



An
Bord
Pleanála

Record of Meeting

ABP-308826-20 5th meeting

Case Reference / Description	DART+ South West, involving railway improvement works from the environs of Hazelhatch Station to the environs of Heuston Station; and the environs of Heuston Station to the environs of Glasnevin/Phibsborough		
Case Type	Pre-application consultation		
1st / 2nd / 3rd Meeting	5 th		
Date	03/11/21	Start Time	11.00 a.m.
Location	N/A	End Time	12.10 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
David O'Connor, 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
Colm Shevlin, Project Manager, RPS Group
Leah Kenny, Railway Order Lead, RPS Group
Antonia Gaughran, Environmental Lead, RPS Group
Caitríona Reilly, EIAR Lead, RPS Group

Introduction

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 advised it had no comments to make.

Presentation

The prospective applicant in its presentation to the Board gave an overview and update on the following elements of the DART+ South West project:

- **General update** – the prospective applicant provided a re-cap on Public Consultation No.1 (PC1) which was launched on 12th May 2021. A review and re-evaluation of optioneering presented at PC1 was undertaken with no material changes to the preferred options. A number of updates have been made following feedback:
 1. A new Heuston West Station within Iarnród Eireann's lands at the location of existing platform 10 at Heuston is proposed.
 2. The design of the four-track section between Kylemore Bridge and Khyber Pass Footbridge has been realigned to avoid impacting on the Turret Building which is included on the NIAH.

The prospective applicant also provided clarity on matters outside the scope of the project. These included specifically: new railway stations at Kylemore and Cabra; extension of the project to Sallins/Naas; and, any upgrade to existing facilities at

railway stations which may be brought forward by CIÉ independently to the DART+ Programme.

The prospective applicant outlined the potential land take required for the four tracking section (both permanent and temporary), substation locations (permanent), and construction compounds (temporary) in more detail.

- **Focus on East of John's Road Bridge to Glasnevin Junction (GSR)** – the prospective applicant highlighted east of John's Road Bridge through to Glasnevin Junction is a two-way track along a 4km section of the Phoenix Park Tunnel Branch Line. There are environmental considerations such as heritage, biodiversity and landscape and visual aspects along this part of the route. A number of structures were identified as having insufficient vertical clearance to accommodate the OHLE system with the option to do nothing, do minimum and do something assessed for each structure. The prospective applicant addressed the solution for each structure as detailed in the presentation provided.
- **Substation Assessment** – the locations for the proposed traction power substations were described, proposed to be located at Island Bridge, Kylemore, Park West, Kishoge, Adamstown and Hazelhatch. An optioneering methodology was carried out for each substation.
- **Construction Compound Assessment** – construction compounds will be required at the each of the bridge reconstruction locations at Hazelhatch, Park West, Friel Avenue, Cherry Orchard Avenue, Le Fanu (Main Contractors Compound), Le Fanu Road Bridge, Kylemore Road Bridge, Inchichore Works, Khyber Pass Footbridge, Sarsfield Road Underbridge, Memorial Road Bridge, Memorial Road and South Circular Road, Heuston Station, Cabra and Fassaugh Avenue. The optioneering methodology was described for each construction compound and detailed in the presentation provided.

- **Public Consultation No. 2** – will take place from 10th November to 22nd December. It will focus on the preferred option reflecting consideration of the feedback received at PC1. An updated leaflet and brochure setting out the preferred option have been created for PC2.

Discussion

The following matters were discussed as part of the meeting:

- The Board's representatives noted some high-level points in relation to the proposed development such as otters along the Royal Canal and the extent of nighttime works on the residential amenity along the railway line which will need to be addressed.
- The Board's representatives welcomed the update at Kylemore Bridge and Khyber Pass Footbridge four tracking section which will avoid the Turret structure and the minimum interventions at the bridges.
- The Board's representatives commented on the number of construction compounds required and advised the prospective applicant, in submitting the railway application, to explain the number required.
- It was also suggested that an overview would be beneficial of all the transport projects in the area for example Metrolink and how they will all work together.

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 early January with the prospective applicant to revert to the Board for a date.

Ciara Kellett

Assistant Director of Planning