

Eastern & Midland Regional Assembly

Tionól Reigiúnach Oirthir agus Lár-Tíre

MINUTES for MEETING

**OF THE EASTERN AND MIDLAND
REGIONAL ASSEMBLY**

HELD ON

Friday, 3rd May 2019

IN

**COUNCIL CHAMBER,
CITY HALL,
DUBLIN 2**

MINUTES OF THE MEETING OF EASTERN AND MIDLAND REGIONAL ASSEMBLY HELD ON 3rd MAY 2019, COUNCIL CHAMBER, CITY HALL, DUBLIN 2.

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|---------------------------|----------------------|
| Cllr Paddy Bourke | Cllr David Healy |
| Cllr Paddy Bracken | Cllr Paddy Hill |
| Cllr Christy Burke | Cllr Pamela Kearns |
| Cllr Mick Cahill | Cllr Ivan Keatley |
| Cllr Thomas Cullen | Cllr Dermot Lacey |
| Cllr Kieran Dennison | Cllr Colm Markey |
| Cllr Eamon Dooley | Cllr Lettie McCarthy |
| Cllr Francis Duffy | Cllr Brian McDonagh |
| Cllr Kate Feeney | Cllr Pdraig McEvoy |
| Cllr Catherine Fitzgerald | Cllr Derek Mitchell |
| Cllr Brian Fitzgerald | Cllr Maria Murphy |
| Cllr Eddie Fitzpatrick | Cllr Claire O'Connor |
| Cllr Mary Freehill | Cllr PJ Reilly |
| Cllr Mary Hanafin | Cllr Irene Winters |
| Cllr Pat Hand | |

In Attendance:

Mr. Jim Conway, EMRA

Mr. Malachy Bradley, EMRA

Ms. Nicci Nolan, EMRA

Mr. Ross Higgins, EMRA

Mr. Hertese O Da Silva, EMRA

Apologies received from Ms. Joan Martin, Designated Chief Executive, Louth County Council, Cllr G Fagan & Cllr P Vance.

ITEM 1

Adoption of Minutes of meeting held on 12th April 2019

Minutes of the meeting of the Eastern and Midland Regional Assembly held on the 12th April 2019. The Minutes were proposed by Cllr I Keatley and seconded by Cllr D Lacey.

The minutes were **ADOPTED** and **APPROVED**.

ITEM 2

Consideration of Director's Report on Proposed Material Amendments to Draft RSES

It was agreed at the start of this item that the Director's Report would be considered in its totality aside from those amendments specifically named in writing as requested for discussion by members before the outset of any such discussions.

The Assistant Director M. Bradley informed the members of the public consultation on the Proposed Material Amendments, the number and nature of submissions received and the Director's Report. A discussion followed with contributions from Cllr D Lacey, Cllr P Kearns, Cllr I Keatley and Cllr B Fitzgerald.

Cllr D Lacey and Cllr P Kearns wished to express their displeasure with the legislation regarding the process given to councillors to make the RSES.

The Directors report and the Recommendations contain therein, aside from the requested amendments was **ADOPTED** and **APPROVED**.

The Proposed amendments that where placed forward specifically for discussion in writing were No's. 65, 69, 70, 113 and 114.

65. Amend RPO 4.52 – Rural areas

Summary of Issues

Support has been outlined for proposed amendment no. 65. It is indicated however, that it is disappointing that more emphasis has not been placed on the contribution that small towns and villages make to the rural counties social and economic well-being. Reference to inclusion of the term 'agri food' is also suggested. A submission supports the amended RPO and would request the following addition "retirement villages".

Director's Response

Given the strategic nature of the RSES, it is not considered that the proposed amendment be altered to specifically cater for particular development types. This is appropriately dealt with through the local level planning mechanisms of County Development Plans and Local Area Plans. It is considered that 'agri food' development is dealt with under the term agri business. With respect to emphasis on the contribution that small towns and villages make to social and economic wellbeing, it is considered that additional wording should be added in this regard.

Director's Recommendation

Accept with minor modification to read as follows;

Local Authorities shall identify and provide policies that recognise the contribution that small towns, villages and rural areas contribute to social and economic wellbeing. As part of this policy provision that seeks to support and protect existing rural economies such as valuable agricultural lands to ensure sustainable food supply, to protect the value and character of open countryside and to support the diversification of rural economies to create additional jobs and maximise opportunities in emerging sectors, such as agri-business, energy, tourism and forestry enterprise is supported.

A discussion followed with contributions from Cllr I Keatley, Cllr D Lacey, Cllr T Cullen, Cllr PJ Reilly, Cllr L McCarthy, Cllr P McEvoy and Cllr M Cahill.

The Director's Recommendation was **AGREED** with the insertion of the word 'renewable' prior to the word energy

69. Amend Rail projects

Summary of Issues

The NTA in their submission recommend that the following changes to the above material amendment are required in order to ensure consistency with the Transport Strategy:

- Remove reference to the electrification of the rail line further north of Drogheda and further south of Hazelhatch;
- Alter the reference to the Navan Rail line from "implementation" to "investigate the feasibility";
- Remove reference to a Mid Term Review of the Transport Strategy;
- Remove reference to underground rail links to UCD and Knocklyon;
- Remove reference to Luas network expansion to Hazelhatch, Booterstown and Blessington;
- Remove reference to an evaluation of underground metro routes inside the M50

Department of Housing Planning and Local Government (DHPLG) has also raised concerns relating to this Amendment, which proposes additional rail projects that go beyond the scope of the Transport Strategy for the Greater Dublin Region 2016-2035, National Transport Authority, the National Planning Framework and, the National Development Plan 2018 – 2027 including the construction of Metrolink to include underground extensions to UCD and Knocklyon and the expansion of the LUAS network to include Hazelhatch, Booterstown and Blessington.

Furthermore, the Department of Transport Tourism and Sport (DTTS) raises concerns in relation to material Amendments to implement the extension of the Dunboyne/M3 Parkway line to Navan during the Mid Term Review of the GDA Transport Strategy, and for the expansion of the proposed Metrolink to include underground extensions to UCD and Knocklyon.

DTTS notes that the NTA has published the MetroLink "Preferred Route" for public consultation on 26th March, 2019 which now proposes a number of changes to the previous route. The NTA/TII proposal is now to develop MetroLink from Charlemont to Swords also completing the Green Line Capacity Enhancement Project already underway. It is now proposed to defer the proposed tie-in between the Metro with the existing Luas Green Line and extend Metro services southward along that line. DTTS therefore considers that the Amendment should be modified to ensure consistency with the NTA Strategy, Project Ireland 2040 and the MetroLink preferred route, to refer to;

- "Complete construction of Metrolink"
- "LUAS Green Line Capacity Enhancement"

A number of submissions were also received in support of the proposed Amendment to extend Metrolink to Knocklyon, the extension of Luas to Booterstown creating a south orbital route linking the existing Luas, proposed Metro and Dart, and the extension of the Saggart Luas to Hazelhatch. Further submissions suggest additional locations to be served including Firhouse, Rathfarnham, Marlay Park and Ballyboden.

Further submissions request improvements to the DART South Eastern line and in support of the extension of the Dunboyne/M3 parkway line to Navan during the Mid Term Review of the GDA Transport Strategy.

A number of submissions highlight the need for transport infrastructure projects to be supported by national investment plans under the NDP or the NTAs Transport Strategy, and support the omission of projects that would be at variance with national strategies and investment plans. Another submission contends that the inclusion of such projects, which are not supported at a national level would significantly undermine the strategic nature of the RSES and would damage its credibility.

Directors Response

There is a statutory requirement for the RSES to be consistent with the Greater Dublin Area (GDA) Transport Strategy. The GDA strategy provides the statutory framework for the planning and delivery of transport infrastructure for the region, and for which Project Ireland 2040 included the funding to progress these projects. While certain additional projects may be of future merit, they are somewhat premature within the period of this RSES at this point, and would serve to undermine the delivery of the Strategy.

There are extensive submissions from government departments, state agencies and local authorities that are all stating that the additional rail projects included in the proposed amendments should be rejected and not included in the RSES.

It is therefore recommended that Amendment 69 be revised as follows, in order to ensure consistency with national transport, spatial development, and public investment policy;

- (i) Remove reference to the electrification of the rail line further north of Drogheda and further south of Hazelhatch;
- (ii) Alter the reference to the Navan Rail line from “implementation” to “Reappraisal”;
- (iii) Remove reference to a Mid Term Review of the Transport Strategy;
- (iv) Alter the reference to Metrolink to “Complete construction of Metrolink”
- (v) Alter the reference to LUAS Green Line to “LUAS Green Line Capacity Enhancement”
- (vi) Remove reference to underground rail links to UCD and Knocklyon;
- (vii) Remove reference to Luas network expansion to Hazelhatch, Booterstown and Blessington;
- (viii) Remove reference to an evaluation of underground metro routes inside the M50

Directors Recommendation

Accept Amendment, with minor modifications to read as follows;

- *DART Expansion Programme - new infrastructure and electrification of existing lines, including provision of electrified services to Drogheda on the Northern Line, Celbridge-Hazelhatch on the Kildare Line, Maynooth and M3 Parkway on the Maynooth/Sligo Line, while continuing to provide DART services on the South-Eastern Line as far south as Greystones*
- *New stations to provide interchanges with bus, LUAS and Metro network including at Kishoge, Heuston West, Cabra, Glasnevin, Pelletstown and Woodbrook*
- *Reappraisal of the extension of the Dunboyne/M3 Parkway line to Navan*
- *Complete construction of Metrolink*
- *LUAS Green Line Capacity Enhancement; and*
- *Appraisal, planning and design of LUAS network expansion to Bray, Finglas, Lucan and Poolbeg*

A discussion followed with regards to both amendments No's. 69 and 113 with contributions from Cllr F Duffy, Cllr D Lacey, Cllr D Mitchell, Cllr P Kearns, Cllr M Freehill, Cllr D Healy, Cllr K Dennison, Cllr B McDonagh, Cllr T Cullen, Cllr C Markey, Cllr I Winters, Cllr M Murphy, Cllr B Fitzgerald, Cllr L McCarthy, Cllr P Bourke, Cllr M Cahill, Cllr E Dooley and Cllr C Fitzgerald.

A vote was called for on the Director's Recommendation;

Cllr P Bracken, Cllr K Dennison, Cllr E Dooley, Cllr B Fitzgerald, Cllr E Fitzpatrick and Cllr D Mitchell voted FOR the Director's Recommendation.

Cllr P Bourke, Cllr C Burke, Cllr T Cullen Cllr F Duffy, Cllr K Feeney, Cllr. C Fitzgerald, Cllr M Freehill, Cllr M Hanafin, Cllr D Healy, Cllr P Hill, Cllr P Kearns, Cllr I Keatley, Cllr D Lacey, Cllr C Markey, Cllr L McCarthy, Cllr B McDonagh, Cllr M Murphy, Cllr C O'Connor, Cllr PJ Reilly and Cllr I Winters voted AGAINST the Director's Recommendation.

Cllr M Cahill and Cllr P McEvoy abstained from the vote.

6 votes FOR and 20 votes AGAINST, with 2 abstains, the Director's Recommendation was **REJECTED**.

A vote was called for the Proposed Material Amendment to be made Cllr P Bourke, Cllr C Burke, Cllr T Cullen Cllr F Duffy, Cllr K Feeney, Cllr. C Fitzgerald, Cllr M Freehill, Cllr M Hanafin, Cllr D Healy, Cllr P Hill, Cllr P Kearns, Cllr I Keatley, Cllr D Lacey, Cllr C Markey, Cllr L McCarthy, Cllr B McDonagh, Cllr M Murphy, Cllr C O'Connor, Cllr PJ Reilly and Cllr I Winters voted FOR the amendment.

Cllr P Bracken, Cllr K Dennison, Cllr E Dooley, Cllr B Fitzgerald, Cllr E Fitzpatrick and Cllr D Mitchell voted AGAINST.

Cllr M Cahill and Cllr P McEvoy abstained from the vote.

20 votes FOR, 6 votes AGAINST and 2 abstains, the amendment was **ACCEPTED**.

70. Amend Road Projects

Summary of Issues

The NTA in their submission recommend that the following change to the above material amendment is required in order to ensure consistency with the Transport Strategy:

- (i) Include M50 Dublin Port South Access”

The Department of Housing Planning and Local Government (DHPLG) and Transport Infrastructure Ireland (TII), also support the inclusion of the Dublin Port Southern Access Route project.

DHPLG notes that the NTA clarified within their strategy that while the section of the route connecting the southern end of the Dublin Port Tunnel to the South Port area is included for delivery in their Transport Strategy, the remainder of the route was not proposed for development during the Strategy period. Therefore, reference to this portion of the Southern Access Route project should be included within the RSES.

TII have recommended that the M50 South Port Access Scheme (referred to as the South or Southern Port Access Route) should be included in the final RSES as it is part of national policy in Project Ireland 2040 – NDP: is consistent with DOECLG Section 28 Guidelines Spatial Planning and National Road Guidelines for Planning Authorities 2012; part of the NTA’s Transport Strategy for the Greater Dublin Area 2016-2035 and the Dublin City Development Plan 2016-2022. They state;

‘Due to the required tie-in with the Dublin Tunnel (M50) and the long-term Eastern Bypass project, TII advises that careful coordination between TII, NTA, DCC and the Dublin Port Company in the planning of the future M50 Dublin Port South Access Scheme. In the interim, TII’s Dublin Eastern Bypass Corridor Protection Study Sector A: Dublin Tunnel to Sandymount Strand 2014 affords protection for the M50 Port South Access with the overall Eastern Bypass corridor until a decision is made on the preferred solution for the future M50 Port South Access Scheme.’

Another submission states that the current Dublin City Development Plan 2016-2022 supports the protection of the ‘Southern Port Access’ (see objective MTO32) and is clearly referred to in the Poolbeg West Planning Scheme (recently approved) where one of the modifications of the scheme by ABP states that DCC works with TII and NTA ‘to refine the route of the South Port Access / Eastern Bypass Corridor reservation.’ And that this scheme should not be removed from the RSES.

DHPLG also make observations in relation to the inclusion of the N81 Tallaght to Hollywood road scheme, which goes beyond the scope of national transport policy as set out in the Transport Strategy for the Greater Dublin Region 2016-2035, the National Planning Framework (NPF) and the National Development Plan (NDP). The Department of Transport Tourism and Sport (DTTS) further note that the NDP provides the investment framework for the national and regional roads programme from 2018 to 2027 and that where a national road project is not identified in the NDP either for development or appraisal, it falls outside the current scope of the NDP.

One submission proposes that the ‘Dublin Airport Western Access’ should be included in the list of road projects. Another submission proposes that the East-West Distributor road needs to be prioritised.

Other submissions received also highlight the need for transport infrastructure projects to be supported by national investment plans under the NDP or the NTAs Transport Strategy.

Directors Response

There is a statutory requirement for the RSES to be consistent with the Greater Dublin Area (GDA) Transport Strategy. It is therefore recommended that Amendment 70 be revised to include reference to the M50 Dublin Port South Access Route, for which a section of the route from the Dublin Port Tunnel to the South Port area is included for delivery in their Strategy.

The RSES should also be consistent with Project Ireland 2040 – the National Planning Framework and the National Development Plan (NDP), which provides the investment framework for the national and regional roads programme from 2018 to 2027. In this regard it is noted that the N81 Tallaght to Hollywood is not included as a national road project for development or appraisal in the NDP.

On foot of the above it is considered that the road projects be updated as follows to accurately reflect and be in line with national transport, spatial development, and public investment policy;

- (i) Include M50 Dublin Port South Access
- (ii) Omit N81 Tallaght to Hollywood

While certain additional projects may be of future merit, they are somewhat premature within the period of this RSES at this point. In relation to the proposed inclusion of 'Dublin Airport Western Access' it should be noted that this is not identified as a national road project for development or appraisal in the NDP. Moreover, the need to improve access to Dublin Airport by public transport and road is already identified in the Guiding Principles for the MASP, in Table 5.1 Phasing/Enabling Infrastructure and in the narrative for Swords – Key Town. No further modification is recommended in this regard.

It is recommended that the material Amendment be modified accordingly

Directors Recommendation

Accept and Modify Amendment, to read as follows;

- M4 Maynooth to Leixlip
- M11 from Jn 4 M50 to Kilmacanogue
- N3 Clonee to M50
- M50 Dublin Port South Access

A discussion followed with regards to both amendments No's 70 and 114 with contributions from Cllr D Mitchell Cllr M Hanafin, Cllr T Cullen, Cllr I Winters, Cllr I Keatley, Cllr K Dennison and Cllr K Feeney.

It was **AGREED** to write to the Transport Agencies and relevant Government Department to request clarification on their exact proposals and delivery for the Eastern Bypass of Dublin.

A vote was called for the Director's Recommendation, Cllr K Dennison, Cllr K Feeney, Cllr B Fitzgerald, Cllr M Freehill, Cllr M Hanafin, Cllr D Healy, Cllr P Kearns, Cllr D Lacey, Cllr L McCarthy, Cllr B McDonagh and Cllr P McEvoy voted for the Director's Recommendation.

Cllr P Bourke, Cllr C Burke, Cllr T Cullen, Cllr F Duffy, Cllr E Fitzpatrick, Cllr I Keatley, Cllr C Markey, Cllr D Mitchell, Cllr M Murphy and Cllr I Winters voted against the Director's Recommendation.

11 votes FOR, 10 votes AGAINST, the Director's Recommendation was **AGREED**.

113. Amend Table 8.2 Rail Projects for the Region

Summary of Issues

Numerous submissions supported the provision of a metro to South Dublin, including Terenure, Knocklyon, Firhouse, Ballyboden, and Rathfarnham and the proposal for a south orbital LUAS from Booterstown to Tallaght and extending the Red line from Saggart to Hazelhatch.

The NTA in their submission recommend that the following changes to the material amendment are required in order to ensure consistency with the Transport Strategy:

- (i) Remove reference to the electrification of the rail line further north of Drogheda and further south of Hazelhatch;
- (ii) Alter the reference to the Navan Rail line from "implementation" to "investigate the feasibility";
- (iii) Remove reference to a Mid Term Review of the Transport Strategy;
- (iv) Remove reference to underground rail links to UCD and Knocklyon;
- (v) Remove reference to Luas network expansion to Hazelhatch, Booterstown and Blessington;
- (vi) Remove reference to an evaluation of underground metro routes inside the M50

Department of Transport Tourism and Sport also raise concerns in relation to the material Amendments to implement the extension of the Dunboyne/M3 Parkway line to Navan during the Mid Term Review of the GDA Transport Strategy. The Department considers that the text in the previous draft RSES is more consistent with the NDP and should be retained as follows:

Reappraisal of the extension of the Dunboyne/M3 Parkway line to Navan during the Mid Term Review of the GDA Transport Strategy.

DTTS notes that the NTA has published the MetroLink "Preferred Route" for public consultation on 26th March, 2019 which now proposes a number of changes to the previous route. The NTA/TII proposal is now to develop MetroLink from Charlemont to Swords also completing the Green Line Capacity Enhancement Project already underway. It is now proposed to defer the proposed tie-in between the Metro with the existing Luas Green Line and extend Metro services southward along that line. The Department considers that the Amendment should be modified to ensure consistency with the NTA Strategy, Project Ireland 2040 and the MetroLink preferred route, to refer to;

- “Complete construction of Metrolink”
- “LUAS Green Line Capacity Enhancement”

The Department of Housing Planning and Local Government (DHPLG) has raised concerns relating to this amendment, which proposes additional rail projects that go beyond the scope of the Transport Strategy for the Greater Dublin Region 2016-2035, the National Planning Framework and, the National Development Plan 2018 – 2027 including the construction of Metrolink to include underground extensions to UCD and Knocklyon and the expansion of the LUAS network to include Hazelhatch, Booterstown and Blessington.

A submission refers to Section 8.3 of the Draft RSES where it is stated *“The RSES is required by legislation to be consistent with the NTA’s Transport Strategy for the Greater Dublin Area 2016-2035”* while page 114 of the Director’s Report on Submissions Received states *“The route selection process for Metrolink is ongoing and being delivered by TII and NTA, and any policy position on this route in the RSES would be prejudicial to that process and therefore the RSES should not support such a proposal”*. On the basis of these imperatives it follows:

- The proposal to *“Implement the extension of the Dunboyne/M3 Parkway line to Navan ...”* should be omitted as it is not in the NTA’s Transport Strategy.
- The references to underground extensions of the Metrolink to *“... UCD and Knocklyon from Charlemont”* should likewise be excised as they do not accord with NTA strategy.
- The proposal *“... to carry out an evaluation of underground metro routes within the M50’* does not align with the current NTA Transport Strategy and is, in any event, far too premature at this juncture and should therefore be omitted. There may indeed be a case to revisit this in the RSES mid-term review (c.2025/2026) but the inclusion now simply raises unrealistic expectations.
- Based on the same set of principles the proposed Luas network expansion to *“... Hazelhatch, Booterstown and Blessington”* has no status in either the NTA Strategy of the national Development Plan and should, therefore, be omitted.

A number of submissions don’t support these additional projects and state that the inclusion of these proposed amendments that have no support in national plans and policies would merely delay and prejudice the RSES as a whole and would furthermore undermine key projects which are supported by national plans and policy and are rightly included within the RSES.

Another submission calls for the omission of the bullet point; *“In principle there is a need to carry out an evaluation of underground metro routes within the M50”*.

A submission welcomes the additional support for Phase 2 of the Navan Rail Project as it is the only County town / Administrative Capital in the region currently without a rail link to Dublin city. Another submission requests under ‘DART expansion’ program reference to improved services on the south-eastern line as far as Greystones.

A few submissions have called for increased level of services on the western rail lines in particular the Dublin – Galway line with requests for increased level of service, a high speed and high frequency service and twin track in locations.

Director’s Response

There is a statutory requirement for the RSES to be consistent with the Greater Dublin Area (GDA) Transport Strategy. The GDA strategy provides the statutory framework for the planning and delivery of transport infrastructure for the region, and for which Project Ireland 2040 included the funding to progress these projects. While certain additional projects may be of future merit, they are somewhat premature within the period of this RSES at this point, and would serve to undermine the delivery of the Strategy.

There are extensive submissions from government departments, state agencies and local authorities that are all stating that the additional rail projects included in the proposed amendments should be rejected and not included in the RSES.

On foot of this and given the intrinsic links with proposed amendment no. 69, It is recommended that Amendment 69 be revised as follows, in order to ensure consistency with national transport, spatial development, and public investment policy;

- i. Remove reference to the electrification of the rail line further north of Drogheda and further south of Hazelhatch;
- ii. Alter the reference to the Navan Rail line from “implementation” to “Reappraisal”;
- iii. Remove reference to a Mid Term Review of the Transport Strategy;
- iv. Alter the reference to Metrolink to “Complete construction of Metrolink”
- v. Alter the reference to LUAS Green Line to “LUAS Green Line Capacity Enhancement”
- vi. Remove reference to underground rail links to UCD and Knocklyon;
- vii. Remove reference to Luas network expansion to Hazelhatch, Booterstown and Blessington;
- viii. Remove reference to an evaluation of underground metro routes inside the M50

Directors Recommendation

Accept amendment with minor modifications to read as follows;

- Delivery of DART Expansion Programme - delivery of priority elements including investment in new train fleet, new infrastructure and electrification of existing lines. Provide fast, high-frequency electrified services to Drogheda on the Northern Line, Celbridge-Hazelhatch on the Kildare Line, Maynooth and M3 Parkway on the Maynooth/Sligo Line, while continuing to improve DART services on the South-Eastern Line as far south as Greystones
- Provide for an appropriate level of commuter rail service in the Midlands and South-East
- Complete the construction of the National Train Control Centre
- New stations to provide interchange with bus, LUAS and Metro network at including Kishoge, Heuston West, Cabra, Glasnevin, Pelletstown and Woodbrook

- A feasibility study of high-speed rail between Dublin Belfast, Dublin Limerick Junction/Cork will be carried out
- New stations to provide interchanges with bus, LUAS and Metro network including at Kishoge, Heuston West, Cabra, Glasnevin, Pelletstown and Woodbrook
- Reappraisal of the extension of the Dunboyne/M3 Parkway line to Navan
- Complete construction of Metrolink
- LUAS Green Line Capacity Enhancement; and
- Appraisal, planning and design of LUAS network expansion to Bray, Finglas, Lucan and Poolbeg

A vote was called for the Director's Recommendation Cllr P Bracken, Cllr M Cahill, Cllr K Dennison, Cllr E Dooley, Cllr B Fitzgerald, Cllr E Fitzpatrick, Cllr D Mitchell and Cllr I Winters voted for the Director's Recommendation.

Cllr P Bourke, Cllr C Burke, Cllr T Cullen Cllr F Duffy, Cllr K Feeney, Cllr C Fitzgerald, Cllr M Freehill, Cllr M Hanafin, Cllr D Healy, Cllr P Hill, Cllr P Kearns, Cllr I Keatley, Cllr D Lacey, Cllr C Markey, Cllr L McCarthy, Cllr B McDonagh, Cllr M Murphy, and Cllr PJ Reilly voted against the Director's Recommendation.

Cllr P McEvoy abstained from the vote.

8 Votes FOR, 18 Votes Against and 1 abstain, the director's recommendation was **REJECTED**.

A vote was called for the amendment to be made Cllr P Bourke, Cllr C Burke, Cllr T Cullen Cllr F Duffy, Cllr K Feeney, Cllr C Fitzgerald, Cllr M Freehill, Cllr M Hanafin, Cllr D Healy, Cllr P Hill, Cllr P Kearns, Cllr I Keatley, Cllr D Lacey, Cllr C Markey, Cllr L McCarthy, Cllr B McDonagh, Cllr M Murphy, Cllr PJ Reilly and voted for the amendment.

Cllr P Bracken, Cllr M Cahill Cllr K Dennison, Cllr E Dooley, Cllr B Fitzgerald, Cllr E Fitzpatrick, Cllr D Mitchell and Cllr I Winters voted against.

Cllr P McEvoy abstained from the vote.

18 votes for, 8 votes against and 1 abstain, the amendment was **ACCEPTED**.

114. Amend Table 8.4 Road Projects for the Region

Summary of Issues

The NTA in their submission recommend that the following change to the above material amendment is required in order to ensure consistency with the Transport Strategy:

- (ii) Include M50 Dublin Port South Access"

The Department of Housing Planning and Local Government (DHPLG) and Transport Infrastructure Ireland (TII), also support the inclusion of the Dublin Port Southern Access Route project.

DHPLG notes that the NTA clarified within their strategy that while the section of the route connecting the southern end of the Dublin Port Tunnel to the South Port area is included for delivery in their Transport Strategy, the remainder of the route was not proposed for development during the Strategy period. Therefore, reference to this portion of the Southern Access Route project should be included within the RSES.

TII have recommended that the M50 South Port Access Scheme (referred to as the South or Southern Port Access Route) should be included in the final RSES as it is part of national policy in Project Ireland 2040 – NDP: is consistent with DOECLG Section 28 Guidelines Spatial Planning and National Road Guidelines for Planning Authorities 2012; part of the NTA’s Transport Strategy for the Greater Dublin Area 2016-2035 and the Dublin City Development Plan 2016-2022. They state;

‘Due to the required tie-in with the Dublin Tunnel (M50) and the long term Eastern Bypass project, TII advises that careful coordination between TII, NTA, DCC and the Dublin Port Company in the planning of the future M50 Dublin Port South Access Scheme. In the interim, TII’s Dublin Eastern Bypass Corridor Protection Study Sector A: Dublin Tunnel to Sandymount Strand 2014 affords protection for the M50 Port South Access with the overall Eastern Bypass corridor until a decision is made on the preferred solution for the future M50 Port South Access Scheme.’

Another submission states that the current Dublin City Development Plan 2016-2022 supports the protection of the ‘Southern Port Access’ (see objective MTO32) and is clearly referred to in the Poolbeg West Planning Scheme (recently approved) where one of the modifications of the scheme by ABP states that DCC works with TII and NTA ‘to refine the route of the South Port Access / Eastern Bypass Corridor reservation.’ And that this scheme should not be removed from the RSES.

DHPLG also make observations in relation to the inclusion of the N81 Tallaght to Hollywood road scheme, including linkage roads from Baltinglass and Dunlavin to N9 from N81, which goes beyond the scope of national transport policy as set out in the Transport Strategy for the Greater Dublin Region 2016-2035, the National Planning Framework (NPF) and the National Development Plan (NDP). The Department of Transport Tourism and Sport (DTTS) further note that the NDP provides the investment framework for the national and regional roads programme from 2018 to 2027 and that where a national road project is not identified in the NDP either for development or appraisal, it falls outside the current scope of the NDP.

Another submission refers to The Director’s Report which states *“The N81 Tallaght to Hollywood is not supported in national investment plans under the NDP or the NTA’s Transport Strategy...and as such it should not be in the RSES”*. The N81 project should, logically, be omitted.

A submission supports the inclusion of the N81 upgrade as it is the only main artery out of Dublin that has not been upgraded, it has a high traffic count, also the linkages to the M9 and old N9 should be examined.

TII also state that a number of road schemes are identified that are not included in the NDP nor in the NTA's Transport Strategy, and that they should be checked with the context of these documents before inclusion.

The Department of Transport, Tourism and Sport state that the National Development Plan 2018-2027 provides the investment framework for the national and regional roads programme. Where a national road project is not identified in the NDP for development or appraisal, it falls outside the current scope of the NDP.

A submission supports the inclusion of the N80 improvements included inter regional and intra-regional accessibility, as it is important to the towns along this route and facilitates further connectivity of the south and eastern and midland regions. A further submission requests the inclusion of the N52 and N56, important regional routes (eg. R420) and connections to the Ports of Bellview and Rosslare.

A number of submissions requests the inclusion of road proposals in this list of road projects that are not the subject of the proposed material amendments these include; the Drogheda Port Access Northern Route, Dublin Airport Western Access, the N55 upgrade, the N62 upgrade.

Director's Response

There is a statutory requirement for the RSES to be consistent with the Greater Dublin Area (GDA) Transport Strategy. It is therefore recommended that Amendment 70 be revised to include reference to the M50 Dublin Port South Access Route, for which a section of the route from the Dublin Port Tunnel to the South Port area is included for delivery in their Strategy.

The RSES should also be consistent with Project Ireland 2040 – the National Planning Framework and the National Development Plan (NDP), which provides the investment framework for the national and regional roads programme from 2018 to 2027. In this regard it is noted that the N81 Tallaght to Hollywood is not included as a national road project for development or appraisal in the NDP.

On foot of the above it is considered that the road projects be updated as follows to accurately reflect and be in line with national transport, spatial development, and public investment policy;

- i. Include M50 Dublin Port South Access
- ii. Omit N80 Improvements including inter regional and intra-regional accessibility
- iii. Omit N81 Tallaght to Hollywood scheme including linkage roads from Baltinglass and Dunlavin to N9 from N81

While certain additional projects may be of future merit, they are somewhat premature within the period of this RSES at this point.

Directors Recommendation

Accept amendment with minor modifications to read as follows;

- M7 Naas to Newbridge bypass widening, Osberstown Interchange and Sallins Bypass
- N2 Slane Bypass
- N2 Rath Roundabout to Kilmoon Cross
- N2 Ardee to south of Castleblaney
- M4 Maynooth to Leixlip
- N4 Mullingar to Longford (and Sligo)
- M11 from Jn 4 M50 to Kilmacanogue
- N3 Clonee to M50
- N52 Ardee Bypass
- N52 Tullamore to Kilbeggan
- M50 Dublin Port South Access

A vote was called for the Director's Recommendation, Cllr K Dennison, Cllr K Feeney, Cllr B Fitzgerald, Cllr M Freehill, Cllr M Hanafin, Cllr D Healy, Cllr P Kearns, Cllr D Lacey, Cllr L McCarthy, Cllr B McDonagh and Cllr P McEvoy voted for the Director's Recommendation.

Cllr P Bourke, Cllr C Burke, Cllr T Cullen, Cllr F Duffy, Cllr E Fitzpatrick, Cllr I Keatley, Cllr C Markey, Cllr D Mitchell, Cllr M Murphy and Cllr I Winters voted against the Director's Recommendation.

11 votes FOR, 10 votes AGAINST, the Director's Recommendation was **AGREED**.

ITEM 3

Make the Regional Spatial and Economic Strategy

The Assistant Director Mr M Bradley gave the members a presentation on the final steps to make the RSES;

Prior to agreeing the final decision to make the regional spatial and economic strategy the members must first consider the potential for the proposed final strategy to adversely affect the integrity of any European site. In considering this, members have had regard to:

- The Natura Impact Report (NIR) prepared to accompany the draft RSES [November 2018]
- The Assessment of Amendments to the draft RSES Report [February 2019]
- The updated NIR prepared to accompany the final proposed RSES [May 2019]

These Appropriate Assessment documents and the Natura Impact Report were proposed by Cllr D Lacey and Seconded by Cllr P Kearns.

This was **AGREED**.

Under Section 25 (4) of the Planning and Development Act, when the regional assemblies in respect of the GDA make a regional spatial and economic strategy they shall include in the strategy a statement on the actions being taken or proposed to ensure effective integration of transport and land use planning. The members were advised that the proposed amendments that were made are not consistent with the GDA Transport Strategy and a statement of reason was requested.

The following reason was proposed by Cllr D Healy and seconded by Cllr B McDonagh

“We refer to our work on the Regional Spatial and Economic Strategy and the submissions by your Departments to the latest consultation on the proposed amendments to the draft Strategy, as well as the submission from the NTA which comes under Minister Ross' aegis.

We have considered the transport needs of our Region and the challenge of providing the necessary public transport for both our existing residents and for the planned population increases in the region.

We are also conscious of our obligations under the Climate Action and Low Carbon Development Act and are committed to reducing and phasing out greenhouse gas emissions from the Region in line with the National Transition Objective. We have noted that the NTA's Greater Dublin Area Transport Strategy (GDATS) is predicted to lead to a 30% increase in surface transport greenhouse gas emissions between 2016 and 2035.

At the Assembly, we have discussed for some time the fact that the statutory framework within which we operate requires both that the RSES is consistent with the GDATS and that the GDATS is consistent with the RSES. A strict interpretation of those legal obligations would mean that neither strategy could be substantially altered.

Arising from the above analysis and discussions, we have concluded there is a need for significant additional investment in public transport infrastructure in the Region, including the reinstatement of public transport investments previously planned but since abandoned or deferred. Therefore, we have included some of this investment in the Strategy.”

This was **AGREED**.

The RSES was proposed by Cllr K Feeney and Seconded by Cllr B McDonagh

The Members **RESOLVED** to make the regional spatial and economic strategy for the eastern and midland region on the 28th June 2019, in accordance with section 24 (9) of the planning and development act 2000 as amended.

Cllr P Kearns, Cllr K Dennison, Cllr D Lacey and Cllr E Fitzpatrick want to thank the members and staff of the EMRA for the work that had been put into the RSES.

ITEM 4

Correspondence

None

ITEM 5

Any other business

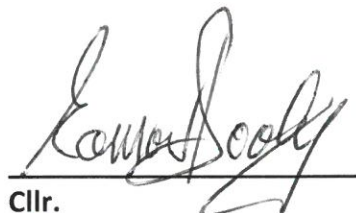
None

ITEM 6

Date of next meeting

The next meeting of the Eastern & Midland Regional Assembly is to be held on, **Friday 12th July 2019** in City Hall, Dame Street, Dublin 2 at **11:00am**.

Signed:


Cllr.
Cathaoirleach EMRA


Mr. Jim Conway
EMRA

Date: 12th July 2019

