



An  
Bord  
Pleanála

# Inspector's Report

**ABP-308826-20**

Development:	Railway Improvement Works as part of the DART Expansion Programme (Dart + South West).
Location:	Along the rail line from Hazelhatch Station in Co. Kildare to Heuston Station & environs, and Heuston Station & environs to Glasnevin Junction (Phibsborough), Dublin.
Planning Authority:	Kildare County Council, South Dublin County Council & Dublin City Council
Prospective Applicant:	Iarnrod Eireann
Type of Application:	Proposed Railway Order Application
Dates of Pre-Application Meetings:	13/04/21, 13/05/21, 17/06/21, 05/08/21, 03/11/21, 01/02/22, 01/03/22, 04/07/22 & 09/09/22
Date of Site Inspection:	9 <sup>th</sup> April 2021
Inspector:	Karla Mc Bride

## **1.0 INTRODUCTION**

- 1.1. This report relates to pre-application discussions held with Corâs Iompair Eireann (CIE)/Iarnrod Eireann in respect of Railway Improvement Works on the Cork (Kildare) main line and associated enhancements as part of the DART Expansion Programme known as the Dart + South West Project - Railway Works. The pre-consultation request was received by the Board on 1<sup>st</sup> December 2020.
- 1.2. This report describes the location and nature of the proposed development, the applicant's submission, the consultations held and the legal provisions which are relevant to the proposed development.
- 1.3. The Board's representatives met with the prospective applicant on nine occasions. The presentations provided by the prospective applicant and written records of those meetings are on file. This report should be read in conjunction with the written records on file of the pre-application consultation meetings held with the prospective applicant. It is not proposed to repeat the contents of those records in detail here.

## **2.0 SITE AND DESCRIPTION**

- 2.1. The site of this large linear proposed development extends from the environs of Hazelhatch/Celebridge Station in Co. Kildare to the environs of Heuston Station, and from the environs of Heuston Station to the environs of Glasnevin/Phibsborough on the north side of Dublin City (via the Phoenix Park Tunnel Branch Line), where it will merge with the Maynooth Line at Glasnevin Junction.
- 2.2. The W section of the linear site initially traverses a rural agricultural area that runs parallel and to the N of the Grand Canal, an outer suburban industrial/commercial area, SDZ lands (incl. Adamstown & Clonburris), and then more densely developed residential areas as it approaches Heuston Station (incl. Kylemore & Inchicore).
- 2.3. The middle section is located within the environs of Heuston Station, and the surrounding lands are characterised by railway and industrial uses, and it crosses the River Liffey and traverse the Phoenix Park Tunnel to reach the N side of the city.

- 2.4 The NE section also runs parallel to more densely developed residential areas (incl. Cabra) before it crosses the Royal Canal which the line runs parallel and to the N of before merging with the Maynooth Line (proposed Dart + West) at Glasnevin Junction, a short distance to the W of Hedigan's Public House in Glasnevin (site of proposed Metro North Station). This NE section is mainly characterised by steep embankments.
- 2.5 There are a significant number of bridges along the route which traverse the rail line and in some instances are double arched to bridge the Royal Canal.

### **3.0 PROPOSED DEVELOPMENT**

#### **3.1. Context**

- 3.1.1 As outlined in the presentations to the Board the proposed development is one of four infrastructural projects proposed to be delivered under the Dart + programme which seeks to electrify parts of the existing rail network to facilitate an expansion of the Dart service. The proposed development seeks to increase the carrying capacity on this line from c.5,000 to c.20,000 passengers per hour per direction comprising an increase from 12 trains per hour/per direction to 23 trains at peak times.

#### **3.2. The Proposed Development**

##### **3.2.1 Overview**

DART+ South West Project will complete four tracking between Park West & Cherry Orchard Station and Heuston Station and it will also re-signal and electrify the route. The completion of the four tracking will remove a significant existing constraint on the line (i.e., where four tracks reduce to two), which is currently limiting the number of train services that can operate on this route. DART+ South West will also deliver track improvements along the Phoenix Park Tunnel Branch Line, which will allow a greater number of trains to access the city centre. Upon completion of the DART+ South West electrification and four-tracking, new electric DART trains will be used on this railway corridor.

The development comprises a number of elements which I will outline below. The document entitled 'Preferred Option Description' dated September 2022 provides a very detailed description of the proposed development. The description subdivides the route into 4 x zones describing what works are proposed within each zone. It also outlines the general linear works proposed which are common to all sections of the route which I will outline first. I will use the references to zones proposed by the prospective applicant. I will set out a broad outline of the proposal in the following sections.

### **3.2.2 Main project elements**

#### **Track (Permanent Way):**

- Widening of the railway corridor and completion of four-tracking between Park West & Cherry Orchard Station and Heuston Station to provide a continuous four track layout along the Cork Mainline from Hazelhatch to Heuston.
- Two electrified lines (northern tracks) and two non-electrified lines.
- Track lowering to achieve the required vertical clearance under bridges to accommodate the new overhead line equipment OHLE.
- New / additional crossovers (when a train switches from one track to another across points) to accommodate the new operational model.
- Modifications to the sidings layout at Inchicore Works, to allow continuity of the operations.
- Track geometry improvements (within the current corridor's limits) to remove existing speed restrictions, where possible.
- New and/or modified drainage arrangements.

#### **Bridges:**

- A total of 38 existing bridges cross the railway line.
- Where existing bridges do not provide the necessary clearance for overhead electrification of the lines or horizontal clearance for four tracking, a range of options have been considered on a case-by-case basis, which include: -

- Provision of specialist electrical solutions for the OHLE with reduced clearance.
- Lowering the rail track under the bridge.
- Modification of the existing bridge structure.
- Removal & replacement of 6 x existing structures.

#### **Retaining Walls:**

- A variety of retaining wall types along the length of the rail corridor to accommodate track widening.
- These will vary in accordance with soil conditions, proximity to buildings and height of required retention (incl. bored secant pile wall, gabion basket wall & king post retaining wall solutions).

#### **Stations:**

- A new station on CIÉ lands at Heuston (Heuston West Station) located adjacent to the existing Platform 10 and Liffey Bridge.
- Passive provision for potential future stations at Kylemore and Cabra.
- Potential future interchange at Kylemore with the proposed LUAS (Lucan) has been taken into account in the design of the road bridge.

#### **Roads:**

- Associated roadworks will be necessary (Incl. footpaths or cycle track reinstatement or enhancements) at bridge reconstruction locations.
- Replace or enhance (where practicable) pedestrian and cycle facilities in the immediate vicinity of bridge reconstruction works.
- Road reinstatement works to facilitate the diversion of existing and/or provision new utilities and connections (incl. the installation of the new electricity supplies to the 6 x power substations along the route).

#### **Boundary Treatments:**

- Improve security of the electrified railway.
- Upgrade existing fencing and/or provide new fencing.



### **Overhead Line Equipment, signalling & telecommunications:**

- Overhead Electrification Equipment to provide power to the networks new electrified fleet which is similar to that currently used on the DART network.
- To carry the wires, structural steel supports are proposed with a typical steel mast support rising to between 6.0m and 8.5m above rail level located at a maximum spacing of 65m along the railway line.
- Replace the existing signalling system with modern technology which will serve the more frequent train service with the proposed signalling system incorporating similar components to those already in use.
- Electrical power supply to the network is proposed via electrical substation buildings proposed at intervals along the route within secure compounds.
- Ancillary works along the line including boundary walls, parapet walls, noise barriers, landscaping.
- Temporary and permanent diversion of watermains, electricity cables, telecommunications cables and gas main - below and above ground.

### **Construction Compounds:**

- Temporary compounds adjacent to site of works during construction works such as at stations, bridges and substations.

## **3.2.3 Detailed project elements – Zones A to D**

### **Zone A - Hazelhatch/Celbridge Station to Park West & Cherry Orchard**

#### **Station (c.10km)**

- Provision for the electrification of lines & installation of supporting structures.
- Modifications to track layout:
  - Hazelhatch & Celbridge Station (reconfiguration)
  - Adamstown Station (minor modifications)
- Track lowering at number of railway overbridges:
  - Finnstown R120 Road Bridge (OBC19)
  - Stacumny Bridge (OBC21)
- Minor modifications to the parapets of existing bridges: -
  - Finnstown Road Bridge (OBC19)
  - M50 Motorway Bridge (OBC10A).

- Substations at 4 x locations:
  - Hazelhatch
  - Adamstown
  - Kishoge
  - Park West
- OHLE, signalling & telecommunications (incl. control cabinets & cabins).

**Zone B - Park West & Cherry Orchard Station to Heuston Station (c.5km)**

- Minor track realignment where the new tracks tie-in to the existing tracks.
- Track lowering at Le Fanu Road Bridge (OBC7).
- Track re-alignment to accommodate bridge abutments on approach to Kylemore Road Bridge (OBC5A).
- Widening of rail corridor to accommodate additional tracks (some impact on third party properties), including at: -
  - Inchicore Works
  - E over Sarsfield Road Bridge (UBC4)
  - Approach to Memorial Road Bridge (OBC3)
  - Onwards to the South Circular Road Bridge
- Bridge modifications at the following bridges:
  - Fanu Road Bridge (OBC7) - Bridge Replacement
  - Kylemore Road Bridge (OBC5A) - Bridge Replacement
  - Khyber Pass Footbridge (OBC5) - Bridge Replacement
  - Sarsfield Road Underbridge (UBC4) - Bridge Deck Replacement
  - Memorial Road Bridge (OBC3) - Bridge Replacement
  - South Circular Road (OBC1A) - Cut & Cover Structure (Buried Portal).
- New retaining walls along sections of both the N and S sides of the rail corridor (up to 10m) & retain the slopes as the rail corridor enters cutting.
- Demolition of several buildings and structures including the Old Signal Box building (PS & NIAH), the Maintenance Shed and a small section of the historic boundary wall to the Inchicore Works.
- One new substation within IE Inchicore rail depot.
- OHLE, signalling & telecommunications (incl. control cabinets & cabins).

### **Zone C - Heuston Yard & Station (inc. New Heuston West Station).**

- Platforms 6, 7 & 8 within Heuston Station and existing carriage sidings 3 to 6 to the N are to be electrified and one of the sidings (No. 6) will be extended.
- New station at Heuston West (Platform 10) will provide connectivity to other transport modes in the Heuston area, including:
  - New pedestrian & cycle access with Clancy Quay,
  - New segregated pedestrian/cycle bridge to provide access to both platforms and the public areas to E and W of the station.
  - Access to the bridge will be via stairs and ramps.
- Track realignment at the start of section to the E of St John's Road Bridge.
- Modification to sidings adjacent to the station car park (loss of c. 40 spaces).
- One substation within the Heuston Yard area along the R148.
- OHLE, signalling & telecommunications (incl. control cabinets & cabins).

### **Zone D - Liffey Bridge to Glasnevin Junction (Phoenix Park Tunnel Branch Line) (c.3.2km).**

- Lowering of Branch lines on the approach to Conyngham Road Bridge (OBO2) to achieve the vertical clearance to install OHLE equipment.
- Track alignment through Phoenix Park Tunnel (horizontally & vertically).
- Track lowering at certain sections along the Phoenix Park Tunnel Branch Line between the Tunnel and Glasnevin Junction.
- Bridge modifications at the following bridges:
  - Conyngham Road Overbridge (OBO2) - Track lowering & parapet modifications
  - McKee Barracks Bridge (OBO3) - Parapet modifications
  - Blackhorse Avenue Road Bridge (OBO4) - Parapet modifications
  - Old Cabra Road Bridge (OBO5) - Parapet modifications
  - Cabra Road Bridge (OBO6) - Track lowering & parapet modifications
  - Faussagh Road Bridge (OBO7) - Track lowering & parapet modifications
  - Royal Canal and Luas Twin Arches (OBO8) - Track lowering
  - Maynooth Line Twin Arch (OBO9) - Track lowering
  - Glasnevin Cemetery Road Bridge (OBO10) - Replace existing bridge



- OHLE, signalling & telecommunications (incl. control cabinets & cabins).
- New retaining walls at various sections along both sides of the rail corridor.
- Two new emergency track access & egress points on the Park Branch Line.

#### **4.0 POLICY CONTEXT**

The following policy documents are of relevance but, it should be noted, do not comprise an exhaustive list:

- TEN-T connecting Europe Facility Programme (CEF)
- Project Ireland 2040 - National Planning Framework 2040 & National Development Plan 2018-2027
- Climate Action Plan 2021
- Regional Spatial Economic Strategy for the Eastern & Midland Region 2019
- Strategic Investment Framework for Land Transport (SIFLT)
- Transport Strategy for Greater Dublin Area 2016-2035
- Greater Dublin Area Cycle Network Plan (being updated)
- Kildare County Development Plan 2017-2023 (currently under review)
- South Dublin Development Plan 2017-2023 (currently under review)
- Dublin City Development Plan 2016-2022 (currently under review)
- Leixlip LAP 2020-2023
- Celbridge LAP 2017-2023
- Park West-Cherry Orchard LAP 2019
- Naas-Ballymount Cherry Orchard-Park West URDF Masterplan
- Adamstown & Clonburris SDZs

## **5.0 MEETINGS HELD**

5.1 Nine meetings were held with the prospective applicant's representatives on the following dates:

- 13<sup>th</sup> April 2021
- 13<sup>th</sup> May 2021
- 17<sup>th</sup> June 2021
- 05<sup>th</sup> August 2021
- 03<sup>rd</sup> November 2021
- 01<sup>st</sup> February 2022
- 01<sup>st</sup> March 2022
- 04<sup>th</sup> July 2022
- 09<sup>th</sup> September 2022

5.2 Presentations were provided at each meeting which are included in the file together with other information provided to the Board in respect of same. The record of each meeting is also contained in the file.

## **6.0 LEGISLATIVE CONTEXT**

### **6.1 Draft Railway Order/Strategic Infrastructure Development**

The application for a Draft Railway Order will be lodged under the provisions of Section 37(3) of the Transport Infrastructure Act 2001 as amended by Section 49 of Planning and Development Act (Strategic Infrastructure) Act 2006.

The Draft Railway Transport Order is designated as Strategic Infrastructure by virtue of the provision of Section Part 3 Section 6(c)(g) of the Planning and Development (Strategic Infrastructure) Act 2006 which designates as 'Strategic Infrastructure Development'

'Any proposed railway works referred to in section 37(3) of the Transport (Railway Infrastructure) Act 2001 (as amended by the Planning and Development Act (Strategic Infrastructure) Act 2006)'.

## **7.0 RELEVANT CASES**

The following comprise recent transport related pre-application consultations or applications which are considered of note.

### **7.1 *Pre-Application Requests - Current***

**ABP-311802-21** - DART+ Coastal North (Northern Line) involving railway improvement works from Connolly Station to Drogheda Station, inclusive of the Howth branch line from Howth Junction Station to Howth Station.

### **7.2 *Applications Received***

**ABP-314724-22** - DART+ West Railway Order - Dublin City to Maynooth and M3 Parkway to the environs of Connolly Station.

**ABP-312010-22** - Metro Link for Swords-Airport-City Centre corridor which includes a connection to the existing Luas Green Line at Charlemont.

**Other:** Several Bus Connects Schemes.

## **8.0 MATTERS ARISING**

### **8.1 Proper Planning and Sustainable Development**

The matters arising include inter alia:

- Policy context surrounding the proposal ranging from strategic to local.
- Public consultation process and stakeholder engagement undertaken.
- Potential demolition/CPO/substratum works, and other impacts on residential properties.
- Potential impact on residential amenity from construction/operational impacts.

- Potential impact on communities resulting from works affecting roads and traffic diversions proposed for vehicular and pedestrian/cyclist traffic.
- Type of overhead line being considered/clearance required.
- Works required to bridges along the route to facilitate required clearance with potential impact on protected structures.
- Glasnevin Interchange Interface.
- The potential interdependency on other Dart+ schemes
- Proposed additional station at Heuston West & connection to Clancy Quay.
- Options for future stations at Cabra and Kylemore.
- Visual amenity of infrastructural elements.
- Potential impact on cultural heritage and biodiversity.
- Impact on business/commercial operations in the vicinity of the route.
- Construction compounds and substations - requirements and locations.
- Land acquisition/CPO/substratum requirements.

## 8.2 Environmental Impact Assessment

It is proposed to submit an Environmental Impact Assessment Report with the proposed Draft Railway Order. The following include matters which were outlined during the course of the consultation meetings.

- EIA Scoping was undertaken by the prospective applicant.
- Transport modelling methodology.
- Consideration of Alternatives.
- Major Accidents & Disasters.
- Environmental factors including but not limited to: Climate, Hydrology, Land & Soils, Noise & Vibration, Visual and Landscape, Biodiversity, Cultural Heritage, Population and Human Health, Range of Material Assets, Traffic & Transportation.
- Water Framework Directive.
- Electromagnetic Assessment.
- Approach to Electricity Supply.
- Construction Impacts (incl. on residential areas & transport movements).

- Format of the EIAR.
- Consideration of cumulative impacts.
- Draft Railway Order documentation.

### **8.3 Appropriate Assessment**

It is proposed to submit a Natura Impact Assessment Report with the proposed Draft Railway Order. The following include matters which were discussed during the consultation meetings.

- Likely Zone of Impact of all elements of the proposal.
- Natura 2000 sites within likely zone of impact and proximity to QI's/SCI's.
- Pathways for likely significant effects.
- Screening conclusion.
- Consideration of potential adverse effects in NIS.
- Potential Mitigation Measures to be considered.
- In-combination Effects.

### **8.4. Serving of a Copy of the Draft Railway Order**

- 8.4.1. At the final pre-application consultation, the prospective applicant requested that the Board indicate in writing, what persons be served with a copy of the draft order and accompanying documents prior to the making of the application.
- 8.4.2. The provisions of s.40(1) of the Transport (Railway Infrastructure) Act, 2001, as amended under s.49 of the Planning and Development (Strategic Infrastructure) Act, 2006, indicate that the Board may direct the prospective applicant as to what persons (in addition to the planning authorities and the Minister) should be so served (i.e. there does not appear to be 'prescribed' bodies for the type of development proposed).



8.4.3. In that regard I recommend that the Board consider that the persons listed hereunder be served with the draft order and accompanying documents. In forming the list hereunder, regard was had to, inter alia, the requirement under s.40(1)(b) of the Transport (Railway Infrastructure) Act, 2001 as amended under s.49 of the Planning and Development (Strategic Infrastructure) Act, 2006, to give the public notification of the proposed application. Regard was also had, in drawing up the list below, to the provisions of s.213 of the Planning & Development Regulations 2006.

8.4.4. The prospective applicant should serve the following persons with a copy of the draft order, accompanying documents and a copy of the public notice:

- Dublin City Council
- South Dublin County Council
- Kildare County Council
- Minister for Transport
- Department of Housing, Local Government and Heritage — Development Applications Unit (all three sections to be notified: NPWS, Architectural Heritage Protection Unit & Archaeological - National Monuments Service)
- Department of Communications, Climate and Environment,
- Transport Infrastructure Ireland
- Irish Water
- An Chomhairle Ealíon
- Fáilte Ireland
- An Taisce - the National Trust for Ireland
- The Heritage Council
- Eastern and Midland Regional Assembly
- Inland Fisheries Ireland
- Waterways Ireland
- CIE (all bodies within the group to be served i.e. Dublin Bus, Bus Éireann and Iarnród Éireann)
- National Transport Authority
- Health Service Executive
- Health and Safety Authority
- Commission for Railway Regulation

- Office of Public Works
- ESB

The Board may wish to review that list and satisfy itself that it is sufficient, and the applicant may wish to consider other bodies they consider relevant.

## 9.0 CONCLUSION

By letter dated 27<sup>th</sup> September 2022 the prospective applicant wrote to the Board requesting that the pre-application process be formally concluded. I am of the opinion that the process should be concluded as requested and would recommend accordingly.



---

Karla Mc Bride

Senior Planning Inspector

7<sup>th</sup> October 2022