

**An  
Bord  
Pleanála**

**Record of Meeting  
ABP-308826-20 8<sup>th</sup> Meeting**

<b>Case Reference / Description</b>	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		
<b>Case Type</b>	Pre-application consultation		
<b>1st / 2nd / 3<sup>rd</sup> Meeting</b>	8 <sup>th</sup>		
<b>Date</b>	04/07/2022	<b>Start Time</b>	11.00 a.m.
<b>Location</b>	Virtually	<b>End Time</b>	12.15 p.m.

<b>Representing An Bord Pleanála</b>
<b>Staff Members</b>
Ciara Kellett, Assistant Director of Planning (Chair)
Karla McBride, Senior Planning Inspector
Jennifer Sherry, Executive Officer
<b>Representing the Prospective Applicant</b>
Rita Monaghan, CIE Solicitor, Iarnród Éireann
Ricardo Santos, Programme Manager (DART+ South West), Iarnród Éireann
Gessica Silva, Project Manager, Iarnród Éireann
Colm Shevlin, Project Manager, RPS Group
Antonia Gaughran, Environmental Lead, RPS Group
Conall Boland, Railway Order 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 gave an update on the proposed development under the following headings:

- **Update on Design Development** – at Heuston West Station the bridge and ramps have been redesigned to provide a segregated cycleway/footpath and the access road has been modified to approximately 5 meters in width to facilitate the new station layout. The previously preferred locations for the proposed traction power sub-stations have been updated and decided as Island Bridge, Kylemore (revised slightly), Park West, Kishoge (revised slightly), Adamstown and Hazelhatch. An overview of each location was given in the presentation provided by the prospective applicant. The Great Southern Western Rail (GSWR) line which extends from the Phoenix Park Tunnel to Glasnevin Junction will require stability works on sections of the existing embankment and in particular to areas requiring track lowering and/or widening of the rail corridor. The prospective applicant provided design updates and illustrations in the presentation for the bridges.
- **Construction Management** – the prospective applicant gave an overview of the construction programme based on a 10-hour working day (8am – 6pm) Monday to Friday for approximately 50 months. Track works impacting on operations will require overnight work or possessions and large volume haulage/deliveries will be restricted to off peak times (9am – 3pm). The prospective applicant referred to a number of tables in the presentation that contain data in relation to temporary bridge closures and diversions.
- **EIAR and AA Progress** – the cumulative impacts of the proposed development will be addressed in the EIAR by a tiered approach. A range of assessments for noise in

the EIAR have been carried out and are ongoing such as a desktop study, baseline noise surveys at 18 locations, construction noise modelling and operational noise modelling. The prospective applicant advised a Noise Management Plan will be prepared for agreement with adjoining residents and relevant local authorities. A list of 10 photomontage viewpoint locations were illustrated in the presentation. The prospective applicant noted that a further 2 viewpoints have since been included at Le Fanu and Cunningham Road bring the total to 12 viewpoint locations. The prospective applicant set out the design standard for flood mitigation and the Iarnród Éireann flood risk assessment operating procedure. It was confirmed that the proposed development is impacted by fluvial risk at Hazelhatch, Adamstown and Heuston Station but all are considered to be within the tolerance limits for Iarnród Éireann, with no hard mitigation proposed. The prospective applicant indicated desktop mapping and modelling of EMF have been undertaken. Furthermore, the preparation of the Natura Impact Statement is progressing with mitigation for bats anticipated.

- **Community Engagement** – both phases of public consultation (PC1 and PC2) have been complete with ongoing engagement with affected property owners occurring. Further engagement with property owners has been deemed necessary to give a comprehensive overview of the proposed works and the implications for each property.
- **Stakeholder Engagement** – engagement is ongoing with the relevant statutory bodies and further meetings are planned to close out the design updates with the local authorities.

## **Discussion**

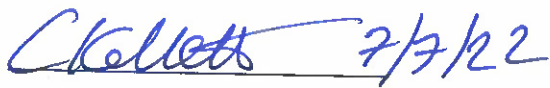
The following matters were discussed as part of the meeting:

- In response to the Board's representatives query the prospective applicant stated the EMF generated are considered to be very low and would have less impact than mobile phone networks. This will be addressed in the cumulative impacts for the EIAR.

- The Board's representatives referred to the scale of the proposed bridge works and temporary closure of same and the potential impact on the public. The Board's representatives queried if there was much feedback about this potential impact noting the substantial feedback during public consultations on the DART + West project. The prospective applicant advised the impact of the works will be temporary in nature as opposed to the DART+ West project with some bridge closures being permanent.
- The new station at Heuston West was discussed with the Board's representatives enquiring how pedestrian access to the new station from the existing Heuston Station will be managed. The prospective applicant stated potential pedestrian access has been identified with the provision of a pedestrian bridge, cycle route and roundabout on the access road for Dublin Bus to drop off and pick up. The Board's representatives advised photomontages of the new structure/area would be useful along with an estimate of passenger numbers expected to access it.
- The Board's representatives sought further clarity on the relationship at Glasnevin between the proposed development, DART+ West and Metro Link. The prospective applicant advised the boundaries between the proposed development (DART+ South West) and DART+ West is at a point before the new station proposed at Glasnevin by Metro Link. As such DART+ West is the key project with an interface with Metro Link at the new Glasnevin Station. The prospective applicant further advised if the DART+ West scheme does not receive planning approval then DART+ South West will not be able to go ahead. The Board's representatives stressed that the prospective applicant needs to be very clear in relation to the interface with DART+ West, and a consistent approach is required for each project in relation to the information provided and passenger numbers.
- In addressing next steps, the prospective applicant enquired if the Board would have any procedural advice or requirements for the application documentation. The Board's representatives said they will consider this and revert at the next meeting

## 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. The prospective applicant indicated that one further meeting will be required toward the end of August.

A handwritten signature in blue ink, which appears to read 'Ciara Kellett', followed by the date '7/7/22'.

Ciara Kellett

Assistant Director of Planning

