



An
Bord
Pleanála

Record of 2nd Meeting

ABP-306587-20

Development	Railway Improvement Works on the Maynooth Line and City Centre enhancements as part of the DART Expansion Programme.		
Location	Virtually by Microsoft Teams		
Case Type	Pre-application consultation		
1st / 2nd / 3rd Meeting	2 nd		
Date	16/09/20	Time	11a.m. – 12:10p.m.

Attendees		
Representing An Bord Pleanála		
Brendan Wyse, Assistant Director of Planning (Chair)		
Una Crosse, Senior Planning Inspector		
Jennifer Sherry, Executive Officer	j.sherry@pleanala.ie	01-8737266
Representing the Prospective Applicant		
Colm Reynolds, Assistant Director DART+, Iarnród Éireann		
Mark Conroy, Environment Manager DART+, Iarnród Éireann		
Rita Monaghan, CIE Solicitor		

Tom McKay, Project Manager, IDOM-ROD
Carlos Azuaga Pozo, Electrification (OHLE) Lead, IDOM-ROD
Mark Kilcullen, Deputy Project Director, IDOM-ROD
Barry Corrigan, Railway Order Manager, IDOM-ROD

Introduction

The Board referred to the previous meeting held with the prospective applicant on the 2nd July, 2020 and the record of this meeting. The prospective applicant confirmed that it had no comments or corrections to make to the record. It noted that the project name of the proposed development has been changed from DART+ Maynooth Line to DART+ West.

Presentation by the prospective applicant

The prospective applicant provided an update of the project. The DART+ West Programme launched an information and media campaign on 26th August, 2020. The prospective applicant is continuously undertaking design development and carrying out geophysical surveys, environmental surveys, topographical and ground investigation survey work. Traffic modelling of the Emerging Preferred Option using the Eastern Regional Model (ERM) is also being undertaken.

The prospective applicant referred to the following:

- Stakeholder engagement – Consultation has commenced with elected representatives and key stakeholders such as local planning authorities, ESB, National Transport Authority and Waterways Ireland. Information has been provided to stakeholders, including, a description of the Emerging Preferred Option, plans and sectional elevations of the level crossing and alignment

figures. The public consultation period with the public and stakeholders has been extended until 7th October, 2020.

- Public Consultation No. 1– also commenced on 26th August with the period extended until 7th October, 2020. Forums being utilised for public consultation include:
 - Website hosting all material launched www.irishrail.ie/DARTMaynooth,
 - Letter to potentially affected landowners,
 - Leaflet maildrop to affected neighboring communities,
 - Brochure with Emerging Preferred Option,
 - Meetings / presentations / webinars with landowners and residents.

Over 200 public submissions had been received up to the 11th September, 2020 with 45% in favour of the project. The main concerns raised in the submissions relate to; the closure of the level crossings; objections to an offline option at Coolmine; concerns about additional traffic at Coolmine and Ashtown; construction impacts; and requests to extend the dual track to Kilcock and Enfield.

- EIA scoping – the prospective applicant advised that an informal EIA Scoping Report in accordance with EU Directive 2014/52/EU is to be issued by the end of September to a list of 48 consultees.
- Electrification of the line and bridge clearance issues – the prospective applicant considered different types of overhead electrification equipment (OHLE) with the Emerging Preferred Option as single-track cantilever and double track cantilever depending on each specific location. State of the art OHLE solutions are being considered for structures with reduced height clearance. A colour coded

classification of structures is proposed from green to black to carry out OHLE assessment for bridge clearance issues:

- Green – no issues at existing structures.
- Amber – no major issues at existing structures.
- Red – requires reduced contact wire height below the standard and standard derogation.
- Black – there is no OHLE solution with the current clearance.

In the proposed development there are 18 bridges in total that range from amber to black with Newcomen Bridge, Broombridge, Granard Bridge and Jackson Bridge classified as black. A two stage multi-criteria analysis method is being developed to rank each option (do minimum, track lowering, bridge deck reconstruction, new alignment). The multi-criteria analysis stage 1 is a comparative ranking of all options against each other (not a weighted assessment) and stage 2 examines the shortlisted options from stage 1 to determine an Emerging Preferred Option at each structure. An example of the multi-criteria analysis was given for Jackson's Bridge.

The prospective applicant is considering a number of options available for bridge deck reconstruction and parapet wall heights to protect the public from the overhead wires.

- Cumulative effects – the prospective applicant stated the approach to be undertaken for cumulative effects will assess the totality of the project in relation to other major transport proposals. Where appropriate this will include an assessment of relevant active and extant planning applications within 300m of the red line boundary.

Discussion

The following matters were discussed as part of the meeting:

- The Board's representatives enquired if the multi-criteria analysis at stage 1 for each of the 18 bridges will be made available to the Board and or the public. The prospective applicant advised that the process is still under way to finalise the Emerging Preferred Option and further consultations with the local authority are to be undertaken. The prospective applicant said it intends to share the Emerging Preferred Option at Public Consultation No. 2.
- The Board's representatives referred, in particular, to the importance of a considered design approach where it is proposed to alter a protected structure.
- The Board advised the prospective applicant to provide visual aids for public consultation to enhance the public understanding of the project.
- The prospective applicant referred to proposals for derogation from the minimum contact wire height operational and safety standards in some locations.
- The Board's representatives stated that design solutions should be built into the project at the earliest possible stage and enquired, in terms of the overhead catenary, whether there are any locations where enhanced design proposals would improve the aesthetics. The prospective applicant said they would be considering different options and design solutions at appropriate locations.
- The prospective applicant indicated that it intends to re-visit the bridge issue at a future pre-application meeting under the topic of architectural heritage and landscape assessment.

Conclusion

The record of the meeting will issue to the prospective applicant and it will then be a matter for the prospective applicant to submit any comments on this if it wishes to do so

or at the time of a further meeting. It was agreed to hold a further meeting at the beginning of October, 2020.

Brendan Wyse

Assistant Director of Planning