



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	6 th		
Date	21/01/21	Start Time	11:00 a.m.
Location	Virtually	End Time	1.00 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+, Iarnród Éireann
Michael Finan, Programme Manger DART+ West, Iarnród Éireann
Mark Conroy, Environmental Manager DART+, Iarnród Éireann
Rita Monaghan, CIE Solicitor

Frances O’Kelly, Spatial Planner, IDOM-ROD
Barry Corrigan, Railway Order Manager, IDOM-ROD
Thomas Burns, Landscape Specialist, BSM for IDOM-ROD

Introduction

The Board referred to the 5th meeting held with the prospective applicant on the 17th December, 2020 and the record of this meeting. The prospective applicant confirmed that it had no comments or corrections to make to the record.

Presentation

The prospective applicant provided a comprehensive presentation under the following topics:

Planning Context

The prospective applicant provided an overview of national, regional and local planning policy and set out how this policy supports the DART+ Programme and in particular for the DART+ West proposal. Local planning policy was further elaborated on in the presentation document by highlighting specific sections of Dublin City, Fingal, Meath and Kildare County Development Plans that support the overall objective of the proposed development.

With regard to the Docklands/Spencer Dock station, design work has been progressed and the prospective applicant is finalising the options assessment for this element of the proposal. The prospective applicant advised Dart+ West will be consistent with North Lotts and Grand Canal Dock Strategic Development Zone (SDZ) as the SDZ supports the provision of new public transport or the furtherance of existing or permitted public transport. The prospective applicant further stated that ongoing design considerations will be informed by the Urban Framework taking into account the streetscape.

The prospective applicant outlined planning policy applicable for each of the 6 level crossings setting out the specific objectives at each location in the presentation provided.

Impacts on Residential Amenity

A significant number of positive impacts from the DART+ West project were set out by the prospective applicant such as:

- Enabler for land use planning and future planning along the corridor such as Kellystown and Hansfield.
- Enhance the amenity for a number of Strategic Housing Developments along the corridor at Pelletstown, Porterstown and Kellystown.
- Transition from diesel to electric fleet with improved air quality for those living along the rail corridor.

Also, a number of adverse impacts were set out and elaborated upon by the prospective applicant such as:

- Land acquisition & direct property impacts: At Ashtown level crossing it is proposed to acquire a riding stables and part of Martin Savage Park (estate entrance). There will also be direct property impacts at Ashton House and lodge at the Lock. At Coolmine level crossing the emerging preferred option is to be confirmed and therefore, the prospective applicant has advised there may be adverse impacts on potential gardens, estate boundaries and parking. At Porterstown level crossing the St. Mochta's Football Club site would be acquired and relocated to another site. Furthermore, the proposed Depot in Kildare will require the acquisition of agricultural lands.
- Visual impact, noise and vibration: A list of 14 proposed locations, likely to be visually impacted by the proposed development were included in the presentation. The prospective applicant also addressed potential noise and vibration impacts at construction stage.
- Other Impacts: Perceived severance/journey times/access at level crossing.

Photomontages

The prospective applicant presented the proposed photomontage methodology having regard to the Landscape Institute Technical guidance and other publications. It is proposed to use photographs (including aerial images), survey and mapping, digital

modelling and the rendering of a 3D model with the application for the proposed development. In the presentation the prospective applicant included a series of selected viewpoints as an example of what will be submitted with the application. The prospective applicant noted these drawings are a work in progress and are part of an ongoing selection process.

Format of the Environmental Impact Assessment Report (EIAR)

The prospective applicant outlined their intention to submit 5 Volumes with the EIAR. The chapters proposed in Volume 2 (main text) were detailed. Changes introduced by the new EU Directive 2014/52/EU were highlighted in red. The format of Volume 3 (Figures) and Volume 4 (Photomontages) were also set out in the presentation.

Discussion

- The Board's representatives acknowledged the comprehensive presentation delivered by the prospective applicant and in particular the level of detail set out in the section on planning context. The Board commented that it may be necessary to give further feedback at the next meeting following a review of the information contained in the presentation.
- The prospective applicant queried the outdated terminology used for EIAR in the Transport (Railway Infrastructure) Act 2001. The Board's representatives stated that while the Railway Act has not been updated since the transposition of the EIA Directive, the requirements of the 2014 EIA Directive as transposed are applicable to the Planning and Development Act, 2000, as amended including the Planning and Development (Strategic Infrastructure) Act 2006.
- The Board's representatives highlighted that cumulative impacts should be addressed for each environmental factor in addition to being addressed in a specific chapter. The requirements of the EIA Directive in respect of interactions and cumulative impacts were discussed. The Board's representatives advised of the importance of ensuring the documentation included is clearly and coherently set out

particularly where the information is proposed in succinct sections of the proposed route.

- The prospective applicant advised they have had a preliminary meeting with National Parks & Wildlife Section within the Department of Culture, Heritage and Gaeltacht and indicated that surveys were ongoing. The Board's representatives addressed the matter of appropriate assessment and while the proposed development is not located within close proximity of any Natura 2000 sites, it is still necessary to provide satisfactory evidence that all potential pathways to relevant sites have been addressed. The matter of 'ex-situ' impacts should also be considered.
- The Board's representatives referred to option 9 being considered following public consultation for Coolmine station and the attendant requirement for works to be carried out near a junction at Castleknock station. The Board's representatives advised the prospective applicant to clearly outline the rationale for these works.
- The prospective applicant in response to a query from the Board on the visual impact of the pedestrian bridges advised the area surrounding the proposed pedestrian bridges is limited and the design is determined in respect of the gradient required for mobility.
- The Board's representatives observed that Connolly Station was not included in the presentation document and referred to the last pre-application consultation meeting in which new street access at Preston Street was discussed. The prospective applicant advised optioneering is ongoing at Connolly station and it will provide an update at a future meeting.
- The Board's representatives noted the project is getting closer to being finalised and requested that prior to the conclusion of the pre-application process that the detailed description of the proposed development is provided.

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 that a further meeting would take place in February, 2021.

It is proposed that the next meeting should address matters including but not limited to appropriate assessment, matters related to electromagnetic fields associated with the proposal.

Ciara Kellett
Assistant Director of Planning