animation of the Luas Finglas alignment. Please note that the animation is a few months behind the 3D BIM design and needs to be updated to reflect recent amendments.

When the RO application is made an updated version will be made available. This version will be aligned with the final drawings and associated BIM models, which will also be available to use as needed.

Any issues, please contact me.

David Weldon Project Manager (Design) | New Luas Projects

Tel: +353 (01) 646 3428 Mobile: +353 (86) 410 7571 Email: <u>David Weldon@tii.ie</u>



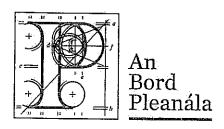
Trouble with the above link? You can copy and paste the following URL into your web browser:

https://tii.sharefile.eu/d-fffa231646564189

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Powered By Citrix ShareFile 2023

Our Case Number: ABP-315939-23



Transport Infrastructure Ireland c/o Marcello Corsi Parkgate Business Centre Parkgate Street Dublin 8 D08DK10

Date: 30 May 2023

Re: Luas Finglas - extension of the Luas Green Line.

Charlestown, Finglas Village, Finglas West and Tolka Valley, County Dublin.

Dear Sir / Madam,

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

Please find enclosed a copy of the written record of the first meeting of the 26th May, 2023.

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

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

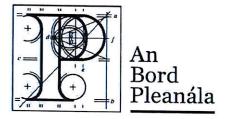
Yours faithfully,

Niamh Thornton Executive Officer

Direct Line: 01-8737247

NC<sub>07</sub>





# Record of Meeting ABP-315939-23 1st meeting

Case Reference / Description	Luas Finglas - extension of the Luas Green Line. Charlestown, Finglas Village, Finglas West and Tolka Valley, County Dublin.		
Case Type	Pre-application consultation		
1st / 2nd / 3 <sup>rd</sup> Meeting	1 <sup>st</sup>	•	
Date	26/05/23	Start Time	11.00 a.m.
Location	N/A	End Time	11.35 a.m.

Representing An Bord Pleanála		
Paul Caprani, Assistant Director of Planning (Chair)		
Kevin Moore, Senior Planning Inspector		
Susan Clarke, Senior Planning Inspector		
Niamh Thornton, Executive Officer		
Representing the Prospective Applicant		
Marcello Corsi – TII Project Manager for Luas Finglas		
Dave Weldon – TII Design Manager for Luas Finglas		
Joseph Martin – TII Environmentalist		
Stephen Byrne – TII Senior Environmental Scientist		
Hamid Foroughi – TII Head of Public Transport New Scheme Planning		
Paolo Carbone – TII Head of Public Transport Capital Projects		

ABP-315939-23

Jim Quinlan – Barry Egis Project Director

Eamon Daly – Barry Egis Project Manager

John Fallon – Barry Egis Environmentalist

The meeting commenced at 11.00 a.m.

The Board referred to the letter received from the prospective applicant requesting pre-application consultations and advised the prospective applicant that the instant meeting essentially constituted an information-gathering exercise for the Board; it also invited the prospective applicant to outline the nature of the proposed development and to highlight any matters it wished to receive advice on from the Board. The Board mentioned general procedures in relation to the pre-application consultation process as follows:

- The Board will keep a record of this meeting and any other meetings, if held.
   Such records will form part of the file which will be made available publicly at the conclusion of the process. The record of the meeting will not be amended by the Board once finalised, but the prospective applicant may submit comments on the record which will form part of the case file.
- A further meeting or meetings may be held in respect of the proposed development.
- Further information may be requested by the Board and public consultations may also be directed by the Board.
- The Board may hold consultations in respect of the proposed development with other bodies.
- The holding of consultations does not prejudice the Board in any way and cannot be relied upon in the formal planning process or any legal proceedings.

ABP-315939-23 An Bord Pleanála Page 2 of 8

# Presentation by the prospective applicant:

The prospective applicant opened its presentation by stating that the proposed development consists of an extension northward of the Luas Green Line. It was stated that the project will include a new park and ride facility and that it had always been the intention to extend the Luas line north and Broombridge station had been designed to facilitate this extension.

The prospective applicant gave an overview of the key features of the proposed development which will consist of a 4km extension from Broombridge to the M50 incorporating 4 new stops. 1 park and ride facility with 350 spaces will be included. It was stated that the line will mostly be off road with few road junctions and as such will be highly reliable. Travel time from the M50 to College Green will be 30 minutes. Sustainable grass-track will be used through green areas and provision for off-road cycle lanes will be included. Key benefits of the proposed development were presented including an increase in sustainable travel, improved transport interchange between light and heavy rail and busses, and maximising use of existing infrastructure.

The project has five overarching objectives as follows:

- 1. Serve existing and future transport demand,
- 2. Provide a safe, frequent, reliable, efficient and sustainable public transport connection from Charlestown,
- 3. Reduce public transport journey times between Charlestown, Finglas and the city centre compared to private car trips,
- Contribute to the Climate Action Plan targets for the decarbonisation of transport,
- 5. Promote economic growth for the residents and businesses of Charlestown, Finglas and the surrounding areas.

The prospective applicant presented a map depicting the interchange between the proposed line and all other rail lines in Dublin.

Other benefits of the proposed development will include environmental benefits, with one tram carrying the same number of passengers as 300 cars, safety and physical benefits, incorporating active travel routes, and accessibility and social inclusion benefits, increasing access to education and employment.

ABP-315939-23 An Bord Pleanála Page 3 of 8

CC

The prospective applicant stated that it anticipates lodging a planning application at the end of 2023, or January 2024 at the latest.

The options selection stage took place between 2018 and 2020. Initial route options were informed by land uses and constraints and taking existing and future public transport routes into consideration. Regarding crossover with the Metro line, it was clarified that there is a distance of between 2-3kms between the lines. Options selection also included options of a start point other than from Broombridge station and various options to facilitate a tie-in at Broombridge station taking account of the canal crossing. The preferred option here is to pass over the canal.

Initially, 29 end to end route options were identified, which was narrowed down to an emerging preferred route after various screening stages and multi-criteria assessment.

Non statutory public consultation was held on the emerging preferred route (EPR) in 2020 which included a website, brochures and a virtual consultation room. Feedback from this consultation informed the design of the Preferred Route (PR), which went for public consultation in December 2021. The prospective applicant detailed the main changes from the EPR to the PR, including the repositioning of St. Helena's stop, repositioning of the line around Farnham Pitches, a change to the route through Mellowes and Finglas Village and a reposition of St. Margaret's Road stop. The advantages of these changes were discussed, including improved safety and connectivity, and a lesser impact on residential areas.

The prospective applicant presented drawings of indicative bridge designs. The proposed project will include construction of two new bridges, over Royal Canal and Tolka River.

The park and ride facility will be located behind the Lidl on St. Margaret's Road. Regarding stakeholder engagement, it was stated that feedback was halved between consultation on the EPR and consultation on the PR.

The prospective applicant stated that Luas Finglas is taking an innovative approach to design and project management, with close collaboration between key stakeholders. It was stated that 3D led multi-disciplinary design development offers a number of benefits including improved visualisation for stakeholders and improved construction planning, providing a tested and verified design. It was stated that this project is a circular economy pilot for the TII and that the multidisciplinary approach means that it is not just being viewed as a transport project, but also as a water

management, biodiversity and human activity project. The prospective applicant is using the BREEAM Infrastructure approach to the project, which aims to drive and verify sustainability performance standards. It was stated that the sustainability design approach being used should result in 40% less in carbon emissions compared to the construction of existing Luas tracks, with Luas Finglas using less concrete, facilitating rail removal and replacement and being less engineered. Regarding the Railway Order drawings, it was stated that these are being generated directly from the reference design models and there will be circa. 108 in total. A number of sample drawings were presented.

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The prospective applicant presented a 3D animation, route walkthrough, based on the BIM drawings.

Regarding EIA, a Scoping Report was published in April 2022 and in February 2023 a Report was published including the summary of submissions received and responses to same.

The prospective applicant presented an overview of the EIAR structure, which will include 5 volumes and presented a list of surveys and their progression from 2021-2023. It is anticipated that a NIS will be required, due to the crossing of the Tolka River and pathways to the Dublin Bay SACs and SPAs. Some key EIA topics will include Biodiversity (wintering birds, Brent Geese, bats and otters), Water (Integrated Constructed Wetland at Tolka Valley Park), Land and Soil (historic landfill at Tolka Valley Park), and Climate.

The prospective applicant noted recent EIA trends and caselaw, stating that it will robustly address cumulative impacts, alternatives, climate and mitigation in the EIAR. An overview of the EIAR timescales was presented.

The prospective applicant gave an overview of BREEAM Infrastructure which is being used in the design of project. Luas Finglas is aiming to achieve the Client and Design Award. It was stated that BREEAM Infrastructure is cost efficient, acts as an independent assurance proving commitment to and achievement of sustainability goals, drives standards and promotes better project performance, and promotes cohesive, positive teamwork and systemic, sustainability driven project management. Use of BREEAM Infrastructure is new in Ireland and Luas Finglas hopes to become a leader in it's use in the country.

ABP-315939-23 An Bord Pleanála Page 5 of 8

C C

### Discussion:

The Board's representatives advised, when asked, that a chapter on planning and policy context be included in the EIAR, as opposed to being submitted as a separate appendix.

The Board asked that a copy of the video animation be provided to the Board.

The prospective applicant confirmed that TII is committed to using renewable energy during the operational phase of the development.

Regarding the former landfill at Tolka Valley Park, it was clarified that excavation depth and amount is being limited here. There will be minimal cut and fill and the prospective applicant is very confident that it can avoid disturbance of contaminated soil. It was stated that extensive ground investigations, ground and water monitoring had been carried out here. It was also stated that a drainage system would be used to avoid contamination.

The Board's representatives asked if there were any envisaged difficulties with providing overhead line equipment through more built-up areas. The prospective applicant clarified that this equipment, poles and boxes, will be designed and located as discretely and unobtrusively as possible.

Regarding the stop at St. Helena's, the Board's representatives asked if there were any security/connectivity concerns at this area. It was clarified that the stop was moved to provide better connectivity and that it is more centrally located within the residential catchment area at the new proposed location. The prospective applicant is looking at the context around stops, from a social viewpoint as a means of ensuring security. It was stated that activity and the presence of people is the best source of security. At St. Helena's, a food truck area and seating areas have been provided along with the construction of parallel footpaths and cycle paths to encourage activity in the area. CCTV will also be provided.

It was clarified that the St. Helena's stop will serve a large residential catchment, national schools and sports facilities and will provide connection to BusConnects.

Regarding consultation, the prospective applicant clarified that it is in ongoing consultation with private stakeholders, landowners, residents' associations etc.

11 15.

It was advised that the prospective applicant consult as constructively as possible with the NPWS on the project and with DAU on architectural heritage in relation to the two new bridges and their proximity to two protected bridges. It was confirmed that there is no consistency of Luas bridge design across the Luas network. A conservation architect will be engaged to look specifically at the bridges.

Consultation with the DAU was also encouraged in relation to Broombridge, where there are also changes proposed due to the DART+ West project. The prospective applicant stated that it has had extensive discussions with Irish Rail and DCC architectural heritage staff about the works at this location.

Regarding the proposed additional stabling area at Broombridge, it was stated that this land is owned by DCC and was earmarked for social housing. The applicant is still in negotiations with DCC about this and is aiming to demonstrate that a high density of housing can be provided on the remaining lands.

It was clarified that circa 130 private properties will be included in the CPO with circa 20 land acquisitions impacting on dwelling homes. This will be a mix of permanent and temporary acquisitions and only gardens of dwelling homes will be affected. It is proposed to demolish three industrial sheds, two of which are not in use.

The prospective applicant is in negotiations with Lidl about land to facilitate the park and ride. It is likely that this land will form part of the CPO. Clarity was provided on connectivity to the M50 and St. Margaret's Road stop from the park and ride facility.

Regarding cycling infrastructure, it was clarified that the proposed routes will tie into existing infrastructure, Royal Canal Greenway and Tolka Valley Greenway for example, and tie-in with future routes will be facilitated.

It was confirmed that the proposed substations will form part of the railway order application.

The Board advised the prospective applicant to focus on reasonable alternatives in the EIAR, with focus on the alignment taken.

The Board's representatives asked that the prospective applicant provide feedback from engagement at the next meeting.

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## Conclusion:

The record of the instant meeting will issue in due course and the prospective applicant can submit any comments it may have in writing or alternatively bring any comments for discussion at the time of any further meeting. The onus is on the prospective applicant to either request a further meeting or formal closure of the instant pre-application consultation process.

The meeting concluded at 13.10 p.m.

Paul Caprani

**Assistant Director of Planning** 

# Luas Finglas

# An Bord Pleanála: Pre-application Consultation

26th May 2023







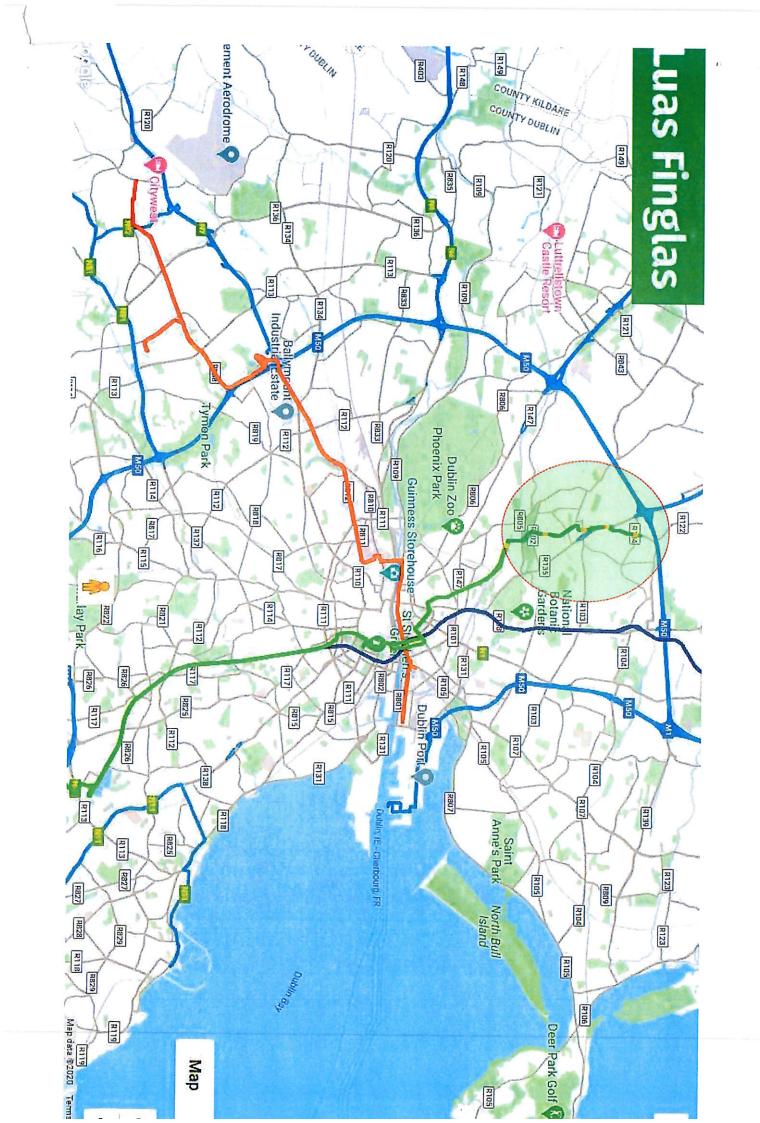




# Contents

- Luas Finglas Introduction & Project Objectives
- Programme
- Options Selection and NSPCs (EPR and PR)
- Luas Finglas Innovative Approach
- RO Drawings & Route Walkthrough
- EIAR

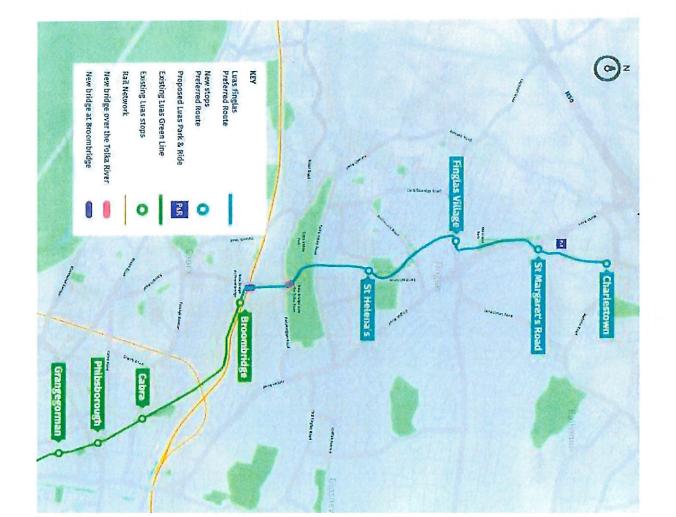




# Luas Finglas Preferred Route

# **Key Facts**

- Green Line extension from Broombridge to M50
- 4 km and 4 new stops
- 1 Park & Ride (350 spaces) on St Margaret's Road
- Mostly off-road, few road junctions high reliability
- Charlestown to Broombridge in 13 minutes
- M50 (Charlestown) to College Green in 30 minutes
- Sustainable grass-track through green areas
- Additional off-road cycle provision in line with Greater Dublin Area cycling strategy



# Luas Finglas – key benefits

# **Key Benefits**

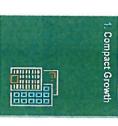
- **Delivering on 4 National Strategic Objectives**
- Maximising use of existing infrastructure
- Increase in sustainable travel
- rail networks Improved transport interchange – light and heavy
- District Centre Improved mobility options to the Finglas Key
- peak periods Reduced travel times to / from city centre during
- Compatible with BusConnects



2019 PLAN

-

CLIMATE ACTION













+14% increase in Green Line length

+25% trips



# .uas Finglas — Overarching Objectives

1. Serve existing and future transport demand

3. Reduce public transport city centre compared to journey times between Charlestown, Finglas and the

private car trips

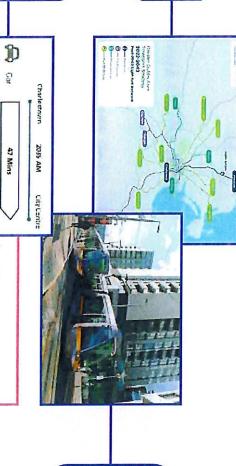
H LUBS

30 Mins

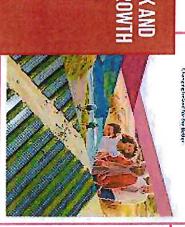
Spirit of the second

CLIMATE ACTION PLAN 2023

5. Promote economic growth areas Finglas and the surrounding businesses of Charlestown, for the residents and



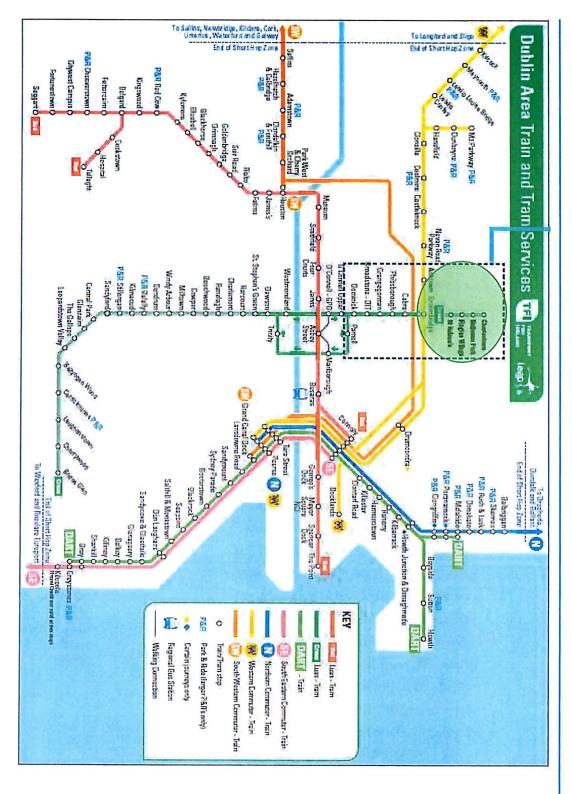
DECENT WORK AND ECONOMIC GROWTH



sustainable public transport to the city centre, via Finglas connection from Charlestown reliable, efficient and Provide a safe, frequent,

Action Plan targets for the 4. Contribute to the Climate decarbonisation of transport

# Luas Finglas — Integration / Link / Interchange

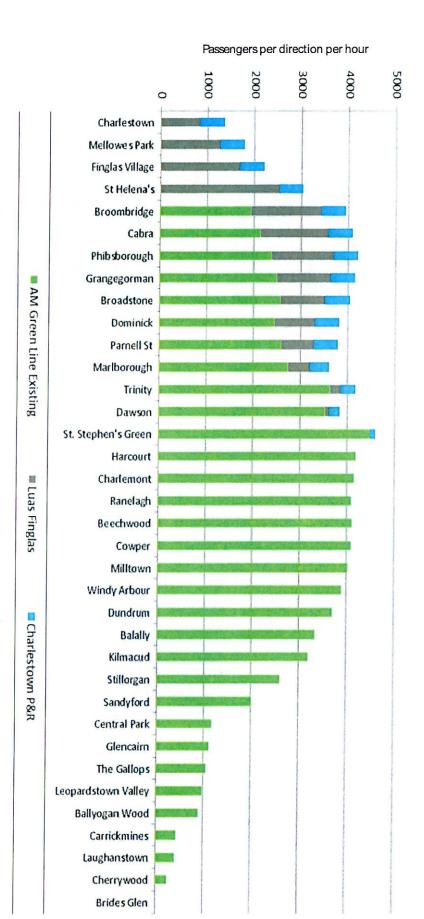








# Benefit – leverage past investment

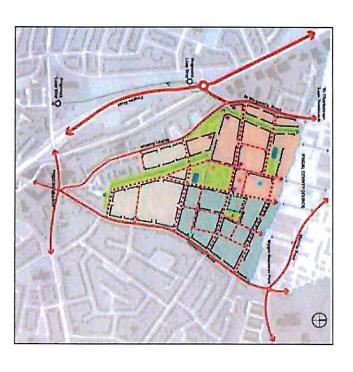


Reference: 2<sup>nd</sup> Stage Option Selection Report

# Project Messaging

# Integration Benefits

- **BusConnects and DART+**
- 350 space Park & Ride adjacent to M50
- TOD, eg Jamestown & Dublin Industrial Estate (LAP)



Dublin City Development Plan 2016-2022

PROPOSED VARIATION No. 33

ZONING OBJECTIVE AMENDMENT

STRATEGIC DEVELOPMENT AND REGENERATION AREA DESIGNATION

ON LANDS AT JAMESTOWN ROAD / ST MARGARET'S ROAD / MEXEE ANIMOE, FINGLAS, DUBLIN 11

Planning Report

MARCH 202

66

The concept of Transport
Orientated Development
(TOD) is a central policy
tenant of the new
Development Plan.

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# **Project Messaging**

# Environmental Benefits

 One electrified tram carries same number of passengers as over 300 cars with lower carbon emissions

Til Carbon Assessment Tool

- Removes 10,000 daily car trips from road during opening year
- Offers alternative to car ownership
- Makes road space available for buses and active travel modes
- E-charging P&R
- Huge emphasis on Sustainability in Design

# Safety & Physical Activity Benefits

- Active Travel
- Approx. 4,500 pupils in catchment

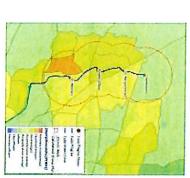


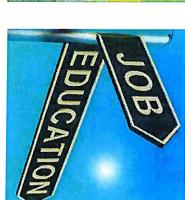






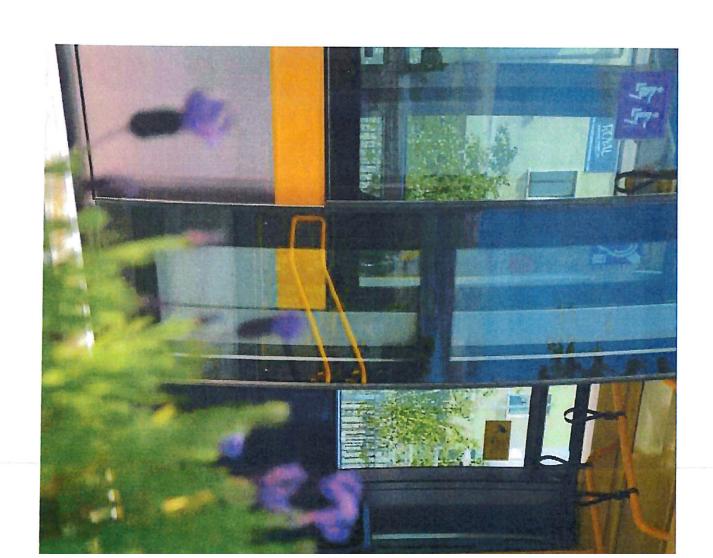
- 10,000 people classed as 'disadvantaged'
- Access to education and employment
- Create a high-capacity and reliable rail corridor





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# Luas Finglas – Timeline



the review of the next NDP The timeline for the delivery of Luas Finglas will be considered as part of

# **Contents**

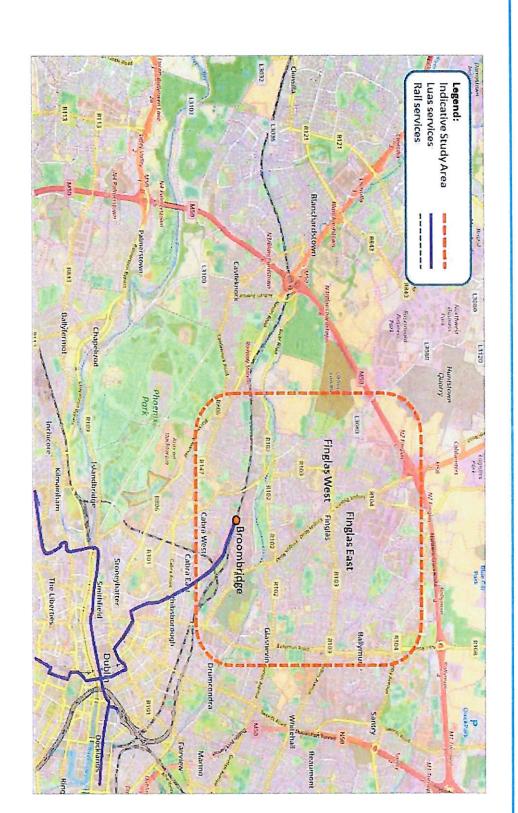
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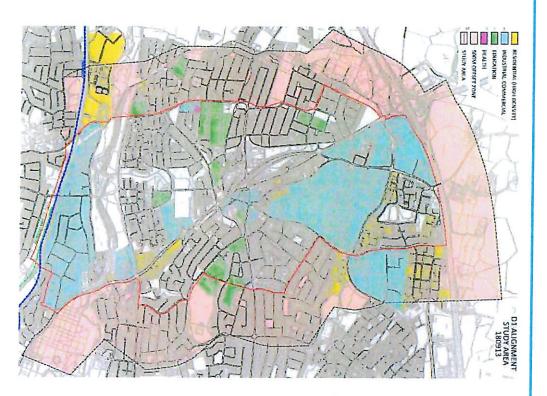
Luas Finglas - Options selection stage

2018-2020

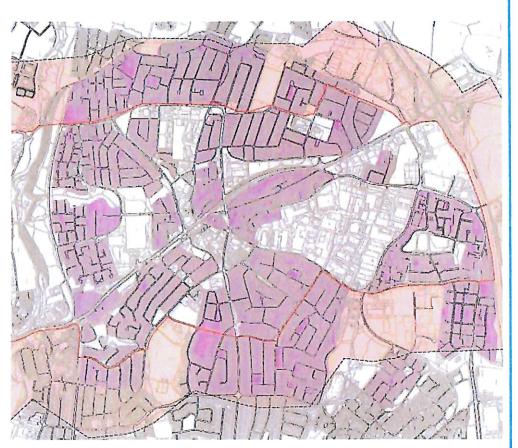
# Luas Finglas Large study area



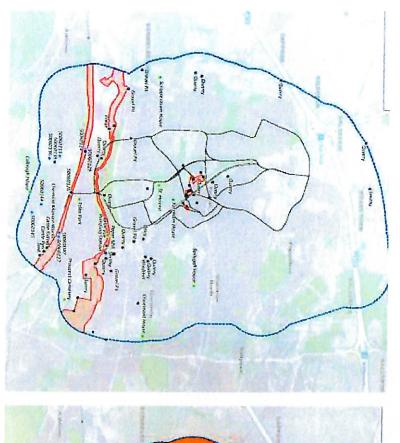
# Luas Finglas Detailed study area

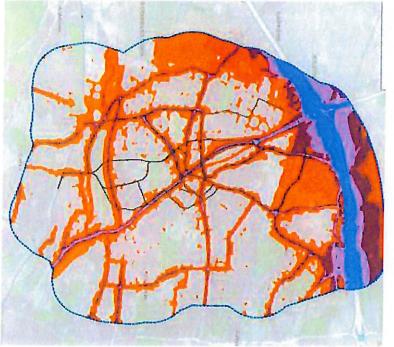


### Luas Finglas Constraints map



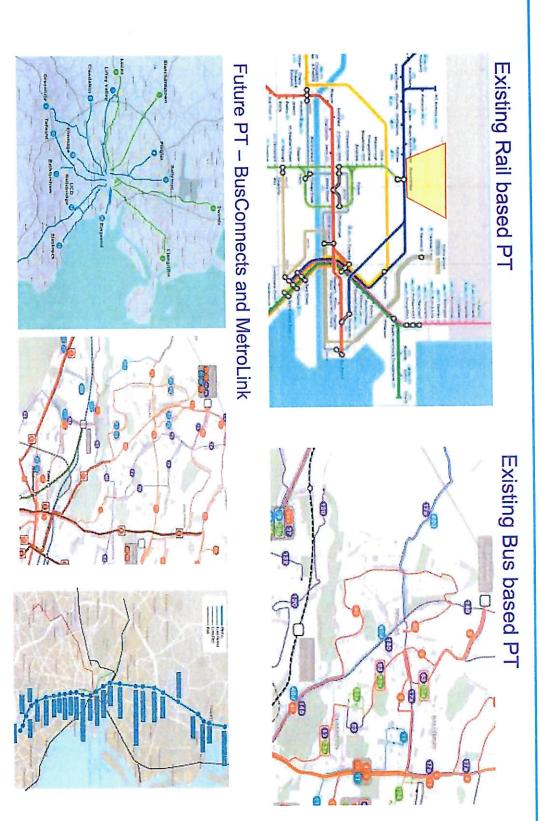
## Environmental Constraints map



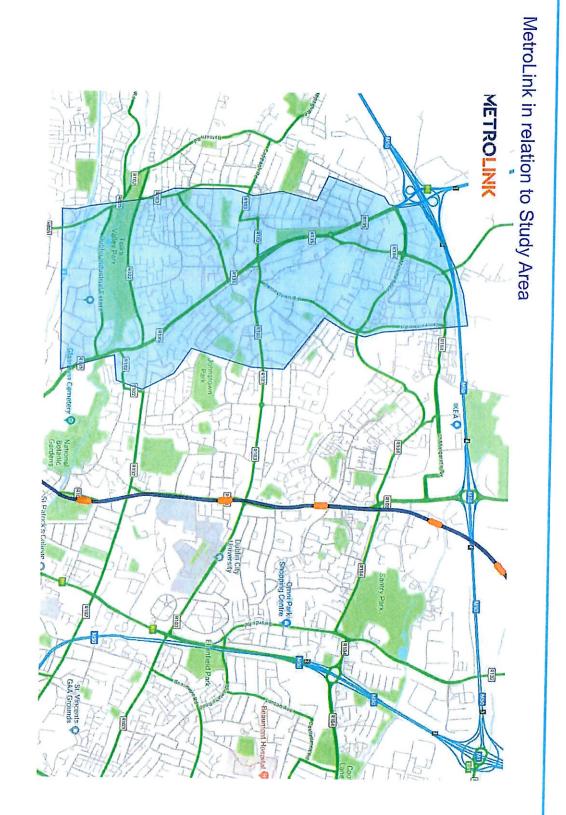




## Luas Finglas Area information - PT

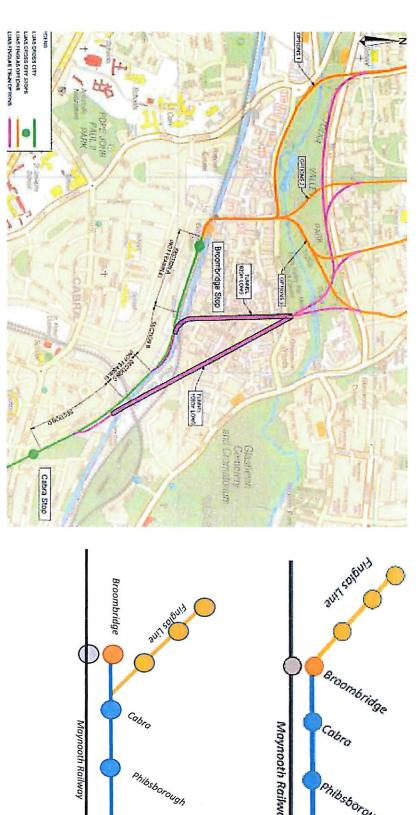


## Luas Finglas Area information - ML

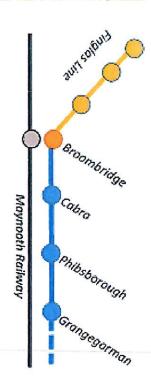


## Tie-in/starting point at Broombridge

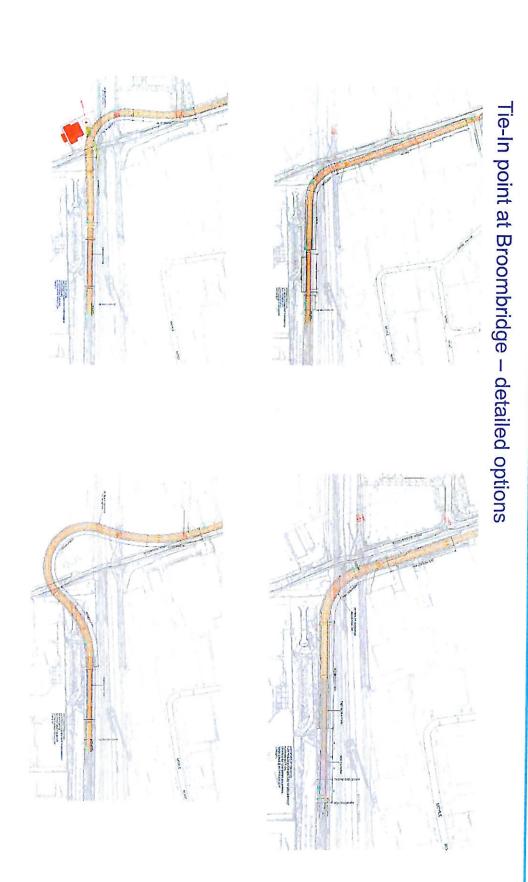
Tie-In point at Broombridge - high level definition



Grangegorman

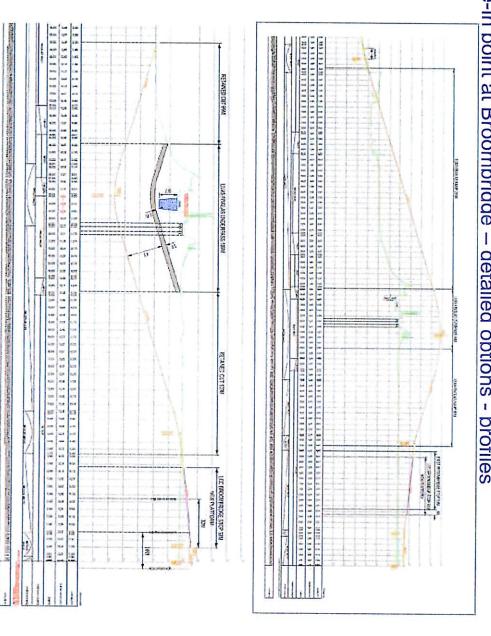


## Tie-in/starting point at Broombridge



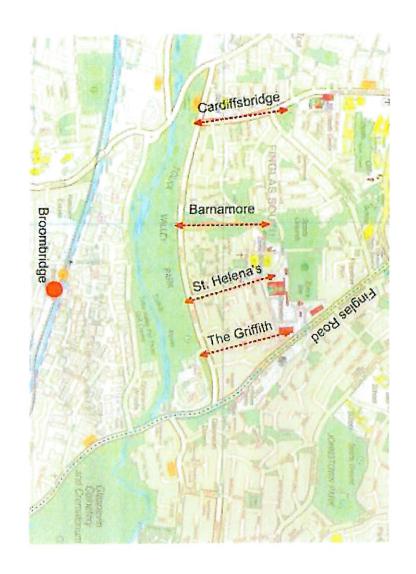
#### Tie-in/starting point

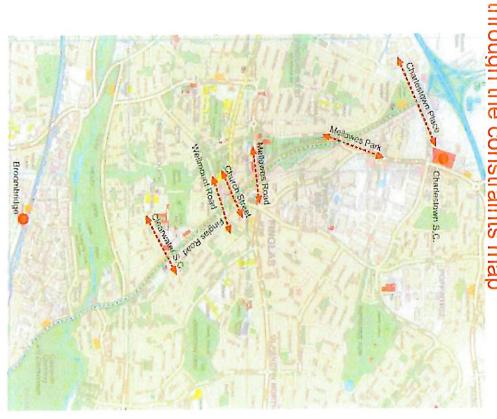




### Development of the options

Definition of possible vertical and horizontal corridors through the constraints map

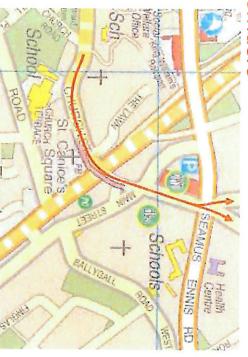




### Development of the options

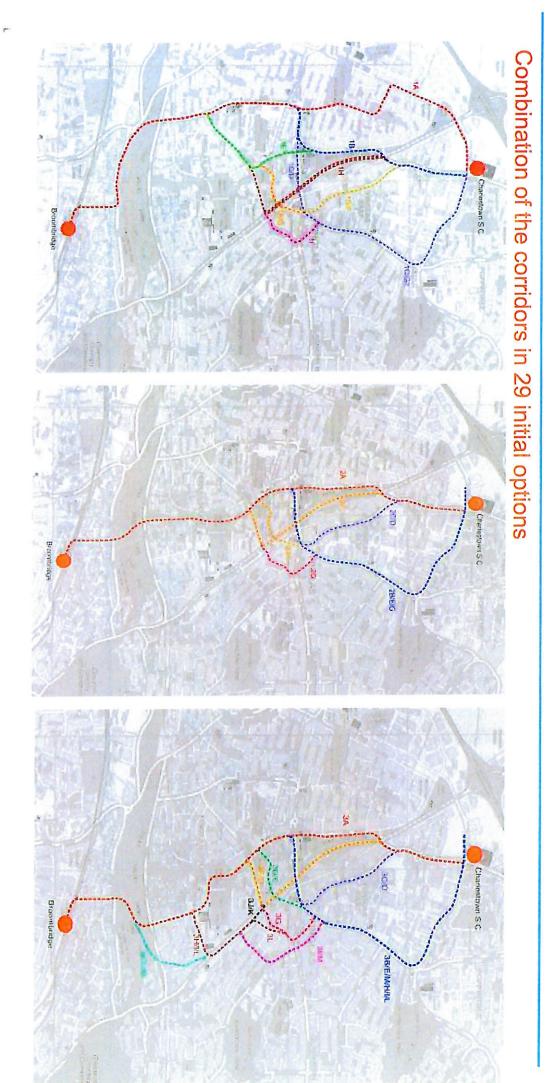




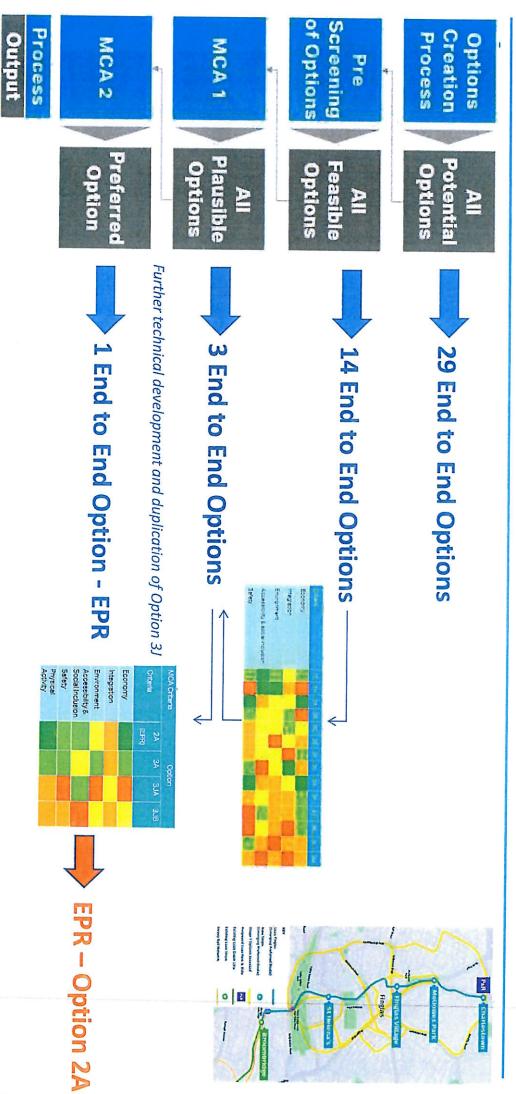




## Development of the options



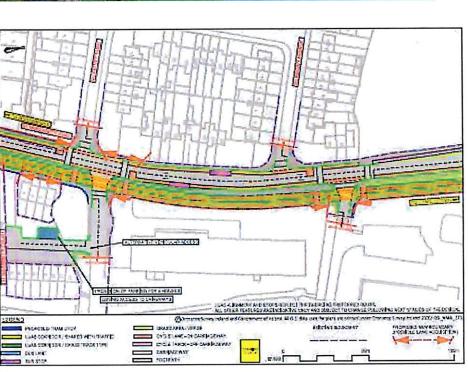
### **Options Selection Steps**



Luas Finglas — EPR Non-Statutory Public Consultation

# Luas Finglas — EPR Non-Statutory Public Consultation 2020





To had shape our design,

extending the Finglas? the principle of Do you support Luas Green Line to

Preferred Route? comments on Do you have any the Emerging

Do you have any proposed stops? comments on the ocation of the

and its location? Do you have any

proposals? to make on these further comments

and ride facility comments on the proposed park

Do you have any

#### have your say

#### Website

To submit an ordino version of the response form, go to DE LA PROPERTY OF THE PARTY OF

#### Postal address

If you would prefer to print the response form from the weeste please send it or any correspondence in:

Luas Finglas, Transport infrastructure instand Parkgalo Bissiness Cantro Parkgalo Street

Bublin 8 Françoist F3160406

#### Email

DOS DATO

To submit any written comments via small, please use of personautilization

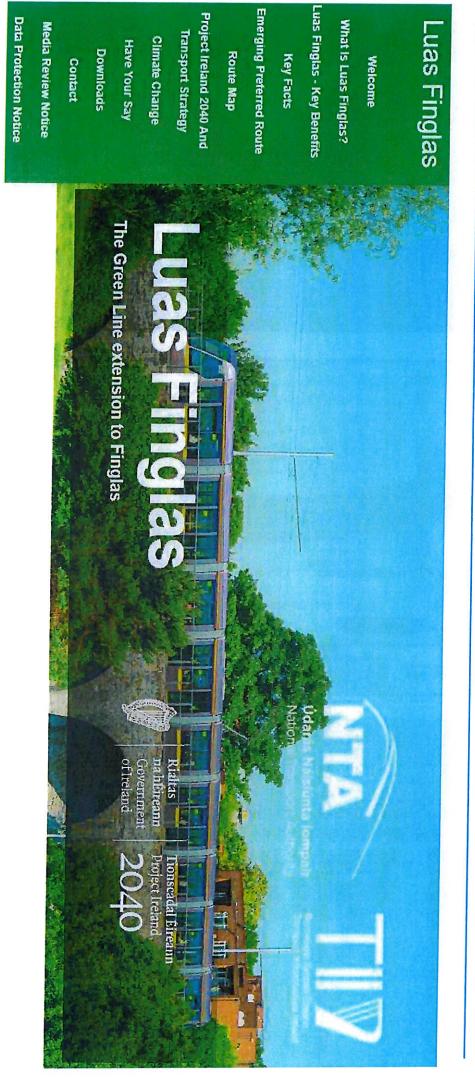
#### Get in touch

If you would like to got in touch with us to ask any questions, promised us with

Email: Into gitter at a dard p Phome: 1800 666 886

Der phone line is open 24 bours a cay for your messages and a aim to return your call between 9-30pm and 5pm the next work day.

#### Luas Finglas - Website



### Luas Finglas - Virtual Room



Luas Finglas – PR Non-Statutory Public Consultation

2021-22

Lewisch Obescember 202



National Transport Authority Udarás Náisiúnta lompair

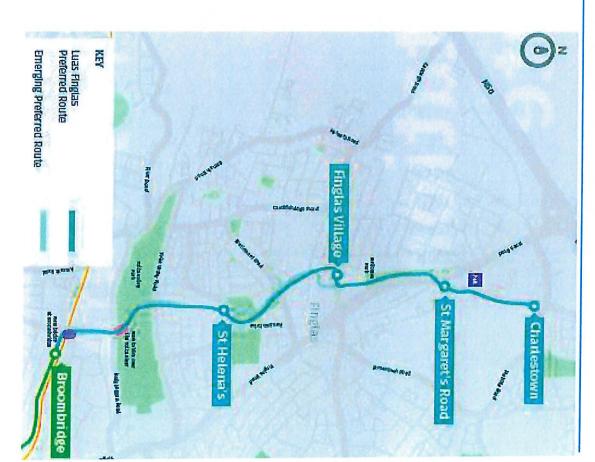
Luas Finglas

Preferred Route Public Consultation

2021

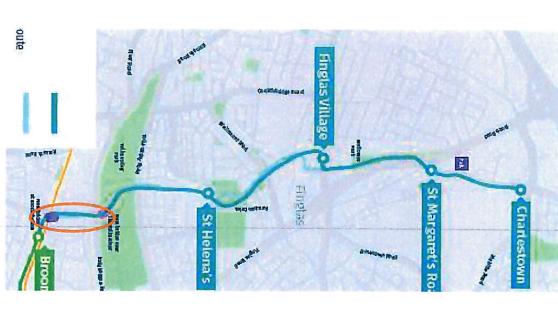
## Main changes from EPR to PR

- Broombridge road shifted to the west (balanced impacts)
- St Helena's Stop moved north
- 3. Farnham Pitches moved to the east
- 4 Patrickswell Place moved to the east and road shifted west
- 5. Mellowes realignment and Finglas Village Stop
- 9 stop Mellowes Stop moved to the east – now St Margaret's Road
- 7. New parking for St Margaret's Court residents
- 8. Park and Ride relocated to LidI site and 350 spaces
- 9. Minor realignments
- 10. Cycling facilities aligned with the NTA GDA cycling strategy



# Main changes from EPR to PR - Broombridge Road

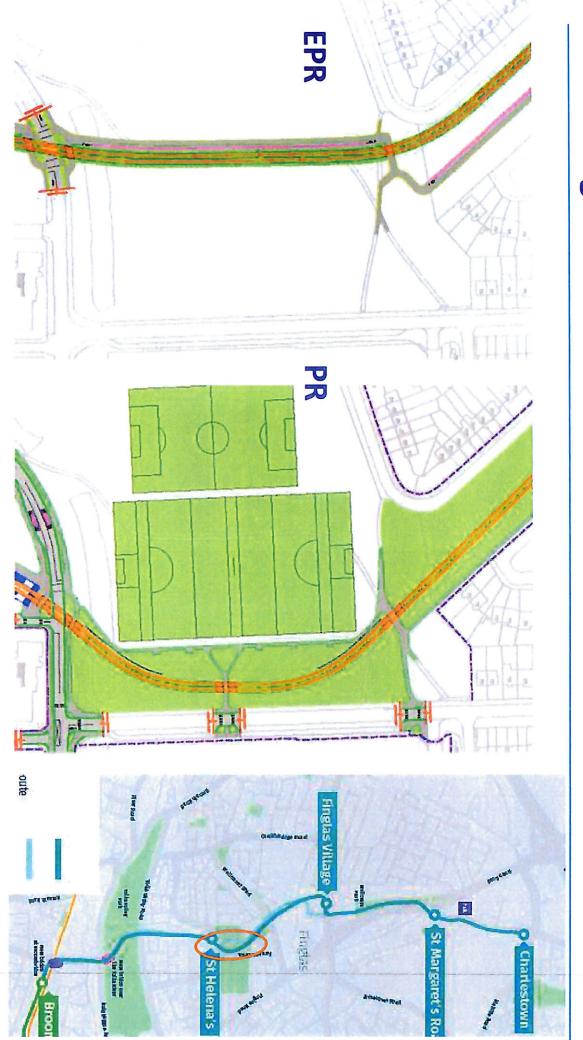




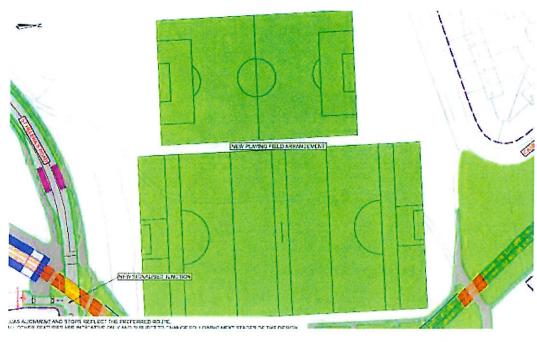
# Main changes from EPR to PR — St. Helena's Stop



# Main changes from EPR to PR — Farnham Pitches

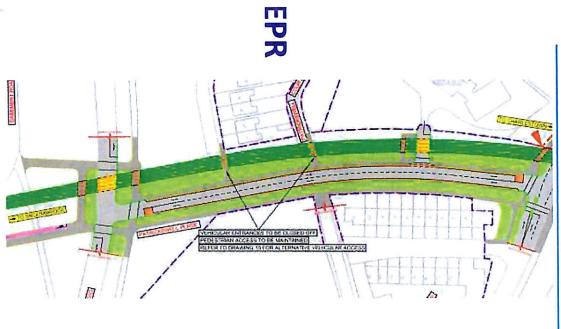


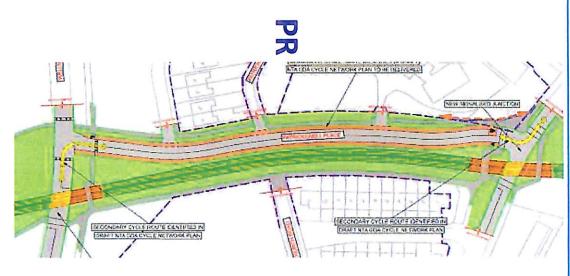
# Main changes from EPR to PR — Farnham Pitches

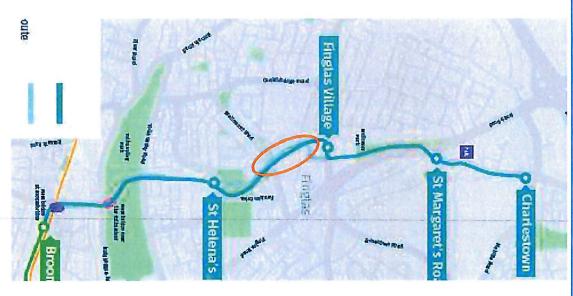




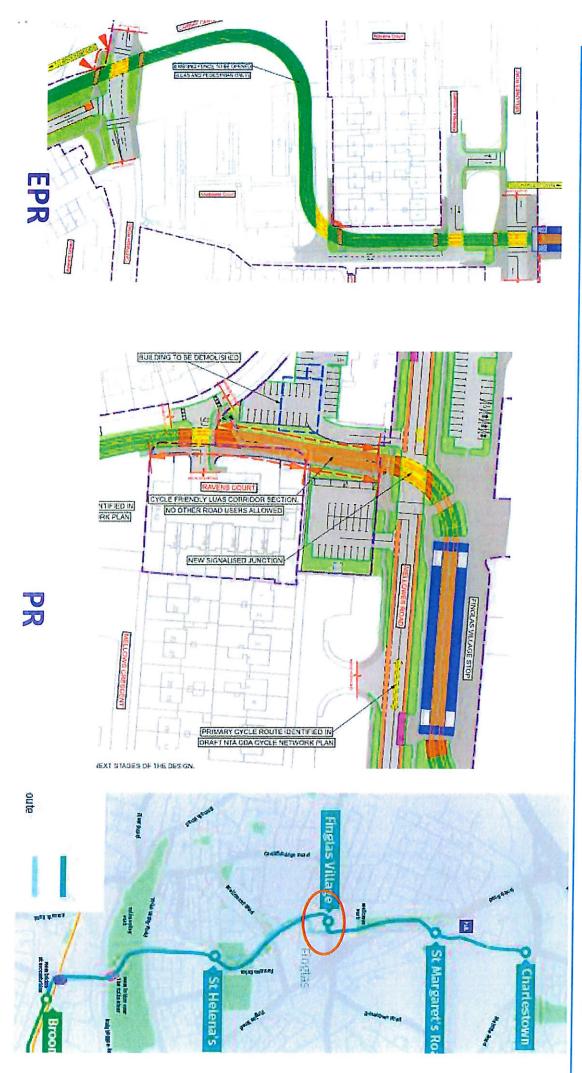
# Main changes from EPR to PR - Patrickswell Place





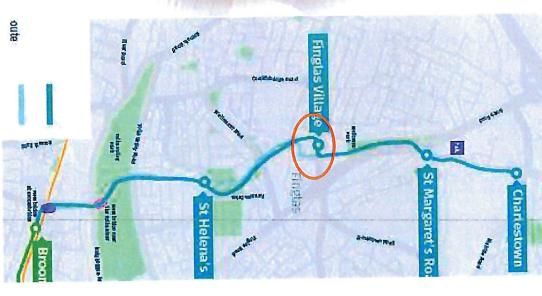


# Main changes from EPR to PR — Mellowes and Finglas Village

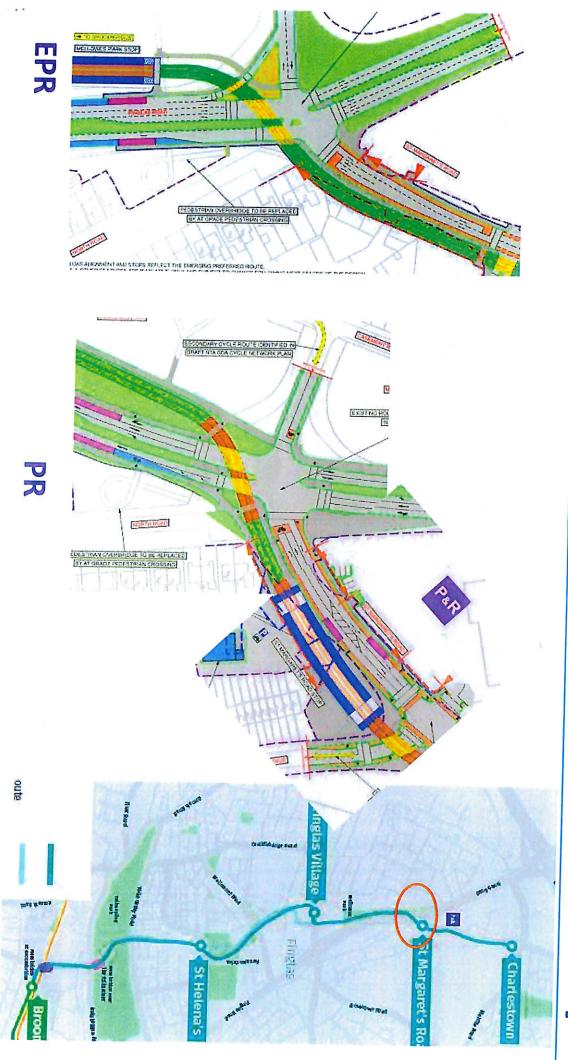


# Main changes from EPR to PR - Mellowes and Finglas Village





# Main changes from EPR to PR — St Margaret's Road Stop



# Main changes from EPR to PR — St Margaret's Court



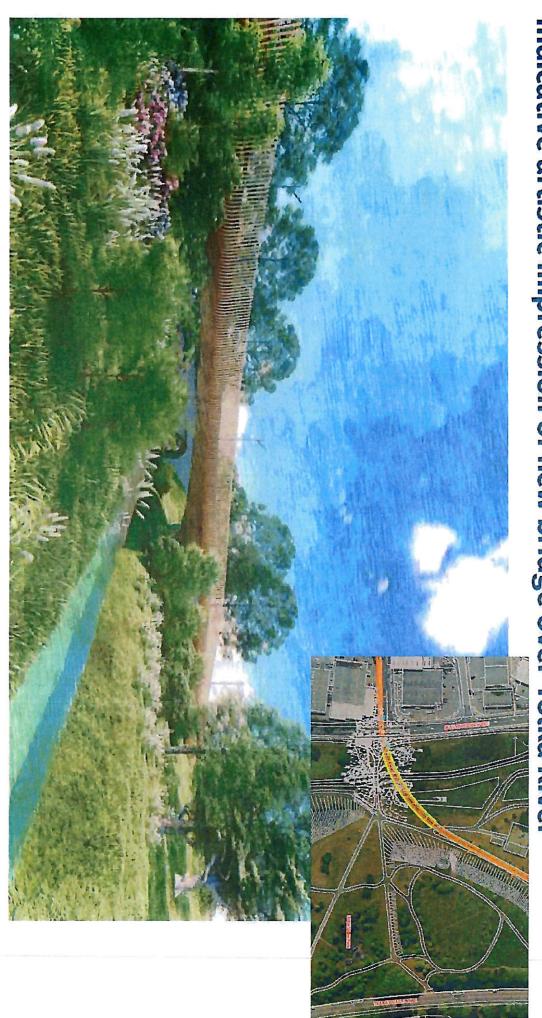
### Broombridge new Bridge

Indicative artistic impression of new bridge over Royal Canal at Broombridge



## Tolka Valley - Possible Bridge Structure

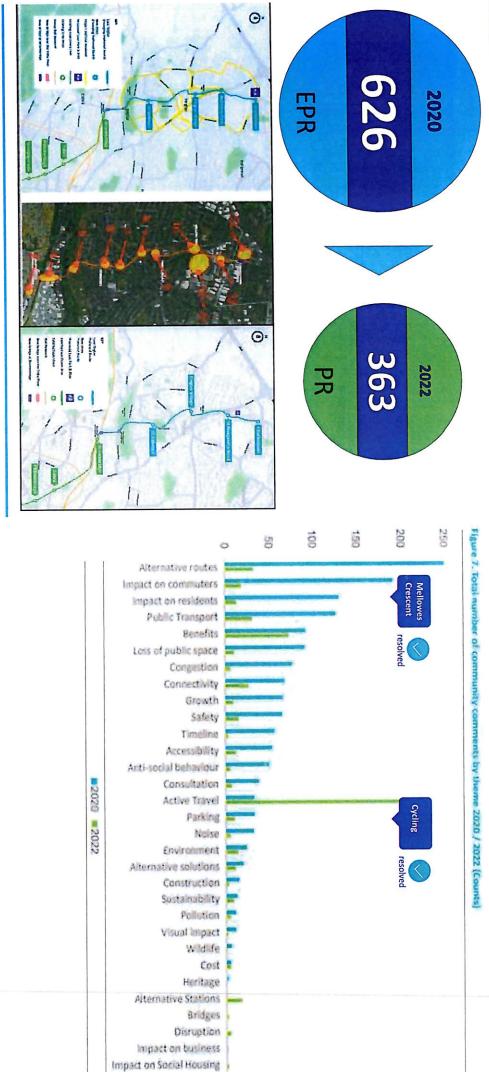
Indicative artistic impression of new bridge over Tolka River



## Luas Finglas – the Park & Ride



### Stakeholder Engagement



Tolka

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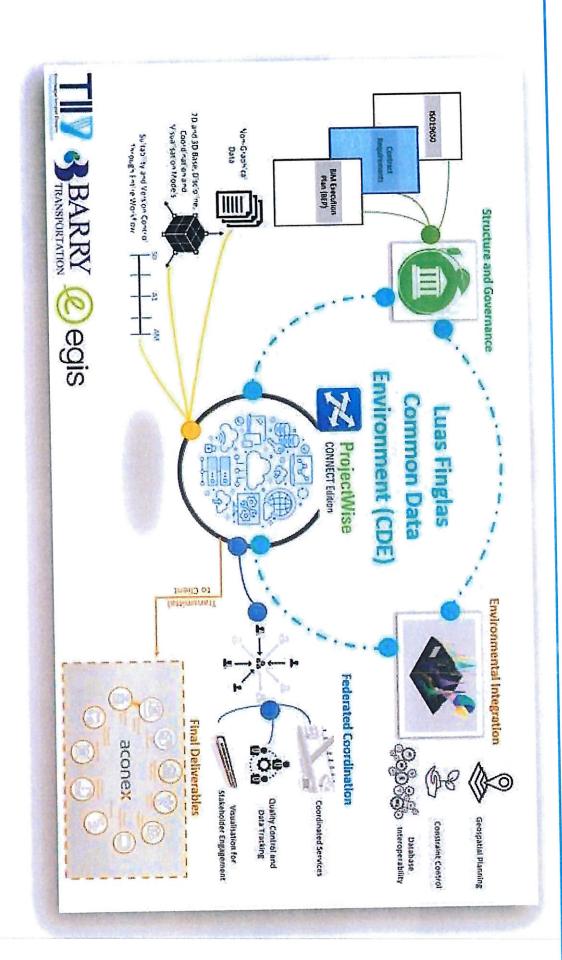


## Collaboration & Key Stakeholders









# Collaboration & Key Stakeholders: 3D led design



### Collaboration & Key Stakeholders











as this important project progresses." closely with the national transport agencies "Engagement to date has been excellent and DCC looks forward to continuing to work

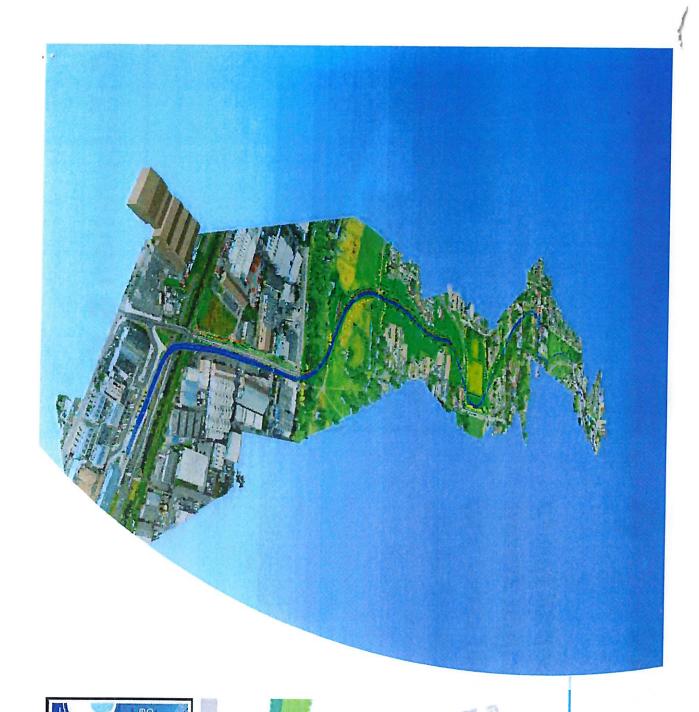






















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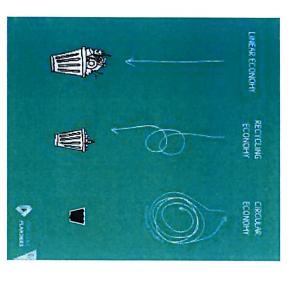


# Circular Economy & Sustainability

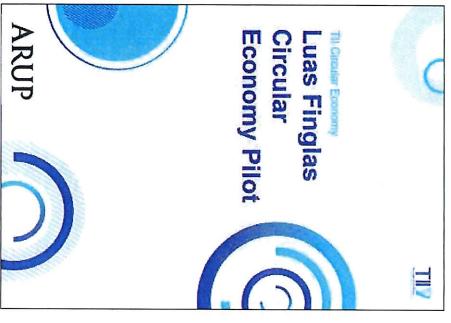








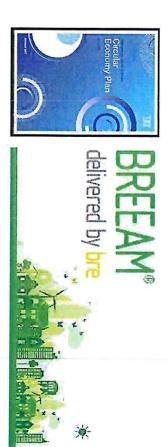
- Regenerating natural systems
- Meeping assets, products and materials in use at their highest value
- Designing out waste and pollution





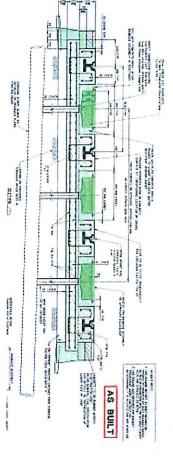
The five key circular opportunities for the project identified are:

- 1. Track Design for Disassembly
- 2. Hierarchy of excavated materials
- 3. Active travel, inclusive design and network integration
- 4. BIM and material data integration
- 5. Nature-based solutions and regeneration of public space



# Sustainability and Measuring Targets





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			Salta Hamiyaya	12

Life cycle carb	Life cycle carbon emissions of options 1 and 2 (1m track)	关
No. Embodied carbon (kgCO2e - materials only)	use (kgCO2e - Maintenance materials only)	Total (kgCO2e)
863.87	64.38	928.25
495.8	54.66	550.46
Total Company	Grass Trackform	NIS NIS

delivered by bre

BREEAM®

BREEAM

Infrastructure

(formerly CEEQUAL)

standards

verify sustainability aims to drive and

performance and





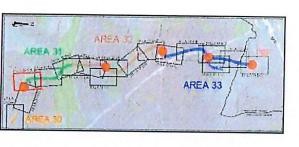
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### Railway Order Drawings

- RO Drawings are being generated directly from the reference design models
- Collaborative design approach with entire team for integrated and coordinated set
- Railway Order Drawings include:
- Property
- Alignment/Roads
- Landscape
- Structures (inc. Stops)
- Utilities
- Total drawings (Draft): 108 Drawings



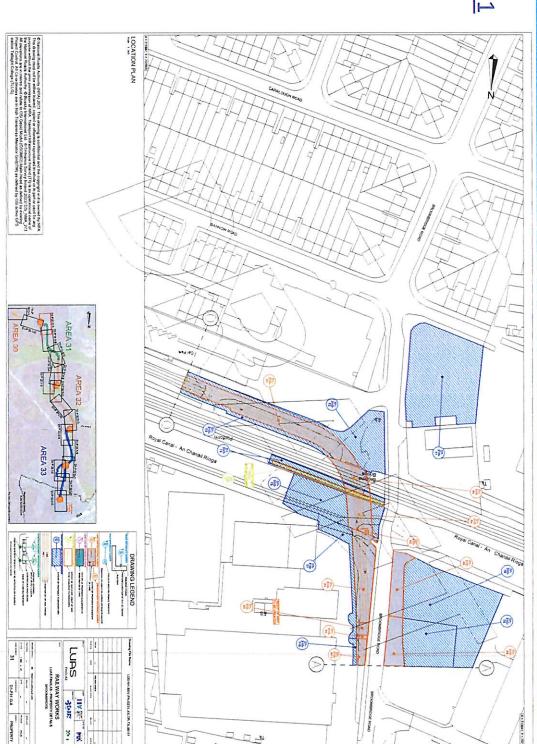


Area Reference	Drawings
30: Stabling area Bannow Road	9
31: Broombridge stop to Tolka Valley Road	32
32: Tolka Valley Road to Finglas Village	31
33: Finglas Village to Charlestown	36

# Railway Order Drawings (Property)

### Sample drawing: Area 31 Sheet 1

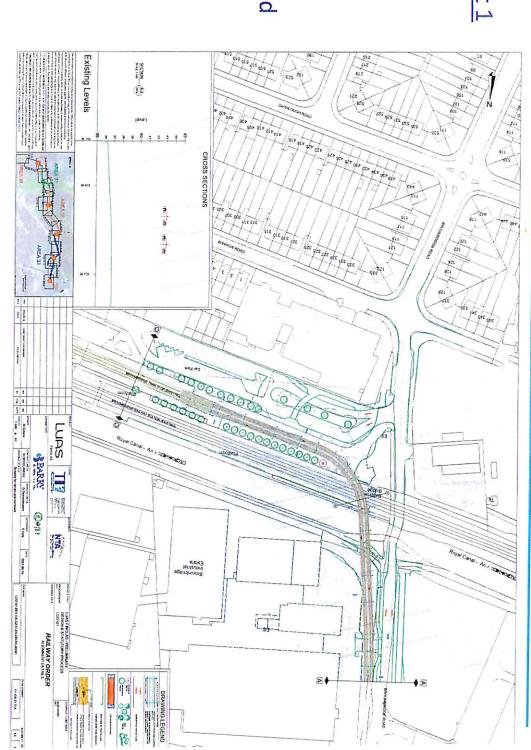
- Key Plan
- Temporary land take
- Permanent land take
- Right of way
- Air rights
- Demolitions (not shown)



# Railway Order Drawings (Alignment/Roads)

### Sample drawing: Area 31 Sheet 1

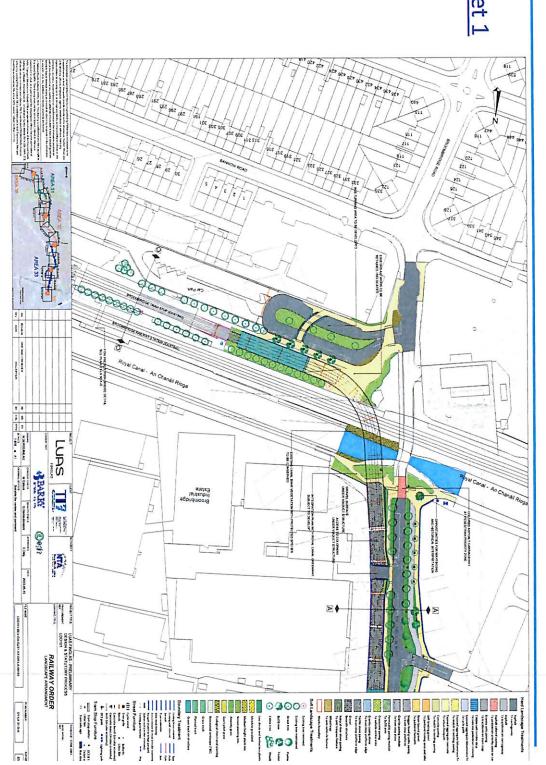
- **Key Plan**
- Section showing track elevation
- Plan view track/OHLE/Road kerbs



# Railway Order Drawings (Landscape)

### Sample drawing: Area 31 Sheet 1

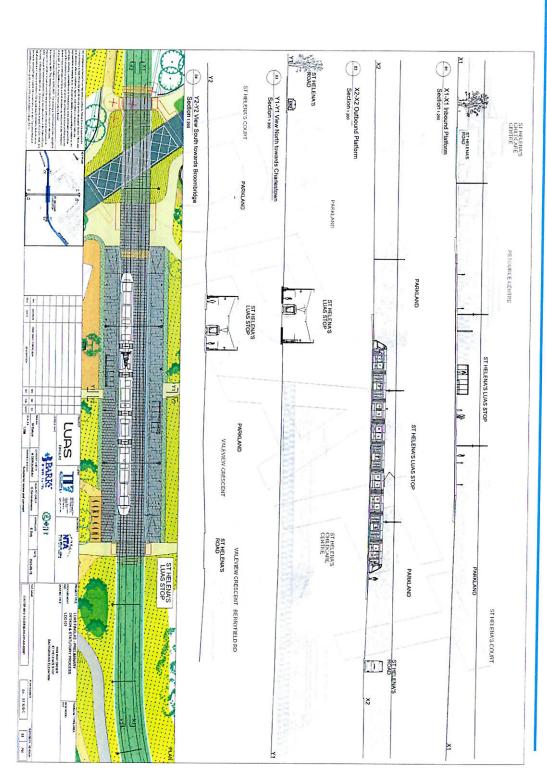
- **Key Plan**
- Plan view
- Trees removed/New trees
- Soft and hard landscape



# Railway Order Drawings (Structures)

#### Sample drawing: Area 32 St Helena's Stop

- Key Plan section lines
- Plan view
- Sectional elevations
- Background context



## Railway Order Drawings (Bridges)

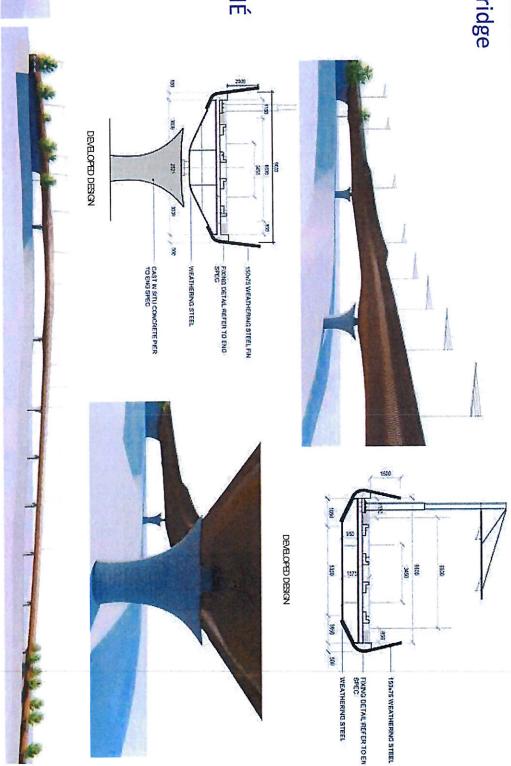
Sample 3d renders: Broombridge

Reference design still in development

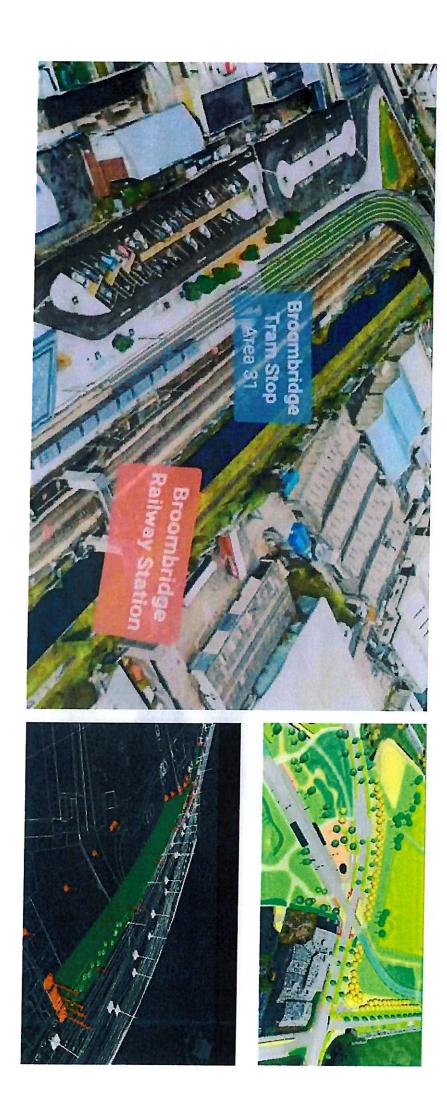
Signature structure next to heritage Bridge

Close liaison with WWI and IÉ



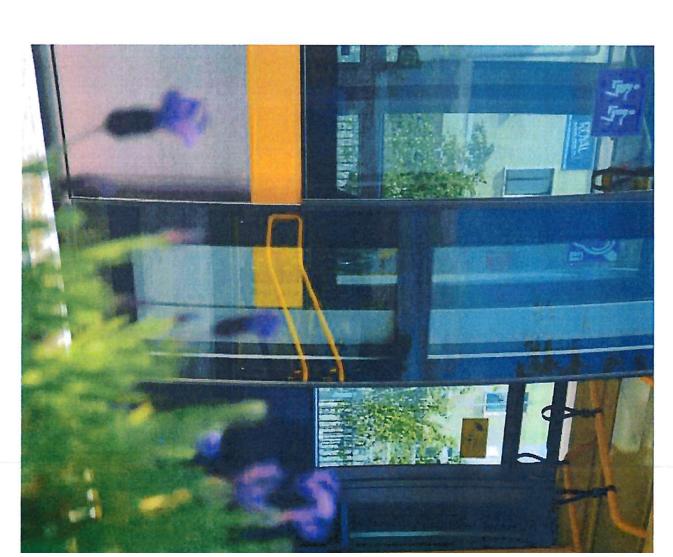


# 3D Animation based on BIM model

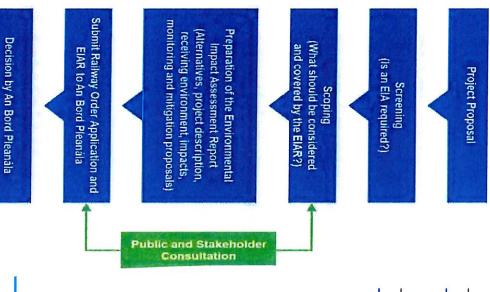


#### Contents

- Luas Finglas Introduction & Project
   Objectives
- Programme
- Options Selection Process and NSPCs (EPR and PR)
- Luas Finglas Innovative Approach
- RO Drawings & Route Walkthrough
- EIAR



#### **EIA Scoping**



- Published EIA Scoping Report 6 weeks from 12th April 2022 to 24th May 2022
- **Luas Finglas Scoping Report**
- Feb. 2023 Published EIA Scoping Report Summary of Submissions Received & Responses
- **Luas Finglas EIA Scoping Submissions and Responses**









## Luas Finglas EIAR Structure - 5 Volumes

The Directive describes what an EIAR is to contain, as follows:

'The information to be provided by the developer shall include at

- a) a description of the project comprising information on the site, design, size and other relevant features of the project;
- g a description of the likely significant effects of the project on the environment;
- 0 a description of the features of the project and/or measures possible, offset likely significant adverse effects on the envisaged in order to avoid, prevent or reduce and, if
- d) a description of the reasonable alternatives studied by the on the environment; option chosen, taking into account the effects of the project characteristics, and an indication of the main reasons for the developer, which are relevant to the project and its specific
- e a non-technical summary of the information referred to in points (a) to (d); and
- any additional information specified in Annex IV relevant of project and to the environmental features likely to be to the specific characteristics of a particular project or type

Union or national legislation, in preparing the environmental account the available results of other relevant assessments under shall, with a view to avoiding duplication of assessments, take into current knowledge and methods of assessment. The developer effects of the project on the environment, taking into account required for reaching a reasoned conclusion on the significant opinion, and include the information that may reasonably be environmental impact assessment report shall be based on that Where an opinion is issued pursuant to paragraph 2, the impact assessment report."

> amended Directive Article 5(1) of

#### **Factors** Environmental

- Population and Human Health
- Biodiversity
- **◆ Land**

· Soil

- ◆ Water
- ♦ Air
- Material Assets

Climate

- Cultural Heritage
- Landscape

Appendices

Technical reference information supporting the EIAR chapters, such as technical rep

compiling calculation and detailed breakdown data.

Volume 5: Appendice:

Graphics and plans supporting the EIAR chapters, illustrating the proposed Scheme

mpacts

environmental information.

**Figures** 

Apiniba 4: Lighter	
Volume A: Eigenee	
Schedule of Environmental Commitments	Chapter 26
Summary of Mitigation Measures, Monitoring & Residual Im	Chapter 25
Cumulative Impacts	Chapter 24
Interactions	Chapter 23
Risk of Major Accident and Disasters	Chapter 22
Landscape and Visual Amenity	Chapter 21
Cultural Heritage	Chapter 20
Material Assets: Resource and Waste Management	Chapter 19
Material Assets: Traffic and Transport	Chapter 18
Material Assets: Infrastructure and Utilities	Chapter 17
Electromagnetic Compatibility and Interference	Chapter 16
Noise and Vibration	Chapter 15
Climate	Chapter 14
Air Quality	Chapter 13
Land Take	Chapter 12
Land And Soils: Soils, Geology, and Hydrogeology	Chapter 11
Water	Chapter 10
Biodiversity	Chapter 9
Population	Chapter 8
Human Health	Chapter 7
Volume 3: Environmental Baseline and Assessment	7
Construction Activities	Chapter 6
Description of Proposed Scheme	Chapter 5
Alternatives Considered	Chapter 4
Need for the Proposed Scheme	Chapter 3
Planning and Policy Context	Chapter 2
Introduction	Chapter 1
Volume 2: Introduction and Scheme Description	
Summary of the EIAR in non-technical language	NTS
Volume 1: Non-Technical Summary	The second secon

Proposed date	Survey	Discipline
01/01/2022 - 31/01/2023	Population Site survey	Population and Human Health
25/03/022 – 26/03/2022 [Completed]	Jan Gehl – Population Survey	Population and Human Health
January I February 2023 [Completed]	Jan Gehl – Population Survey	Population and Human Health
01/12/2021 – 28/02/2022 [Completed]	Wintering bird survey x4	Biodiversity
December 2022 January I February 2023 [Completed]	Wintering bird survey x4	Biodiversity
01/04/2021 – 01/06/2021 [Completed]	Breeding bird survey x3	Biodiversity
01/04/2021 – 01/10/2021 [Completed]	Habital survey x1	Biodiversity
01/04/2021 – 01/10/2021 [Completed]	Mammal survey x1	Biodiversity
01/04/2021 – 01/10/2021 [Completed]	Bat roost survey (No. TBC)	Biodiversity
01/05/2021 – 31/08/2021 [Completed]	Bat activity survey x3	Biodiversity
01/06/2022 – 31/08/2022 [Completed]	Infill Bat activity survey x3	Biodiversity
une – September 2023	Bat survey (potential future survey effort)	Biodiversity
01/02/2022 – 31/03/2022 [Completed]	Amphibian survey x1	Biodiversity
01/05/2021 – 31/08/2021 [Completed]	Aquatic invertebrates survey x3	Biodiversity

February – March 2022 [Completed]	TBC if required – January 2023 – March 2023	May – June 2021 [Completed]	October 2022 [Completed]	May – June 2022 [Completed]	Jan – March 2022 [Completed]	Commenced Sept 2022 – 4-month contract – December 2022	May 2023 (3- month contract) to End Aug 2023	December 2021 – End of September 2022	June 2022 – January 2023	September 202 – January 2022 [Completed]	01/10/2021 <b>-</b> 30/09/2023	01/03/2022 – 17/05/2022 [Completed]	01/05/2021 – 31/06/2021 [Completed]	Proposed date
Conservation/ engineering condition survey Broome Bridge (RPS 9090) and Wood Bridge (RPS 906).	Archaeological -Targeted Test Excavations [Targeted Test Excavation requirement subject to findings of Geophysical Surveys]	Archaeological and cultural heritage site inspection	EMI survey	Baseline noise and vibration	Baseline air quality and climate survey	CCTV Survey x160 manholes and 156 pipes	Slit-trench Survey x65 (approx.)	GPR Survey x14 Zones	Well survey	Geotechnical ground investigation x2 phases	Water quality survey x3	Aquatic plant survey (Grapnel survey) x2	Terrestrial invertebrates survey x1	Survey
Cultural Heritage	Cultural Heritage	Cultural Herifage	Electro Magnetic Interference	Noise and Vibration	Air Quality and Climate	Utilities	Utilities	Ufilities	Land, Soils, Geology, and Hydrogeology	Land, Soils, Geology, and Hydrogeology	Hydrology	Biodiversity	Biodiversity	Discipline

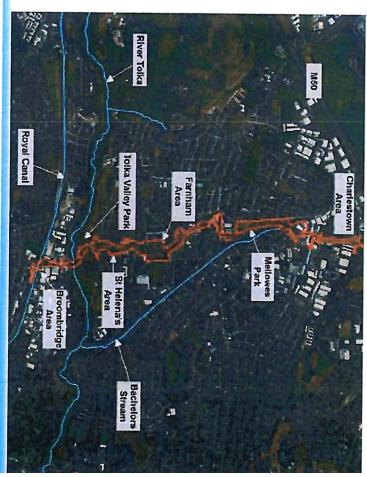
### Survey Progress 2021 - 2023



of I	May – June 2022 Landscape and visual [Completed] amenity survey	April – May 2022 3D visualisations / photomontages	May – August 3D visualisations / 2022 photomontages – Baseline [Completed] Photographs] x14	November 2022 – 3D visualisations / January 2023 photomontages x14	01/06/2021 Tree survey	17/08/2022 Tree Survey (Ash die-back [Completed] resurvey)	December 2022 – February 2023 May – June 2022 [Completed] April – May 2022 April – May 2022 [Completed] November 2022 – January 2023 01/06/2021 [Completed] 17/08/2021
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## Luas Finglas – AA Screening / NIS

- Appropriate Assessment (AA). The AA process will be undertaken concurrently with the EIA, but both processes will be clearly distinguished.
- The AA will be documented in a Screening Statement and Natura Impact Statement for the proposed scheme and these documents will be submitted to ABP as part of the planning application along with the EIAR.
- adverse impacts on North Dublin Bay SAC, South Dublin SAC, North Bull Island SPA and South Dublin Bay and River Tolka Estuary SPA and their Qls by the proposed scheme during the construction phase of the proposed scheme.
- A Stage 2: Appropriate Assessment / Natura Impact Statement (NIS), will be required



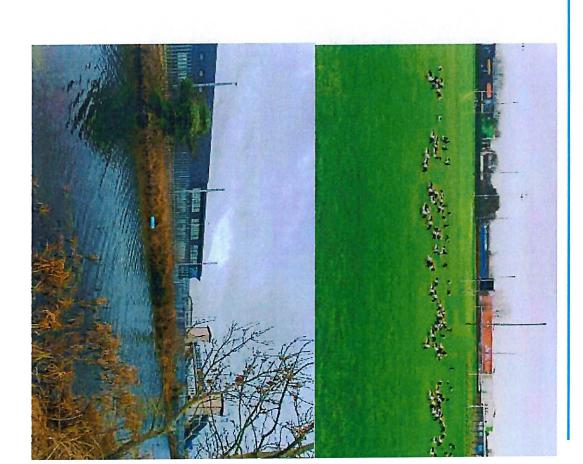
Water the and the time of the fluctioners or assessment of the second	South Dublin Bay and River Tolka Estuary SPA [004024]	South Dublin Bay SAC [000210]	North Bull Island SPA [004006]	North Dublin Bay SAC [000206]	European: Natura 2000 Sites (total = 16)
	4.8km	7.0km	7.8km	7.8km	Location Relative to the Proposed Development
	Liffey Valley pNHA [000128]	South Dublin Bay pNHA [(000210]	North Dublin Bay pNHA [000206]	Royal Canal pNHA [002103]	National: Proposed Natural Heritage Areas (total = 21)
	4.0km	7.0km	4.6km	Within site	Location Relati to the Propose Development

# Luas Finglas – Key EIA Topics (Biodiversity)

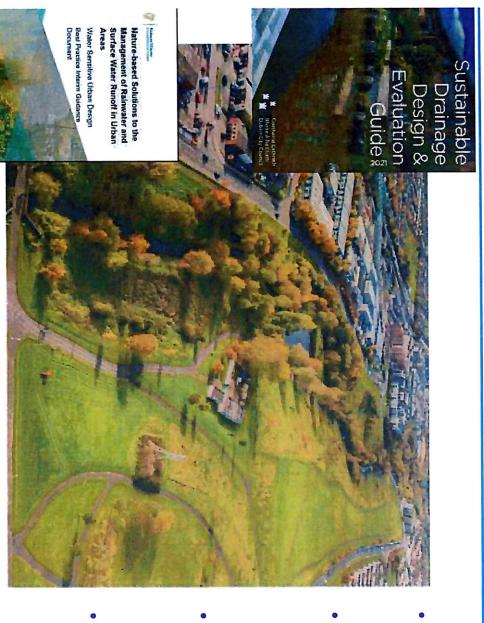
Wintering Birds and Brent Geese: Important areas surveyed between Dec - Feb 2021/2022 and 2022/2023 included Tolka Park, Farnham pitches. Surveys included 8 days in total, 4hrs per day with 2hrs morning/afternoon split surveys (32hr total). Above recommended guidance. [Photo: Light bellied Brent Goose foraging at Erin's Isle Pitch (east of Farnham Pitches)]

**Bats:** are protected by law in Ireland under the Wildlife Act 1976 and internationally they are protected under the EU Habitats Directive (92/43/EEC). Bat surveys undertaken over 2021 and 2022 with additional reconfirmation surveys continuing into summer 2023 to ensure robust set of survey data.

Otter: EU Directive 92/43 Annex II, Annex IV. The project requires the crossing of the Royal Canal proposed Natural Heritage Area (pNHA) [Extension to pedestrian bridge and new bridge crossing] identified as an important site for breeding otter in the city. Meeting scheduled with NPWS which will include discussion on surveys, derogation licences and mitigation proposed.

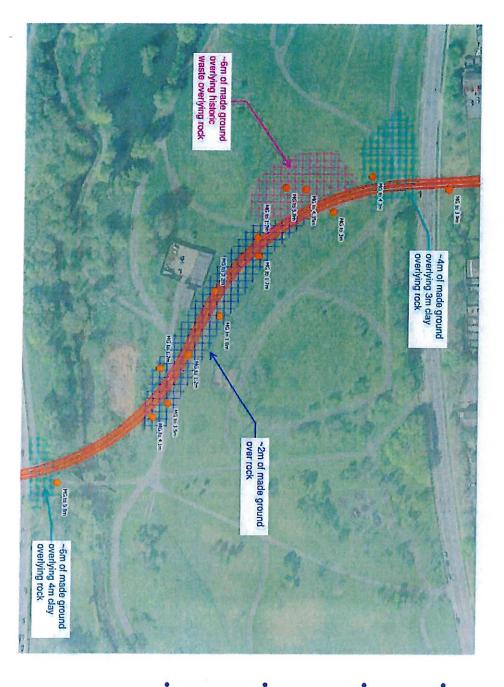


# Luas Finglas – Key EIA Topics (Water / ICW)



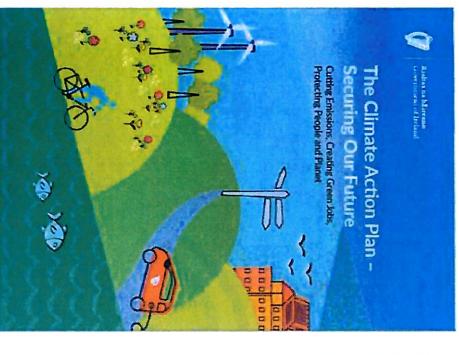
- The Finglaswood Stream is a small, culverted stream, which travels through the Tolka Valley Park, connectin to the Tolka River.
- The existing ICW was constructed in 2000 and consist of three treatment cells in sequence providing passive treatment of contamination from misconnections before draining into the open water pond and ultimately the Finglas River.
- The Luas Finglas project will result in the direct overshadowing of approximately 260m2 of Cell 1 of the ICW. The clearance of the proposed track will be of th order of 2.1m.
- Integrated Constructed Wetland Specialists incorporated into the design team to ensure that all potential impacts are fully understood and mitigated to protect the Tolka and downstream water bodies.

# Luas Finglas - Key EIA Topics (Land & Soils)



- A historic landfill is understood to have operated within Tolka Valley Park but was decommissioned an capped by Dublin City Council (DCC) during the 1970
- Material consistent with domestic waste landfill was encountered at several ground investigation location in the Tolka Valley Park at thicknesses between 0.75 and 5.55 m.
- The levels reported did not exceed the Generic Assessment Criteria (GAC) for human health in a Pub Open Space (Park) scenario. Based on this data, the material is classified as non-hazardous (Class U1).
- Specific Mitigation measures to be developed as part of the outline CEMP to be submitted as an appendix this Chapter.

# Luas Finglas – Key EIA Topics (Climate)





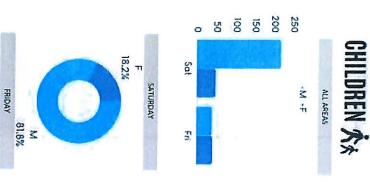


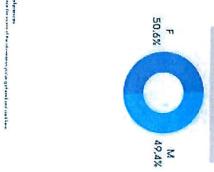
- Climate Action Plan 2021 Securing Our Future;
- 2030 Climate and Energy Framework, EC 2014;
- National Energy and Climate Plan 2021 2030, DECC 2021;
- Climate assessment operational phase will utilize the TII Carbon Assessment Tool for Road and Light Rail Projects;
- 'Assessing Greenhouse Gas Emissions and Evaluating Their Significance' (IEMA, 2022);
- The IEMA guidance sets out a 'good practice' approach to assess a development's potential impact on climate and presents results in terms of a percentage contribution relative to carbon budgets together with appropriate mitigation; and
- The TII Carbon Assessment Tool for Road and Light Rail Projects will help to outline carbon saving methods that have been implemented as part of the scheme and will demonstrate that low carbon design has been considered and implemented as part of the EIAR.

### **Population**

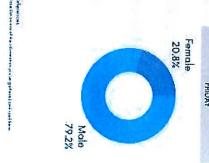
- Gender Lens Surveys undertaken 25th / 26th Mar-2022 and again 27th /28th January 2023
- Jan Gehl's Surveys
- Age and Gender Tally
- People Moving Count
- Stationary Activity Mapping
- Twelve Quality Criteria
- Gender Questionnaire

### (Age and Gender Tally, Stationary Activity Mapping, People Moving Count)









# Recent EIA Trends and Legal Caselaw

01

Cumulative Impact Assessments

02

Alternatives

03

Climate Issues

04

Mitigation Measures

### 01 Cumulative Impact Assessments

The High Court (in the case of M28 Steering Group v An Bord Pleanála (20 December 2019) recently re-emphasised the need for a detailed assessment of the potential cumulative effects with other projects.

Recommended to include in the cumulative impacts/in-combination effects assessments any pending applications for projects (for which a decision has not yet issued) which are likely to have significant cumulative effects, or which have a functional, financial or policy inter-dependency with the Project.

Luas Finglas will have a well-defined cumulative impacts assessment.

### **Alternatives**

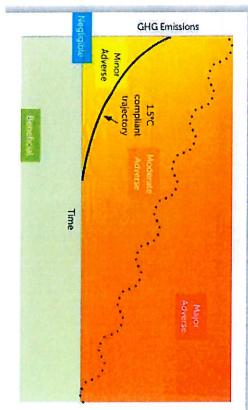
02

- Options and those discounted must be fully documented within Option Reports and the Alternatives Chapter of the EIAR.
- Needs to be "an indication of the main reasons for selecting the chosen option, including a comparison of the environmental effects".
- This assessment of alternatives needs to go beyond just different routes considered.
- As per the EIA Directive alternatives "in terms of project design, technology, location, size and scale" will be considered.

### 03 Climate

- 'Good news story' / important to sell all the benefits of the Project / positive impacts in terms of climate;
- ➤ Carbon emissions at both the construction and operational stages will be considered and assessed and design measures that may reduce carbon emissions will be considered and incorporated into the project as appropriate.
- Sustainability will be intrinsically linked to this EIAR Chapter and the ideas we are developing will be included here.
- > TII Carbon Tool will be utilised to show carbon savings





### 04 Mitigation



The EIA Directive requires that the EIAR includes a description of "the features of the project and/or measures envisaged in order to avoid, prevent or reduce and, if possible, offset likely significant adverse effects on the environment"



A 'Summary of Mitigations' will be produced for Luas Finglas in the EIAR which will form the basis of the CEMP.



Mitigation measures should be clear, & workable

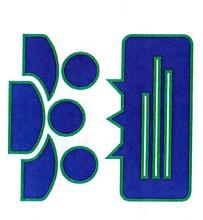


Mitigation by design opportunities will also be detailed in the EIAR.

Utilising an integrated design approach dealing with the technical interfaces/iterations of the design with TII/BTEG project design team meetings — e.g SUDS and

Drainage/landscape design / BIM.

#### Luas Finglas EIAR Review Approach



DEDICATED TECHNICAL TII REVIEW
TEAM

METROLINK APPROACH

AT LEAST 3 FULL REVIEWS OF ALL 26 CHAPTERS BEFORE PUBLICATION

DETAILED REVIEWS WITH TII AND LEGAL TEAM

MCCANN FITZGERALD AND INDEPENDENT PEER REVIEWER

### Luas Finglas EIAR Tracker

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							Complete Ongoing	Not desired.
							Suppliers	
						nce submitted	Resiew Net Sacras Under Resiew Paview Complete	November 1935

- > Allows for detailed tracking of EIAR per assessment;
- > Allows TII staff to plan their reviews and focus on the EIAR assessments pertinent to their expertise;
- > Allows TII Project Managers and the entire team to ensure progress is consistent and all deadlines met; and
- > Allows early flag of slippages or delays which can be managed and rectified early.



## **EIAR Programme & Timescales**

# Luas Finglas EIAR - Key Dates Overview 2023

- > Sept 2022 March 2023 / All Chapters reviews complete
- $\triangleright$  May June 2023 / Volume 2 Introductory (Chapters 1 6)  $\bigstar$
- $\rightarrow$  June July 2023 / Volume 3 Main Text (Chapters 7 26)
- > August Sept 2023 / All Volumes 1 5 Final reviews for TII, NTA & Legal teams
- Current EIAR & Railway Order Completion

**End of 2023** 



## What is BREEAM Infrastructure?

BREEAM is the international evidence-based sustainability assessment / tool, rating and awards scheme for civil engineering, infrastructure, landscaping and works in public spaces.

It aims to assist clients, designers and contractors to deliver improved sustainability performance and strategy in a project or contract, during specification, design and construction.

Can significantly influence project or contract team decisions as they develop, sign and construct their work

Drives Clients, Designers and Contractors on to achieve high sustainability outcomes.

The effort teams put in is reflective of the final scoring.

## Type of BREEAM Award Available



Whole Team Award – the full CEEQUAL Award applied jointly by the client, designer, and principal contractor(s).

Interim Client & Design Award — available en route to a Whole Team Award. This enables project teams to add a verified Assessment during the design stage of a Whole Team Award.

can be achieved before construction has started.

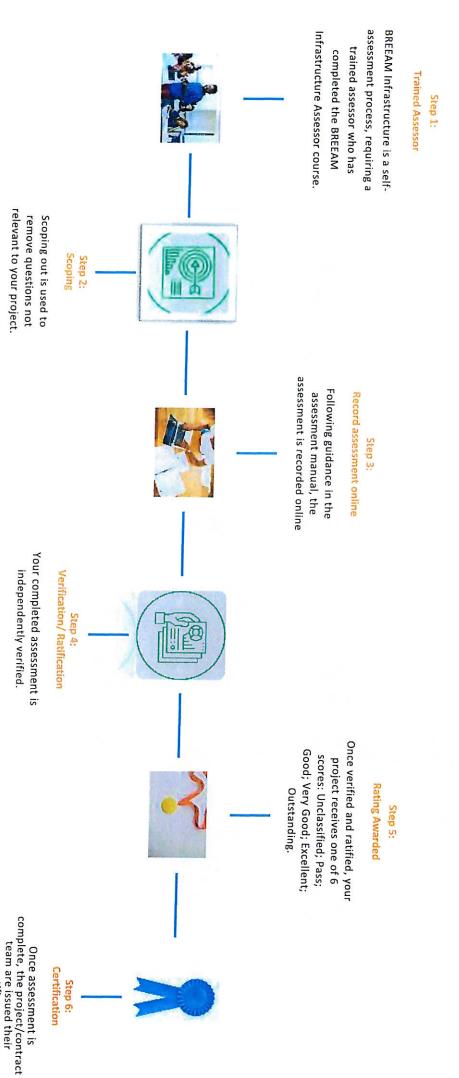
Client & Design Award – for a joint application by the client and designer. This

Design Award – for principal designer(s) only.

**Design & Construction Award** – for a joint application by the contractor and their designer. This can be useful where the designer and contractor wish to gain recognition for their contribution to a project.

**Construction Award** – for principal contractor(s) only. This is useful to enable the contractor to secure experience of CEEQUAL without the involvement of the other parties to the contract.

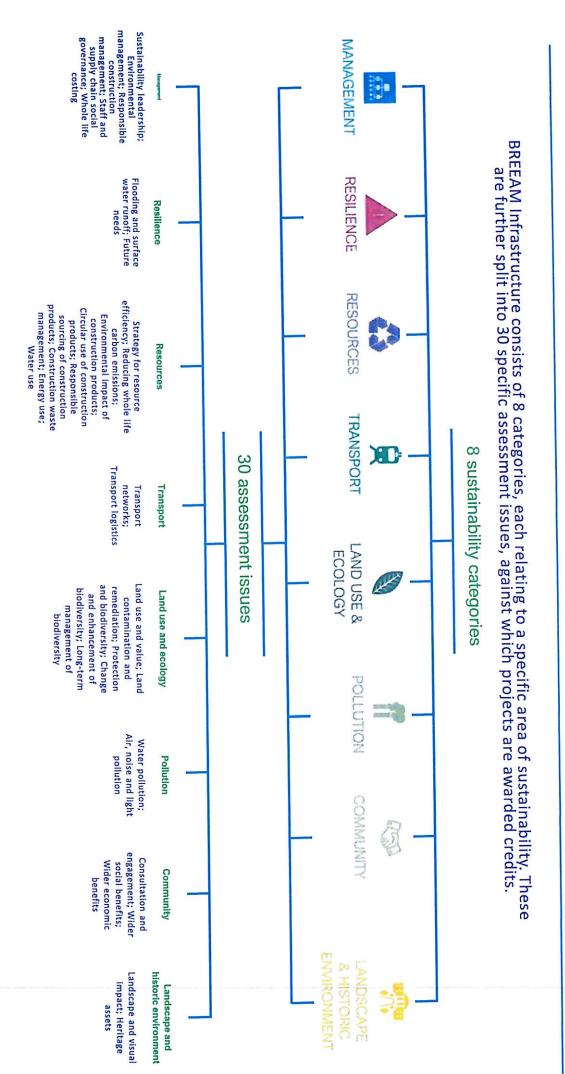
# How does BREEAM Infrastructure work?



relevant to your project.

certificates.

## **BREEAM Infrastructure in Operation**



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## Why BREEAM Infrastructure?

#### Save money

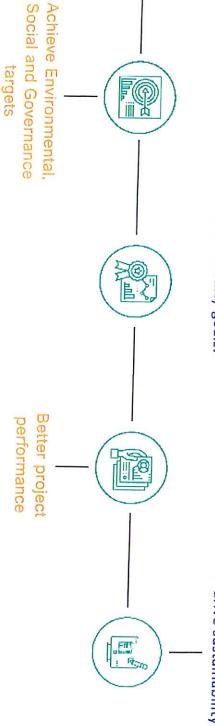
BREEAM
Infrastructure projects
and contracts have
reported saving from
£30,000 to £5 million.

#### Improve reputation

Share independent assurance of your commitment to, and achievement of sustainability goals.

#### Drive standards & sustainability

Identify improvements and drive sustainability drive sustainability



sustainability standards to

plan and achieve ESG benchmarks.

contract management.

positive teamwork and

Promote cohesive,

sustainability-driven

project or

systematic,

Measure and report on

### BREEAM Case Study Stockholm Extended Metro

Stockholm Extended Metro: 30-35 Verifications (6 Interim Verifications) assessments

The client's drivers are primarily to use CEEQUAL as a tool to constantly improve the environmental and sustainability work and to increase its sustainability standard between each contract.

### Key facts Arenastaden project:

- The Stockholm Metro extended by 4.1 kilometres
- All track tunnels constructed in rock
- •670,000 cubic metres of solid rock will be blasted out
- 37,000 cubic metres of concrete will be used
- Operation of the extended lines is planned for 2028





### Bybanen D12 Fløen – Kronstad

- The Bybanen tram-project is part of the Miljøløftet. Miljøløftet is a common term for the urban growth agreement and the city infrastructure development package in Bergen. Working in a densely populated area and potentially impacting a large number of people over a long period. The D12 contract is one of several groundworks contracts on the Bybanen construction phase 4 from downtown Bergen to Fyllingsdalen.
- Embodied carbon emissions: 18.869 tonnes CO2 equivalent (27% reduction from baseline achieved)
- Re-used material: 121 tonnes (0,1% of total material used)
- Potable water usage in construction: 70.227 m3 (57% of total water usage)

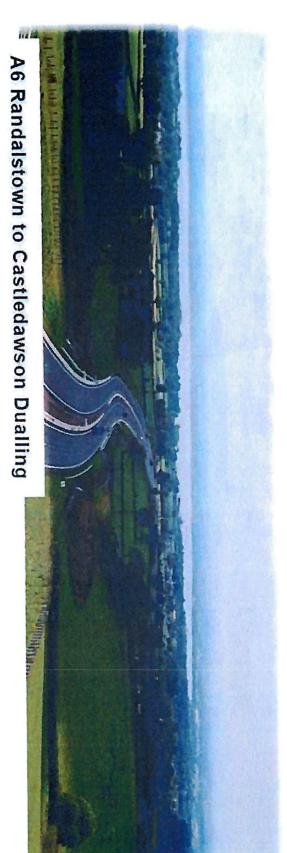
### **BENEFITS OF SCHEME**

- The most concrete financial benefit directly attributed to CEEQUAL was the engagement of the workforce leading to several "grassroot" reuse initiatives. This accumulated to the reuse of about 170 tonnes of material including formworks, stone blocks, crushed stone, pallets etc. which saved new material and associated costs
- Transforming the sustainability efforts into something more tangible for the workforce, administration as well as the client. This in turn helps in creating engagement.





## Recent BREEAM Case Study – A6



CEEQUAL Excellent Sustainability rating (85.4%) - Whole Team Award

Assessors: Peter Shaw, AECOM

Version 5, April 2022 | N. Ireland

Verifier: Dion Williams, DWW Consulting Ltd.

Designers: Graham Farrans Joint Venture

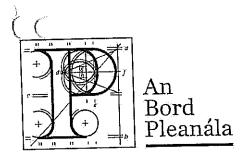
Contractor: Graham Farrans Joint Venture

Client: Department for Infrastructure Northern Ireland



## Recent BREEAM Case Study – A6

- ➤ BREEAM allowed the designers and contractor team to come up with innovation solutions to ensure Whooper Swans were continually recorded and monitored.
- Evidence for Biodiversity Section reinforced the existing mitigation for the EIA Biodiversity Chapter
- ▶ Biodiversity Section 90%
- Useful for JRs and Oral Hearing



## Memorandum ABP-315939-23

To:

Inspector

From:

Niamh Thornton, Executive Officer

Re:

Luas Finglas - extension of the Luas Green Line.

Date:

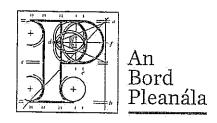
21st March, 2023

The above-mentioned case is a request to enter into a pre-application consultation with An Bord Pleanála (the Board) pursuant to section 47B of the Transport (Railway Infrastructure) Act, 2001 as amended. The fee of €4,500 was received on 16<sup>th</sup> March, 2023.

Please contact Executive Officer to arrange consultation meeting with prospective applicant.



Od Jase Number: ABP-315939-23



Fingal County Council County Hall Main Street Swords Co. Dublin K67 X8Y2

Date: 16 March 2023

Re: Luas Finglas - extension of the Luas Green Line.

Charlestown, Finglas Village, Finglas West and Tolka Valley, County Dublin.

Dear Sir / Madam,

Please be advised that the Board has received a request to enter into pre-application consultations in relation to the above mentioned proposed development. This request has been received in accordance with section 47B of the Transport (Railway Infrastructure) Act, 2001, as amended.

If you have any queries please do not hesitate to contact the Board.

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

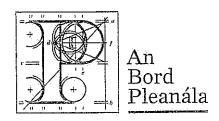
Yours faithfully,

Niamh Thornton Executive Officer

Direct Line: 01-8737247

NC02

Our ise Number: ABP-315939-23



Dublin City Council North Planning & Development Civic Offices Block 4, Floor 3 Wood Quay Dublin 8

Date: 16 March 2023

Re: Luas Finglas - extension of the Luas Green Line.

Charlestown, Finglas Village, Finglas West and Tolka Valley, County Dublin.

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

Yours faithfully,

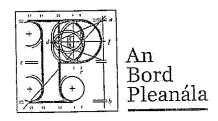
Niamh Thornton **Executive Officer** 

Direct Line: 01-8737247

NC02



Our ( se Number: ABP-315939-23



Transport Infrastructure Ireland c/o Marcello Corsi Parkgate Business Centre Parkgate Street Dublin 8 D08DK10

Date: 16 March 2023

Re: Luas Finglas - extension of the Luas Green Line.

Charlestown, Finglas Village, Finglas West and Tolka Valley, County Dublin.

Dear Sir / Madam,

An Bord Pleanala has received your request to enter into pre-application consultations under section 47B of the Transport (Railway Infrastructure) Act, 2001 as amended in respect of the above mentioned proposed development.

Please be advised that the amendments introduced by the Planning and Development (Amendment) Act, 2010 provide for the Board to recover its costs in conducting pre-application consultations. These costs together with costs incurred by the Board in determining any application made to it will be included in the Board's decision. The Board will offset any application fees paid by the applicant against its costs.

Further advice or details in relation to the above will be provided by the Board at pre-application consultation meetings (if held).

The Board will revert to you in due course in respect of the request.

If you have any queries in the meantime please contact the undersigned office of the Board.

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

Ríomhphost

Yours faithfully,

Niamh Thornton **Executive Officer** 

Direct Line: 01-8737247

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SIDs/LAPs Department An Bord Pleanála, 64, Marlborough Street, Dublin 1.

	AN BORD PLEANÁLA
Distraction of	LDG-
NATIONAL PARTY	ABP-
Company of the last of the las	0 1 MAR 2023
Section Contracts	Fee: € Type:
9	Time: By: <u>Rea-Pos7</u>

24 February 2023

Re: Request for Pre-Application Consultations in Relation to Proposed Railway Works under Section 47B of the Transport (Railway Infrastructure) Act 2001, as inserted by Section 50 of the Planning and Development (Strategic Infrastructure) Act 2006. The proposed development is referred to as Luas Finglas

Dear Sir / Madam

The National Transport Authority's (NTA) Greater Dublin Area Transport Strategy 2022-2042, seeks to extend the Luas Green Line to serve travel demand from Finglas, inclusive of a park and ride facility. Section 12.3.4 of the strategy outlines the intention to complete detailed design and planning over the coming years and to progress the scheme to construction.

Luas Finglas will create a new public transport connection between the communities of Charlestown, Finglas Village, Finglas west, St Helena's, Tolka Valley and the city centre. The proposed route is 4km in length and will include four new stops along the alignment. A 350-vehicle park and ride facility is proposed to be provided near the St Margaret's Road stop, close to the M50. The route will provide interchange opportunities with bus networks at all the new stops and with mainline rail services at Broombridge. At present, journey times from Charlestown to Trinity College in the city centre take approximately 44 minutes during the morning rush hour. Luas Finglas seeks to reduce this to approximately 30 minutes.

Transport Infrastructure Ireland (TII) as Sponsoring Agency are responsible for bringing the scheme through the statutory process, detailed design and construction stages. TII has published the Preferred Route for the Scheme in following the completion of the Route Assessment Study and non-statutory public consultation process.

The Preferred Route is currently being progressed through Preliminary Design and it is anticipated that a Railway Order Application to An Bord Pleanála will be made in Q4 2023 in accordance with ection 37(1) of the Transport (Railway Infrastructure) Act 2001, as substituted by section 49(b) of the Planning and Development (Strategic Infrastructure) Act 2006.

In advance of making the Railway Order Application, TII would like to engage in pre-application consultations with An Bord Pleanála under section 47B of the Transport (Railway Infrastructure) Act 2001, as inserted by section 50 of the Planning and Development (Strategic Infrastructure) Act 2006, at the earliest opportunity.

The following link outlines the Luas Finglas Preferred Route for your information:

https://www.luasfinglas.ie/#/map

I look forward to your response in relation to the commencement of the pre-application consultation process.

Is mise, le meas

Marcello Corsi

Luas Finglas Project Manager Mobile: +353 86 0499722 Email: Marcello.Corsi@tii.ie

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Próiseálann BlÉ sonraí pearsanta a sholáthraítear do i gcomhréir lena Fhógra ar Chosaint Sonraí atá ar fáil ag www.tii.ie. TII processes personal data in accordance with its Data Protection Notice available at www.til.ie.



