



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	3 rd		
Date	08/10/2020	Time	11a.m. – 12:15p.m.

Attendees		
Representing An Bord Pleanála		
Ciara Kellett, 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		
Michael Finan, Programme Manager DART+ West, Iarnród Éireann		
Mark Conroy, Environment Manager DART+, Iarnród Éireann		

Rita Monaghan, CIE Solicitor
Mark Kilcullen, Deputy Project Director, IDOM-ROD
Barry Corrigan, Railway Order Manager, IDOM-ROD
Morgan Hart, Railway Order Engineer, IDOM-ROD

Introduction

The Board referred to the previous meeting held with the prospective applicant on the 16th September, 2020 and the record of this meeting. The prospective applicant replied that it had no comments or corrections to make in relation to this. An update was provided by the prospective applicant notifying the Board that the consultation period for Public Consultation No. 1 has been extended from 7th October until 21st October, 2020.

Presentation

The prospective applicant set out the elements of the project, to be discussed at the present meeting as follows:

Level Crossing Closures

The prospective applicant outlined the benefits the proposed development would have including increased train frequency from 7 trains per hour per direction to 15 trains per hour per direction. The prospective applicant is proposing new relief infrastructure to facilitate existing traffic in order to address the significant adverse impact the closure of these level crossings will have on the local road network.

A two stage multi criteria analysis (MCA) has been carried out by the prospective applicant to determine the most appropriate solutions for each with six parameters identified - economy, integration, environment, accessibility & social inclusion, safety and physical activity. Each level crossing was assessed under MCA stage 1 and MCA stage 2 with the emerging preferred options outlined.

- **Ashtown** – the prospective applicant advised eleven options were assessed in MCA stage 1 including the following;
 - i. Do nothing,

- ii. Do minimum,
- iii. Road underbridge,
- iv. Road Overbridge with pedestrian and cyclist bridge,
- v. Pedestrian and cyclist bridge, and
- vi. Lowering of the railway line.

The prospective applicant also highlighted a number of sensitive heritage structures in the vicinity including Ashtown House and the Mill. In the presentation each option was outlined with the emerging preferred option - option 2 which entails a new road under the railway and the canal to the west of the existing Ashtown Level Crossing along the line of Mill Lane. The emerging preferred option requires alterations to the curtilage of Ashtown House with works required to the wall and relocation of the gates.

- **Coolmine** – the prospective applicant advised ten options were assessed for Coolmine including the following:
 - i. Do nothing,
 - ii. Do minimum,
 - iii. Online Overbridge,
 - iv. Online Underbridge,
 - v. Offline Overbridge,
 - vi. Offline Underbridge,
 - vii. Pedestrian and cyclist bridge, and
 - viii. Lowering of the railway line.

The prospective applicant outlined seven options with the emerging preferred option a full vehicular road bridge with separate pedestrian and cyclist bridge. The road bridge is proposed over the railway line and canal connecting to the north of St. Mochta's Grove/Station Court and to the south of the Riverwood Court Road. Immediately adjacent to Coolmine Station a new standalone pedestrian and cycle bridge is proposed over the railway line.

- **Porterstown** – the prospective applicant advised six options were assessed in MCA stage 1 including the following:

- i. Do nothing,
- ii. Do minimum,
- iii. Link to existing Porterstown Viaduct, and
- iv. Pedestrian & cyclist bridge options.

The prospective applicant outlined four options noting the level crossing at Porterstown is a narrow crossing with two schools and a heritage structure Porterstown Old School, in the vicinity. As part of a traffic study it was determined that a pedestrian and cycle bridge at the level crossing is required with vehicular traffic to be redirected to the existing local road at Diswellstown Road (R121).

- **Clonsilla** – the prospective applicant advised nine options were assessed in MCA stage 1 including the following:

- i. Do nothing,
- ii. Do minimum,
- iii. Road overbridge options, and
- iv. Pedestrian & cyclist bridge.

The prospective applicant outlined seven options in detail with the emerging preferred option a new pedestrian and cycle bridge over the railway to the west of the existing level crossing. The prospective applicant identified green space, historic woodland, historic structures and a proposed greenway development in the vicinity of the level crossing. The optimal solution is considered to be the use of the proposed new road bridge at Barberstown to the west and the Diswellstown Link Road (R121) for vehicular traffic.

- **Barberstown** – the prospective applicant advised five options were assessed for Barberstown at MCA stage 1 including the following:

- i. Do nothing,
- ii. Do minimum,
- iii. Road overbridge options,
- iv. Pedestrian & cyclist bridge, and
- v. Lowering of the railway line.

The prospective applicant stated Barberstown is a rural setting with new infrastructure proposed which was considered as part of the option selection process. These include, Ongar-Barnhill Distributor Road (Fingal County Council), Barnhill Local Area Plan and Kellystown Issues Paper. The emerging preferred option proposes a new road bridge over the railway line and canal, south of the existing level crossing and connecting the existing Diswellstown Link Road (R121) to the east of the rail to the Barberstown Lane to the west of the rail line.

- **Blakestown** – the prospective advised three options were considered in MCA stage 1 for Blakestown which is in Co. Kildare as follows:
 - i. Do nothing,
 - ii. Do minimum, and
 - iii. Pedestrian & cyclist bridge.

The prospective applicant outlined that the emerging preferred option at Blakestown is to provide no replacement infrastructure following the closure of the level crossing. Access and diversions of vehicular traffic will be via the local road network and R449 Link Road to the east of the crossing.

- **Public Consultation No. 1** – the prospective applicant provided an update on public consultation as discussed in the previous pre-application consultation meeting held on 16th September, 2020. The main issues raised in submissions include: - impacts at level crossings (in particular at Coolmine, Clonsilla and Ashtown), impacts on residential amenity, loss of amenity areas, traffic impacts, noise and anti-social behaviour. The prospective applicant said ten community webinars have been held to date with additional webinars being arranged. It is proposed to summarise the submissions received into a public consultation findings report.

Railway Order- Approach

The prospective applicant stated that the proposed development application will be made in accordance with Section 37 of the Transport (Railway Infrastructure) Act, 2001

and will be accompanied by a draft of the proposed order, a plan of the proposed railway works, a book of reference identifying the owners and occupiers of the lands described in the plan and a EIAR. It is proposed to follow the format used on the Dunboyne (M3) Commuter Rail Railway Order 2008 and the DART Underground.

Draft Book of Reference – Schedules

The prospective applicant presented a brief description of the proposed schedules.

Discussion

The following matters were discussed at the meeting:

- The Board's representatives enquired if a copy of the drawings used in the presentation for the emerging preferred option at the six level crossings could be provided to the Board. The prospective applicant agreed to do this.
- The Board queried the proposed use of photomontages for the proposals at the different level crossing and considered some would be very useful particularly from public open spaces or sensitive locations in terms of visual/residential amenity. The prospective applicant outlined that the proposal is currently at early design stage and is evolving with ongoing public consultation with the provision of photomontages not considered necessary at this stage. The prospective applicant said that photomontages are proposed as part of the likely preferred options for Public Consultation No. 2. The prospective applicant assured the Board that landscape and visual impact will be discussed later in the pre-application consultation process as a topic on its own.
- The Board representatives stated that they considered that the current pre-application consultation remains at information gathering stage with further meetings required to consider the proposed development in more detail.
- It was outlined that if it is proposed to acquire properties or to use green spaces to facilitate the proposed development that the consideration of alternatives should be clear and robust.
- The Board noted the emerging preferred option at Ashtown level crossing involves moving the gates to a protected structure Ashtown House. The Board

advised the prospective applicant may need to consult with the Development Applications Unit in the Department in relation to this element of the proposal.

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 November.

Ciara Kellett

Assistant Director of Planning