

Planning Department,
Dublin City Council,
Civic Offices,
Wood Quay,
Dublin 8.



2nd November 2017

Re: Planning Ref No. 3960/17 – Mixed Use Development at Ballymun

To whom it may concern,

The National Transport Authority (the “NTA”) has reviewed the above planning application and makes the following observations and recommendation.

During 2015 the NTA concluded a study to determine the optimal public transport solution to serve the transport needs of the general Swords / Airport to City Centre corridor, including Ballymun. That study, the “Fingal / North Dublin Transport Study” concluded that a Metro solution, New Metro North, was the appropriate public transport infrastructure to serve this transport corridor over the longer term.

The Fingal / North Dublin Transport Study was a strategic level study covering several different transport modes and a wide study area. The New Metro North proposal evaluated within the study was a refinement of the original Metro North proposal, and represented an indicative alignment that would be subject to further development. For the purpose of that strategic level assessment, this represented the appropriate approach to evaluate the different strategic options.

However, for the purpose of developing the optimal Metro proposal for implementation, it was also necessary to undertake a more focussed evaluation of alternative configurations of the New Metro North project. This options analysis process involved assessing all feasible alignment and station alternatives for the Metro, while still delivering the overall objective of serving the general Swords / Airport to City Centre corridor with a Metro scheme.

The NTA in collaboration with Transport Infrastructure Ireland (TII) are currently finalising this more focussed analysis of possible Metro alignments and possible station locations. Arising from this work a final route and station configuration for New Metro North will be established. The NTA and TII anticipate the identification of this preferred Metro alignment and station arrangement at the end of 2017, after which a public consultation process will be undertaken in relation to those proposals.

In advance of the establishment of the preferred alignment and station configuration, and the conclusion of a public consultation process in early 2018, final route details for the project are not available. Accordingly, neither the NTA nor TII can, prior to the completion of the above analysis, confirm with certainty the level of interface of any proposed development in the overall project

corridor, with the New Metro North project. The proposed development is situated on a key site in relation to serving Ballymun Town Centre and its development, at this time, may prejudice the development of an optimal alignment and station arrangement for this area.

Recommendation

The NTA recommends that planning permission for the proposed development is refused on the basis that it would be premature in advance of the finalisation of the alignment and station arrangements for New Metro North, and would therefore be inconsistent with the Transport Strategy for the Greater Dublin Area.

I trust that the views of the NTA will be taken into consideration by Dublin City Council in assessing this application.

Yours sincerely,



Michael MacAree
Head of Planning and Data Analysis