



An  
Bord  
Pleanála

## Record of Meeting ABP-308826-20 4<sup>th</sup> meeting

<b>Case Reference / Description</b>	ABP-308826-20 DART + South-West from the environs of Hazelhatch station to Heuston Station and the environs of Heuston Station to Glasnevin/Phibsborough.		
<b>Case Type</b>	Pre-application consultation		
<b>1st / 2nd / 3<sup>rd</sup> Meeting</b>	4 <sup>th</sup>		
<b>Date</b>	05/08/21	<b>Start Time</b>	11 a.m.
<b>Location</b>	N/A	<b>End Time</b>	12.25 p.m.

<b>Representing An Bord Pleanála</b>
<b>Staff Members</b>
Ciara Kellett, Assistant Director of Planning (Chair)
Karla McBride, Senior Planning Inspector
Kieran Somers, Executive Officer
<b>Representing the Prospective Applicant</b>
Arthur Avkhadiyev – Irish Rail
Mark Conroy – Irish Rail
Gessica Silva – Irish Rail
Colm Shevlin – RPS
Leah Kenny – RPS
Caitriona Reilly – RPS

Carl Morgensen – RPS
Eimear O' Connor – RPS

The meeting commenced at 11 a.m.

The Board referred to its previous meeting with the prospective applicant and the record of this meeting. The Board enquired if the prospective applicant had any comments it wished to submit on the record of this meeting; the prospective applicant replied that it had no comments to make on the record of this meeting, but wished to provide clarification on the following matters as raised by the Board at the previous meeting:

- Grand Canal proposed Natural Heritage Area – the prospective applicant confirmed that this will be considered in the biodiversity chapter of the EIAR.
- Flight paths of birds – the prospective applicant said that collision as a pathway will be considered in the NIS; the prospective applicant added that the existing DART network will be considered in this regard.

**Presentation by the prospective applicant:**

With regard to the project generally, the prospective applicant said that overhead electrification equipment will be required along the full extent of the line; the prospective applicant provided details on the construction of electrified tracks and non-electrified tracks. Other constituent elements will include six electrical substations, signalling upgrades and additional signalling and works required at all existing rail overbridges to ensure electrical protection.

With respect to overhead line electrification equipment (OHLE), the prospective applicant provided the Board's representatives with further detail on this aspect of the proposed development. The prospective applicant noted that this will be similar to that currently used on the existing DART network. The prospective applicant also provided details with regard to the OHLE arrangement for a four-track open route, a two-track open route, a multi-track section (at Heuston Yard), and the arrangement

at bridges (flexible OHLE, fitted OHLE, OHLE multiple fitted tunnel arms and fitted OHLE system at each side of bridge).

The prospective applicant provided the Board's representatives with an update on other general electrification works; it said that a Power Study was completed for the DART+ West project to assess the optimal distribution of electrical substations. This study also identified locations for proposed traction power substations for the DART+ South West project. Other electrification works required along the proposed rail line will include a signalling building, telecom buildings and low voltage buildings. In response to the Board's query on the matter, the prospective applicant said that the majority of the proposed substations would be located on CIE lands with one or two exceptions to this. The prospective applicant acknowledged that compulsory acquisition would likely be required for these one or two sites and undertook to address this matter in more detail at a future meeting in the pre-application consultation process with the Board.

The prospective applicant outlined its proposed approach to the topic of Population which will be assessed in the EIAR to accompany the planning application. The prospective applicant said that this approach will consider the population profile, economic activity, social considerations, non-agricultural land-use and non-agricultural properties. The EIAR will also seek to establish the current socio-economic and community characteristics through a review and update of the demographics of the study area. With respect to the population study area, the prospective applicant said that this will generally cover the area within which significant effects on population, employment and the local economy could occur. The study area in question would include proposed route and its immediate environs and this was stated to be an area within 500 metres of the existing rail corridor and one kilometre from existing railway stations. A desktop analysis will be undertaken in combination with a visual survey to confirm land uses and amenities around the elements of the proposed development and to provide an overview of the area and its environs. The prospective applicant set out the potential impacts for consideration with respect to the construction phase of the proposed development and the subsequent operational phase. With regard to construction phase impacts, the Board's representatives noted the importance of notifying local communities in advance of the nature and extent of proposed construction works. The Board also

enquired as to whether construction compounds will be required along the route. The prospective applicant replied that it would address this matter in a future meeting of the pre-application consultation process. The prospective applicant noted that temporary construction compounds will be required (for a likely duration of up to three years) and that acquisition would be required in respect of this. The prospective applicant added that permanent maintenance compounds would also be required and that permanent acquisition would be required for these. Responding to the Board's query on the matter, the prospective applicant said that the Phoenix Park and other public amenity spaces would be avoided with regard to the siting of construction compounds.

The prospective applicant also advised that a planning applications monitor has been established to track live planning applications within the study area. The prospective applicant informed the Board's representatives that an overview of all planning applications within the last five years of September 2020 within 200 metres from the DART + South West project centreline and 400 metres from Hazelhatch has been undertaken. The planning applications monitor will continue to be updated as the project evolves.

The prospective applicant outlined its proposed approach to the topic of landscape and visual impact to be assessed in the EIAR. The prospective applicant set out the nature and extent of the study area for the purposes of the landscape and visual impact assessment. It was stated that the study area in question comprises of a maximum one-kilometre distance on either side of the project centreline. The prospective applicant reported that the receiving environment comprises a diverse range of urban, suburban, industrial and rural farmed landscapes; the study area also features a range of designated landscapes including parks and designed landscapes of historic importance in Dublin City. With respect to the receiving environment, the prospective applicant referred to the designated conservation areas, designated views, prospects and scenic routes and the relevant zonings and zoning objectives which pertain apropos the proposed development. The relevant county development plans are the South Dublin County Development Plan 2016-2022, the Dublin City Development Plan 2016-2022 and the Kildare County Development Plan 2017-2023. The prospective applicant outlined the methodology for the landscape and visual impact assessment which it said will be informed by

published best practice guidance documents. The prospective applicant also set out the potential impacts for consideration apropos the proposed development during the construction and operational phases. Work to be commenced in respect of EIA and landscape and visual impact assessment includes baseline photography for photomontages, impact assessment and the identification of mitigation measures.

The prospective applicant referred to the matter of visual impact generally and set out the methodology and approach as regards viewpoints. The prospective applicant advised the Board's representatives that a range of selected viewpoint locations have been identified and selected for the purposes of detailed visual impact assessment; consultations in this regard have also taken place with the relevant local authorities. The prospective applicant advised that photomontages will accompany the planning application. A 3D model is also being prepared. In response to the Board's query on this, the prospective applicant advised that the 3D model is currently being scoped and is a work-in-progress. The prospective applicant said that the 3D model would be a combination of fly-by, drop-down and panoramic views of the route in order to best suit the specific terrain; it added that the 3D model would serve more as a visual tool for stakeholders and members of the public without being as robust as the photomontages to be produced for the project.

With regard to on-going public consultations, the prospective applicant advised that the first phase of these commenced in May 2021 and ran until the end of June; a total of 1,003 submissions were received from various stakeholders. The prospective applicant supplied a summary of feedback received and an overview of the key issues which were raised in relation to the proposed development. The need for the project was the most frequently raised matter, followed by EIA, stations/route areas and benefits arising from the proposed development.

The prospective applicant outlined its intended next steps as regards the project. It said that it is continuing to assess the feedback received from members of the public and key stakeholders such as Dublin City Council. The prospective applicant advised that a Public Consultation No. 1 Report will be prepared as part of the second phase of public consultations. It also added that relevant feedback from consultations is being conveyed to the NTA. The prospective applicant emphasised the point that the scope of the project remains focused on the matters of the capacity

and electrification of the line. The prospective applicant noted that the potential inclusion of stations within the remit of the project is a matter for further discussions with the NTA and would be subject to issues such as funding; this would be a collective decision with the NTA it said.

#### **Board's comments/queries:**

In response to the Board's query on the matter, the prospective applicant said that next phase of public consultations would likely commence in October 2021 at the earliest. It added that the commencement of these would be subject to matters such as on-going discussions with the NTA.

The Board enquired as to whether any new light spill would result from an operational point of view. The prospective applicant replied that this would not occur, but it noted that the proposed development might entail the re-positioning of some existing signals on the route which might have some local issues.

The Board's representatives noted that much of the construction works involved in the project will take place at night-time and it reminded the prospective applicant to make this aspect clear in the planning application.

#### **Conclusion:**

The record of the instant meeting will issue in the meantime and the prospective applicant can submit any comments it may have in writing or alternatively bring any comments for discussion at the time of a further meeting.

It was agreed that the prospective applicant will revert to the Board as to when it requires a further meeting; the prospective applicant signalled its preference for such a further meeting circa mid-September 2021.

The meeting concluded at 12.25 p.m.

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**Ciara Kellett**

**Assistant Director of Planning**