



An
Bord
Pleanála

Record of Meeting

ABP-308826-20 1st meeting

Case Reference / Description	Proposed railway improvement works for DART+ South West from Hazelhatch Station to Heuston Station and Heuston Station to Glasnevin / Phibsborough to link with DART+ West Maynooth Line		
Case Type	Pre-application consultation		
1st / 2nd / 3rd Meeting	1 st		
Date	13/04/21	Start Time	11.00 a.m.
Location	N/A	End Time	12:30 a.m.

Representing An Bord Pleanála
Staff Members
Ciara Kellett, Assistant Director of Planning (Chair)
Karla McBride, Senior Planning Inspector
Jennifer Sherry, Executive Officer
Representing the Prospective Applicant
Colm Reynolds, Programme Director (DART+ Programme), Iarnród Éireann
Rita Monaghan, CIE Solicitor, Iarnród Éireann
Ricardo Santos, Programme Manager (DART+ South West), Iarnród Éireann

Mark Conroy, EIA and Railway Order Manager, Iarnród Éireann
Tony Mortimer, Project Director, TTA Team
Carlos Cubillo, Project Manager, TTA Team
Leah Kenny, Railway Order Lead, RPS Group
Carl Morgensen, RPS Group

Introduction

The Board referred to the letter received from the prospective applicant requesting pre-application consultations and advised the prospective applicant that the instant meeting essentially constituted an information-gathering exercise for the Board; it also invited the prospective applicant to outline the nature of the proposed development and to highlight any matters it wished to receive advice on from the Board. The Board mentioned general procedures in relation to the pre-application consultation process as follows:

- The Board will keep a record of this meeting and any other meetings, if held. Such records will form part of the file which will be made available publicly at the conclusion of the process. The record of the meeting will not be amended by the Board once finalised, but the prospective applicant may submit comments on the record which will form part of the case file.
- A further meeting or meetings may be held in respect of the proposed development.
- Further information may be requested by the Board and public consultations may also be directed by the Board.
- The Board may hold consultations in respect of the proposed development with other bodies.
- The holding of consultations does not prejudice the Board in any way and cannot be relied upon in the formal planning process or any legal proceedings.

Presentation

The prospective applicant referred to the railway as a 19th Century network with 4 principle lines that are in need of improvement. As such the background of the four projects under the DART+ Programme will modernise the existing railway corridors, increase train frequencies, transition to electrical power, improve integration with other public transport modes and assist in reducing road congestion and carbon emissions.

The four projects are as follows:

1. Maynooth/M3 Parkway on the Sligo Line (DART+ West) at current pre-application consultation stage with the Board ABP-306587-20.
2. Hazelhatch (Celbridge on the Kildare Line (DART+ South West) the subject of this pre-application consultation meeting.
3. Drogheda on Northern Line (DART+ Coastal North) in due course.
4. Greystones on the Southeast Line (DART+ Coastal South) in due course.

Each project will deliver infrastructural and capacity improvements in their own right but will tie-in to the existing railway network and can be commenced individually.

The prospective applicant gave an overview of the proposed development the subject of this pre-application consultation which comprises:

- i. Electrification of the line from Hazelhatch and Celbridge Station to Heuston Station and also from Heuston Station to Glasnevin, via the Phoenix Park Tunnel Branch Line, where it will link with the proposed DART+ West.
- ii. Addressing track alignment constraints along the Phoenix Park Tunnel Branch Line to support increased frequency of trains.
- iii. Completion of four-tracking from Park West and Cherry Orchard Station to Heuston Station, extending the works completed on the route in 2009.
- iv. Undertaking improvements/reconstructions of bridges to achieve vertical and horizontal clearances.
- v. Re-signal and modernise lineside telecommunications, as necessary.
- vi. Feasibility report, concept design and consideration for a new station in the Islandbridge area (Heuston West).

The prospective applicant provided a comprehensive overview in the presentation supplied for this meeting of the improvement and modernisation works progressed by previous projects on the Cork mainline over the last 20 years. The DART+ South West is a further continuation of works progressed to date.

The proposed development was further elaborated upon with regard to different elements of the project:

- Electrification of the Line – linear works will be constructed to the north on the Cork mainline and tie into the Phoenix Park Tunnel Branch Line and northern terminating platforms at Heuston Station. This will include 6 substations, electrical connections and bridge protection works. There will be some visual impacts, public safety concerns (potential to touch) and bridge modifications due to low electrical clearances which will be most relevant in Phoenix Park Branch Line.
- Phoenix Park Tunnel Branch Line –currently has two tracks however, the separation between the tracks is substandard with limited clearance for realignment of the track and installation of overhead line electrification (OHLE) equipment. There is also water incursion and architectural and industrial heritage challenges.
- A range of options have been considered where existing bridges need intervention for necessary vertical clearance for OHLE as follows:
 - i. Modification of the existing structure.
 - ii. Lowering the rail track under the bridge.
 - iii. Provision of specialist electrical solutions for the OHLE with reduced clearance.
 - iv. Removal of the existing structure and provision of a replacement structure.

The range of options have been considered on a case-by-case basis for the following list of bridges:

- i. Liffey Bridge (UBO1)

- ii. Conyngham Road Bridge (OBO2)
 - iii. McKee Barracks Bridge (OBO3)
 - iv. Blackhorse Avenue Road Bridge (OBO4)
 - v. Old Cabra Road Bridge (OBO5)
 - vi. Cabra Road Bridge (OBO6)
 - vii. Faussagh Road Bridge (OBO7)
 - viii. Royal Canal and LUAS Twin Arch (OBO8)
 - ix. Maynooth Line Twin Arch (OBO9)
 - x. Glasnevin Cemetery Road Bridge (OBO10)
- Four Tracking Area – the prospective applicant explained the area between Park West and Cherry Orchard Station and Heuston Station, where four tracks reduce to two, is currently limiting the number of train services that can operate on this route. By increasing the tracks to four it would allow the potential for faster intercity and regional services to overtake future DART services. This will require a horizontal width extension across the railway corridor with potential impact to adjoining properties and the following existing bridges will require reconstruction:
 - i. Le Fanu Road Bridge (OBC7)
 - ii. Kylemore Road Bridge (OBC5A)
 - iii. Khyber Pass Footbridge (OBC5)
 - iv. Sarsfield Road Underbridge (deck) (UB4)
 - v. Memorial Road Bridge (OBC3)

The prospective applicant outlined a number of challenges associated with the required four tracking and reconstruction of bridges including impacts on existing roads, existing utility crossings, compliance with standards, potential interference with properties, proximity of residential and commercial properties, architectural heritage and traffic disruption.

- Other Project Requirements – the prospective applicant advised not all design detail or construction detail is known at this time. It is the objective of the

prospective applicant to maintain passenger services during DART+ construction with nighttime works a feature of the construction stage. Construction compounds, site access and material storage will be incorporated into the design.

The prospective applicant set out an indicative schedule for the proposed development and suggested topics for future regular meetings with An Bord Pleanála.

Discussion

The following matters were discussed:

- The Board's representatives sought clarification on the four tracking area and enquired if the two track area will be from Heuston Station to Glasnevin Junction. The prospective applicant confirmed that the four track area will be from Park West and Cherry Orchard Station to Heuston Station and then two track area from Heuston Station onwards. The prospective applicant advised the four track area was looked at in terms of the overall network and a balance of services. Furthermore, it was highlighted the increased frequency in trains can be managed after Glasnevin as there are two separate railway lines giving effectively a four track area and capacity.
- The prospective applicant in response to the Board's representatives enquiry said it will be possible to travel direct from Hazelhatch to Connolly Station without changing trains. The prospective applicant also highlighted that the proposed station at Glasnevin has not been permitted or built yet and will be the subject of a future planning application as part of the Metrolink development.
- The Board's representatives sought more detail on proposed works at the Phoenix Park Tunnel. The prospective applicant stated the tunnel is approx. 700 metres long on the 4 km branch line. The prospective applicant advised they are in the process of defining the scope of works to be undertaken with plans to re-define the track geometry with a slab track, electrification of the line and improved drainage. The prospective applicant confirmed there are no plans for future tunnelling works in the Phoenix Park Tunnel.

- In response to the Board's representatives query, the prospective applicant advised that public consultations will be held following current Government guidelines for Covid-19. A website will be established to provide a virtual road show to maximise information sharing which will be tailored for each specific location. There will also be leaflets, advertisements and engagement with local groups and public representatives.
- The Board's representatives commented that part of the proposed development is through high density residential areas and questioned if the development works will go outside the footprint of the rail corridor. The prospective applicant said it may be necessary to go beyond the rail corridor at discrete locations at Inchicore Works and on a corridor adjacent to the four tracking area. The prospective applicant confirmed at this point they do not foresee a requirement to demolish any properties.
- The Board's representatives advised a number of project elements to be discussed in further detail at future meetings under these headings but not necessarily in the order set out:
 - Electrification of the line
 - Track alignment constraints along the Phoenix Park tunnel
 - Completion of four tracking
 - Works to bridges to achieve vertical and horizontal clearances
 - Re-signalling
 - Potential new station at Islandbridge (Heuston West)

Having regard to (inter alia):

 - i. Land ownerships and possible compulsory acquisition of land.
 - ii. Embankment stability impacts on property and land.
 - iii. Residential impacts.
 - iv. Architectural, cultural and social heritage.
 - v. Biodiversity, Appropriate Assessment, Article 12 / Annex IV flora species and general ecological issues.
 - vi. Public consultation and the extent of consultations with local community groups and prescribed bodies.

- vii. Environmental Impact Assessment Report addressing cumulative impacts of Metrolink, Bus Connects and other infrastructure projects.
- viii. Status of EIAR and NIS reports

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 Mid-May, 2021. The Board welcomed the indicative meeting schedule provided by the prospective applicant.

Ciara Kellett
Assistant Director of Planning