



An
Bord
Pleanála

Record of Meeting

ABP-308826-20 2nd 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	2 nd		
Date	13/05/21	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
Gessica Silva, Project Manager, Iarnród Éireann
Carlos Cubillo, Project Manager, TTA Team
Leah Kenny, Railway Order Lead, RPS Group
Carl Morgensen, RPS Group

Introduction

The Board referred to the previous meeting held with the prospective applicant on the 13th April, 2021 and the record of this meeting. The prospective applicant noted a minor correction at bullet point 2 on page 7, the last sentence should read, “The prospective applicant confirmed at this point they do not foresee a requirement to demolish any residential properties”.

Presentation

The prospective applicant following on from the discussion at the last pre-application consultation meeting referred to the Train Service Specification (TSS) as a modelling assessment to ensure the DART+ Programme will have sufficient capacity and can function with all other traffic on the rail network. The prospective applicant said it is confident the TSS has been carried out in a robust and holistic manner and highlighted it is an iterative process to eliminate any potential conflicts on the line. For example, the DART+ South West initially proposed to have 16 trains per hour but have revised this number to 11 trains per hour.

The prospective applicant addressed the following project elements:

- **Optioneering Methodology** – the prospective applicant set out an appraisal methodology based on the Common Appraisal Framework for Transport Projects and Programmes (CAF), TII’s Project Management Guidelines and Iarnród Éireann’s Project Approval Guidelines. It was also highlighted that the proposed works and interventions are within the existing rail infrastructure.

A two stage multi criteria analysis (MCA) has been carried out by the prospective applicant to determine the most appropriate solution along the DART+ South West route. Stage 1 is a preliminary assessment which identifies a long list of high-level options with only the feasible options brought forward to stage 2. At stage 2 the options are assessed against the following criteria:

- Economy, Safety, Environment, Accessibility and Social Inclusion, Integration and Physical Activity.

A five-point ranking system is used leading to an emerging preferred option.

The prospective applicant advised the level of optioneering and intervention required can be divided into three sections along the DART+ South West route corridor as follows:

- i. Existing four track from Hazelhatch & Celbridge Station to Park West & Cherry Orchard Station – horizontal and vertical alignment will not be altered.
- ii. Proposed four tracking from Park West & Cherry Orchard Station to Heuston Station – horizontal and vertical alignment will be altered.
- iii. Phoenix Park Tunnel Branch Line – horizontal alignment will not be altered but vertical alignment may be altered.

A different level of intervention will be need at each of these three sections and where horizontal alignment is fixed and vertical alignment can vary, the clearance hierarchy is the principal driver of which option is most suitable.

- **Focus on Four Tracking Area** – the prospective applicant stated the four-tracking area from Park West to Heuston Station is the most complex area of the proposed development with insufficient vertical and horizontal clearance at the existing bridges. The necessity for four tracking has implications for several existing structures along this portion of the track such as bridge reconstruction. Also, key to delivering the four-tracking area is the widening of embankments and retaining walls. The areas and bridges that will require reconstruction are as follows:

- i. Le Fanu Road Bridge OBC7

- ii. Kylemore Road Bridge OBC5A
- iii. Khyber Pass Footbridge OBC5
- iv. Sarsfield Road Underbridge (deck) UBC4
- v. Memorial Road Bridge OBC3
- vi. Inchicore Works
- vii. South Circular Road Bridge (OBC1) – St. John’s Road Bridge (OBC0A) and South Circular Road Bridge.

- **Progress on Environmental Assessments** – the prospective applicant confirmed EIAR scoping report consultation has commenced with prescribed bodies. Following the optioneering process resulting in the emerging preferred options attention is being given to the consideration of alternatives, project description, baseline, impact assessment, mitigation and monitoring strategy and residual impacts in preparation for the EIAR. The prospective applicant advised that environmental impacts and appropriate assessment will be addressed as a topic at a future meeting.
- **Public Consultation (PC1)** – the prospective applicant stated Public Consultation No. 1 has just commenced. The mediums being utilised for public consultation are a dedicated website www.dartplus.ie, letter to potentially affected landowners, leaflets to adjacent communities, dedicated phone line and email address and Iarnród Éireann will host a number of public engagement webinars for communities along the route.

Discussion

The following matters were discussed as part of the meeting:

- The prospective applicant in response to the Board’s representative’s query in relation to the demolition / relocation of buildings at Inchicore Works advised the buildings affected are not listed as protected structures but are listed on the NIAH (National Inventory of Architectural Heritage).

- The Board's representatives noted at Landen Road it may be necessary to take 3 metres to accommodate the four-tracking area and asked if this has potential to affect any of the residential gardens. The prospective applicant advised this is something that may need to be looked at in the future. There are potential construction impacts as the track moves west - the land slopes with the common boundary wall.
- The Board's representatives welcomed the improvement on the existing situation at Le Fanu Road Bridge and suggested the prospective applicant should clearly identify improvements as part of application.
- In response to the Board's representative's query the prospective applicant said the Footbridge at Khyber Pass is for Irish Rail employees with low usage and will need to accommodate bicycle users.
- The Board's representatives referred to the necessity for a stability assessment in the EIAR for proposed works to the embankments along the railway corridor. The prospective applicant confirmed they will carry out assessments and identify solutions including replacement of the embankments with retaining walls. The Board further queried if the material removed from the embankments will be tested for hazardous waste and if identified, where the spoil waste will go. The prospective applicant advised they will test the material removed in accordance with a waste management plan.
- The prospective applicant in response to the Board's enquiry in relation to protected structures said it will discuss heritage as a topic at the next meeting. The Board's representatives also asked the prospective applicant to address potential for bat roosts. The Board's representatives referred to the importance of visual design for new or reconstructed bridges.
- The Board's representatives sought clarification in terms of the timing of the construction work and enquired if will it be mainly done at night time. The prospective applicant advised it is still developing a construction management plan taking into account the emerging preferred options and that online works will take place at night time and offline works during the day. The Board's representative requested further clarification on the noise impacts proposed at night time.

- The prospective applicant in response to the Board's representative's enquiry advised that photomontages will be created, and a virtual 3D model is also being created that will offer the ability to look at the proposed development in context.

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 June, 2021.

Ciara Kellett

Assistant Director of Planning