



Case Reference / Description	Railway Improvement Works on the Maynooth Line and City Centre enhancements as part of the DART Expansion Programme		
Case Type	Pre-application consultation		
1st / 2nd / 3rd Meeting	4 th		
Date	10/11/20	Start Time	11 a.m.
Location	Virtually	End Time	12.00 p.m.

Representing An Bord Pleanála
Staff Members
Ciara Kellett, Assistant Director of Planning (Chair)
Una Crosse, Senior Planning Inspector
Jennifer Sherry, Executive Officer
Representing the Prospective Applicant
Colm Reynolds, Assistant Director DART+, Iamród Éireann
Michael Finan, Programme Manager DART+ West, Iamród Éireann
Mark Conroy, Environmental Manager DART+, Iamród 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 3rd meeting held with the prospective applicant on the 8th October, 2020 and the record of this meeting. The prospective applicant noted a minor correction to the name of 'Ashton House' and not Ashtown House as mentioned in the record.

Presentation

The prospective applicant gave a presentation for the following elements of the project:

- **Public Consultation No. 1** – the prospective applicant is preparing a Consultation Findings Report which will provide a summary of the typical responses given throughout the consultation period. Suggestions and design amendments made by the public will feed into the update and re-evaluation of the multi criteria analysis (MCA) process. Public consultation No. 2 will launch early 2021. The main themes from public consultation no.1 are as follows;
 - i. 88% are in support of the key principles of DART+ West.
 - ii. A total of 1165 submission were received of which 917 were related to issues at Coolmine level crossing.
 - iii. At Coolmine two alternatives are being added to the MCA process. The first is no new bridge proposed with upgrades to the existing road network. The second is a new drop lock solution which would require the removal of a protected structure.
 - iv. Impact on residential and amenity areas.
 - v. Increased traffic, environmental issues, noise pollution, communication and the creation of anti-social behaviour to name a few.

- **Transport Modelling** – the prospective applicant stated transport modelling is being advanced for large projects across the city for example BusConnects and Metrolink to ensure a cohesive approach with DART+. Regular coordination meetings are being held between the NTA and DART+ to make sure approaches are aligned. The prospective applicant referenced previous studies included modelling in the NTA Eastern Regional Modelling and Railsys modelling with equiivent ERM and Railsys modelling carried out to justify the project train service specification (TSS) and proposed infrastructure enhancements. A Traffic Impact Assessment Report will examine construction impacts, operation impacts and the cumulative impact of DART+ West with other relevant transport projects. The prospective applicant set out a five-step methodology of the transport modelling as follows:

 - i. Step 1 is an assessment of existing traffic conditions and suitability of existing data and modelling tools including traffic surveys, multi-modal eastern regional model and highway local area models.
 - ii. Steps 2 to 5 provides more detail on the processes undertaken, (a) develop base year 2019 Local Area Models, (b) agree and develop future year travel demand and infrastructure scenarios, (c) develop future year Local Area Models and (d) identify preferred option and feed into transport impact assessment.

- **Construction methodology and strategy** – the prospective applicant discussed the construction methodology and strategy under the following topics:

 - i. Proposed construction activities for the construction of the rail.
 - ii. Approach to maintaining an operational railway during construction is to carry out works to the railway line at night-time and over weekends. Also, work impacts will mostly be of a short-term duration at any location but may be for multiple periods for different works.
 - iii. Construction compounds required for different construction sites along the railway to allow for storage of materials, erection of prefabricated sections, provide welfare and on-site office space, provide access to the railway and allow parking.

- iv. Construction compound locations are to be strategically picked for access to the rail for track works, initial consultation held with Local Authorities for suitable sites. Some of the construction compounds may act as permanent compounds due to the electrification of the line.
 - v. Compound types are for storage and distribution, main hubs and smaller compounds intended to serve localised construction works.
 - vi. Selection of drawings provided with compound locations, types and access points.
- **Project Update/Ongoing Design Development** – initial meetings with the Local Authorities have taken place with further consultations planned. Survey work is continuing with an environmental survey, traffic and pavement survey, and traffic impact assessment being carried out. On completion of the project the prospective applicant will confirm which construction compounds may serve as permanent compounds / depots.
 - **Connolly Station** –minimal interventions proposed to Connolly station with no platform or layout modifications. New additional access and egress facilities are required to safely accommodate the increase in the passenger numbers. Two options are being considered, 1. Preston Street and 2. Seville Place. Two drawings of option 1 and 2 were discussed as part of the presentation.
 - **Docklands/Spencer Dock Station** – two locations are being considered for a new station at Docklands/Spencer Dock station. Site A is left of the existing train station with linkage to other lines and a link to existing Luas station at Mayor Street Upper. Site B takes the station into the existing docklands area with a station podium next to the Luas Station. Both options are being considered and a decision is in the process of being finalised.

Discussion

- The Board noted the alternatives being considered by the prospective applicant following Public Consultation No. 1 particularly at Coolmine. The Board's representatives referenced a local objective in the Fingal County Development Plan which seeks to prohibit any bridge over the rail line at the green space at Riverwood (141). The prospective applicant explained the existing right of way could be maintained by keeping the level crossing open. However, this would not meet the overall objectives of the project. The prospective applicant outlined the strategic nature of the delivery DART+ project in the context of the local objective. In addition to addressing the need for the project, the Board stressed the need to address how the proposal sits within the national, regional and local planning context.
- The Board enquired if the proposed new access at Preston Street for Connolly station is temporary or permanent and enquired as to the nature of landuses along the street. The prospective applicant indicated the access would be permanent and confirmed there is housing along the street. The prospective applicant further stated both Seville Place and Preston Street are being considered as options and will depend on the outcome of the ERM. The Board outlined the need to consider the residential amenity of these residential areas.
- The prospective applicant clarified the potential options for Docklands, noting that if Option B was progressed on the North Lotts site that development overhead of the railway structure would not be included with the Railway Order as Irish Rail are precluded from seeking permission for commercial development. The Board referred to Site A and queried links to the existing station building for passengers. The decision on which option will be progressed has not yet been finalised.
- The Board's representatives, in response to the prospective applicant, stated that the main areas for consideration at future meetings would include inter alia: the level crossings, bridge proposals, consideration of planning matters such as residential amenity and architectural heritage and the requirements in respect of the EIAR and the application documentation to be submitted.

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 in December.

It is proposed that the consultation process going forward should address in more detail the following matters under the headings set out below:

- i. Need for Proposed Development
- ii. National, Regional and Local Policy and potential conflicts
- iii. Architectural Heritage (Direct and Indirect Impacts)
- iv. Residential Amenity
- v. Consent Process within boundary of an SDZ
- vi. Format of EIAR
- vii. Level of detail in Drawings

 27/11/2020

Ciara Kellett
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