



**An
Bord
Pleanála**

**Record of Meeting
ABP-308826-20 9th 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	9 th		
Date	09/09/2022	Start Time	11.00 a.m.
Location	N/A	End Time	11.50 a.m.

Representing An Bord Pleanála
Staff Members
Ciara Kellett, Assistant Director of Planning (Chair)
Karla McBride, Senior Planning Inspector
Niamh Thornton, 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

Gessica Silva, Project Manager, Iarnród Éireann
Colm Shevlin, RO Project Manager, RPS Group
Conall Boland, RO Lead
Antonia Gaughran, Environmental Lead, RPS Group
Carl Mogensen, RPS Group

Introduction

The Board referred to its previous meeting with the prospective applicant and the record of that meeting. The prospective applicant advised it had one comment to make on the record of that meeting. The final line on page 4 of Record No. 8 refers to DART+ West and bridge closures. It was noted that on that project it is level crossings as opposed to bridges that will be closed.

Presentation

The prospective applicant in its presentation to the Board gave an update on the following topics of the DART+ South West project.

Community Engagement: The project team is currently engaging with property owners along the alignment. Affected property owners have been written to and the prospective applicant continues to engage by phone and in person.

Three focal points for impact on properties have been identified, as follows:

- GSWR Line – Embankment stability works: The prospective applicant presented a drawing of proposed structural stability works which will include soil anchors and mesh facing along sections of the embankments. Soil anchors will extend beyond Irish Rail's property boundary and under third party properties along some sections of the GSWR Line. 94 properties will be impacted. This substratum acquisition will be included in the Railway Order.

- Four Tracking Section – Retaining Walls and Soil Anchors: It will be necessary in some areas to anchor retaining walls back to increase the structural stability of the wall. In some instances, soil anchors will extend beyond the Irish Rail property boundary and under third party properties. Substratum acquisition will be required and will impact 214 properties.
- Four Tracking Section – Boundary Wall Issues: Permanent acquisition of land will be required along a small section where there is insufficient space to construct the required retaining walls and install additional tracks. Permanent acquisition is required to enable demolition of existing boundary walls and garden structures and construction of a new boundary wall. This will impact on properties along Landen Road, Inchicore (16 properties) and Murray Cottages and Woodfield Cottages, Inchicore (8 cottages).

Noise Model Outputs: The prospective applicant stated that there will be an increase in noise, during the operational phase, along the line, as a result of the introduction of DART rolling stock in combination with diesel stock, the increased frequency of trains and number of carriages in operation. Mitigation measures under consideration include noise barriers, acoustic treatment of retaining walls, dampers on tracks, track and wheel grinding and ballast maintenance.

The prospective applicant stated that there would be significant sources of construction noise with exceedances of noise limits for Noise Sensitive Locations (NSLs) up to 50m. Mitigation measures under consideration include noise barriers along the boundary where retaining walls are proposed and at locations in close proximity to sensitive locations and phasing or works to minimize noise impacts. A formal stakeholder engagement process will be put in place for the duration of the construction phase.

Draft Railway Order Documentation: The prospective applicant gave an overview of the documents which will be submitted as part of the Railway Order Application, including the format of the schedules of the Draft Book of Reference, and presented examples of the schedule, property drawings and works drawings. The prospective applicant stated that the application will generally follow the same format as the DART+ West Project.

Discussion

The prospective applicant clarified that the land being acquired at Landen Road, Murray Cottages and Woodfield Cottages is being done so permanently to facilitate demolition of existing walls and structures and construction of new boundary walls. It is the prospective applicant's intention to return the ownership of land to the current landowners once works are complete.

Regarding noise during the construction phase, the prospective applicant stated that all heavy civil and construction work will happen during the daytime. Some track work will take place during the night.

The prospective applicant intends to lodge the Railway Order Application in Early December, 2022.

Conclusion

The onus is on the prospective applicant to either request a further meeting or formal closure of the instant pre-application consultation process. 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 any further meeting.

 14/9/22

Ciara Kellett

Assistant Director of Planning