

APPLICATION FOR RAILWAY ORDER DART + WEST
An Bord Pleanála ref. NA29S.314232

TII WRITTEN STATEMENT - 28/09/2023

AN BORD PLEANÁLA

28 SEP 2023

LTR DATED _____ FROM _____

LDG- _____

ABP- **314232 23**

STATEMENT

My name is Tara Spain. I am the Head of Land Use Planning in Transport Infrastructure Ireland (TII). TII advises wishes to provide this Written Statement as their submission to the oral hearing as follows:

TII made a submission to the application, An Bord Pleanála ref. NA29S.314232, by letter dated 27th October 2022 (TII ref. TII22-119629). TII's submissions seek to address the safety, capacity and strategic function of the national road network and Luas in accordance with TII's statutory functions and the provisions of official policy.

The proposed DART + West scheme works include physical works capable of impacting the national road and light rail networks directly or indirectly and the electrification of railway lines running alongside, under or over the national road and/or light rail network. It is critical to the safe and efficient operation of the national road and light rail networks during and after the proposed works that any potential impacts of the proposed works and electrified railway lines are adequately mitigated as part of the Railway Order.

TII have reviewed the report entitled *Submission on Observations to the DART+ West Electrified Railway Order Application*, May 2023 and the *Addendum Report*, August 2023. TII advises that the outcome of the TII review findings were communicated to the DART + West project team by letter issued by email on 13th September 2023.

The proposed order includes works proposed to be carried out on, and in close proximity to the national road network. These works include structures and associated services such as drainage that must be subject to co-ordination with and the prior approval of TII. Section 1.5 of TII's original submission to the proposal recommended to the Board conditions to be considered in the event of approval of the proposal in the interests of the protection of the safety, capacity, and efficiency of the national road network.

The proposed order includes works proposed to be carried out on, and in close proximity to Luas infrastructure that may necessitate alteration and relocation of Luas infrastructure, including underground services that must be subject to the prior approval of TII. Having regard to the presence of Luas within the proposed Order development boundary, Section 2.5 of TII's original submission to the proposal recommended to the Board conditions to be considered having regard to the requirement to integrate the safe and efficient operation of a proposed development with light rail.

The applicant and TII have agreed a schedule of conditions for the protection of the national road and light rail networks that reflect the recommended conditions in the original TII submission to the development proposal. The Agreement will be contained in the proposed Railway Order Schedules and contains the following provisions, or provisions to very like effect:

A. Proposed Railway Order conditions for the protection of the national road network

1. Development shall be undertaken in accordance with TII Publications. Prior to commencement of development, plans and details of works on, or in the vicinity of the national road network required under TII Publications shall be submitted for the written agreement of the planning authority in consultation with TII.
2. Prior to commencement of development in the vicinity of the National Road Network, the Construction Environmental Management Plan (CEMP) shall be submitted for the written agreement of the planning authority subject to the written agreement of TII. The CEMP will reflect mitigation and monitoring for the national road network.
3. Prior to commencement of development in the vicinity of the National Road Network, the Construction Traffic Management Plan including access to services, shall be submitted for the written agreement of the planning authority subject to the written agreement of TII. The Construction Traffic Management Plan shall:-
 - a. Demonstrate consultation with the Motorway Maintenance and Renewals Contract Network A and M3 PPP Contractors, via Transport Infrastructure Ireland and the relevant road authorities, and

- b. Include detailed information on traffic management, including signage (static and VMS) to ensure the strategic function of the national road network is protected.

B. Proposed Railway Order conditions for the protection of the light rail network (Luas)

1. Overhead Conductor System (OCS) poles are located on / or adjacent to the proposed scheme. Prior to commencement of development in the vicinity of the light rail network (Luas), the following plans and details shall be submitted for the written agreement of the planning authority subject to the written agreement of TII:
 - i. OCS pole protection and safety distances, and / or
 - ii. Existing, temporary and subsequent permanent fixings.CIÉ/Iarnród Éireann-Irish Rail shall be liable for all costs associated with the removal and reinstatement of the Luas related infrastructure.
2. Prior to commencement of development in the vicinity of the light rail network (Luas), the Construction Environmental Management Plan (CEMP) shall be submitted for the written agreement of the planning authority subject to the written agreement of TII. The CEMP will contain a method statement to resolve all Luas interface issues that shall:-
 - i. identify all Luas alignment interfaces,
 - ii. contain a risk assessment for works associated with the interfaces, including all electrification fault scenarios and
 - iii. contain mitigation measures for unacceptably high risks, including electromagnetic interference (EMI) and vibration and settlement monitoring regime if necessary.The method statement shall be in accordance with Transport Infrastructure Ireland's "Code of engineering practice for works on, near, or adjacent the Luas light rail system."
3. All works associated with removal, temporary and final installation of Luas infrastructure are to be undertaken outside of Luas operational hours, under system shutdown and Overhead Conductor System isolation with prior agreement with TII and the Luas Operator as required.
4. Prior to commencement of development in the vicinity of the light rail network (Luas), the Construction Traffic Management Plan including access to services, shall be submitted for the written agreement of the planning authority subject to the written agreement of TII. The Construction Traffic Management Plan shall include identification of mitigation measures to protect operational Luas infrastructure.
5. The Luas operator/ Transport Infrastructure Ireland will require 24hr access to Luas infrastructure and CIÉ/Iarnród Éireann-Irish Rail will enter into an access and maintenance agreement with TII.
6. If necessary, CIÉ/Iarnród Éireann-Irish Rail will apply for a works permit from the Luas Operator by virtue of the Light Railway (Regulation of Works) Bye-laws 2004 (S.I. number 101 of 2004) which regulates works occurring close to the Luas infrastructure in accordance with Transport Infrastructure Ireland's "Code of engineering practice for works on, near, or adjacent the Luas light rail system". CIÉ/Iarnród Éireann-Irish Rail shall be liable for all of Transport Infrastructure Ireland's costs associated with the removal and reinstatement of Luas related building fixings and infrastructure.

The above conditions are recommended imposed as part of the Railway Order in TII's original submission and remain recommended in the interests of the protection of the safe and efficient operation of the national road and light rail networks.

TII trusts that the foregoing comments will be of assistance to the Board in considering the Railway Order.

Signed



Tara Spain, Head of Land Use Planning, Transport Infrastructure Ireland .