

DART + WEST RAILWAY ORDER

AN BORD PLEANÁLA ORAL HEARING, ABP-314232-22

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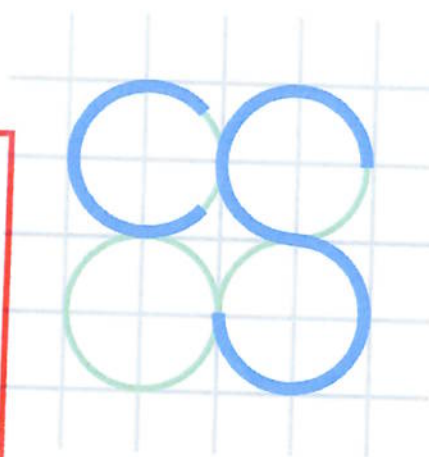
AN BORD PLEANÁLA

28 SEP 2023

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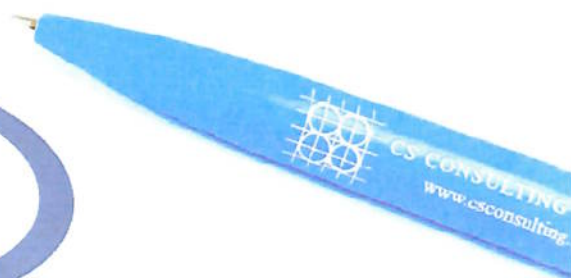
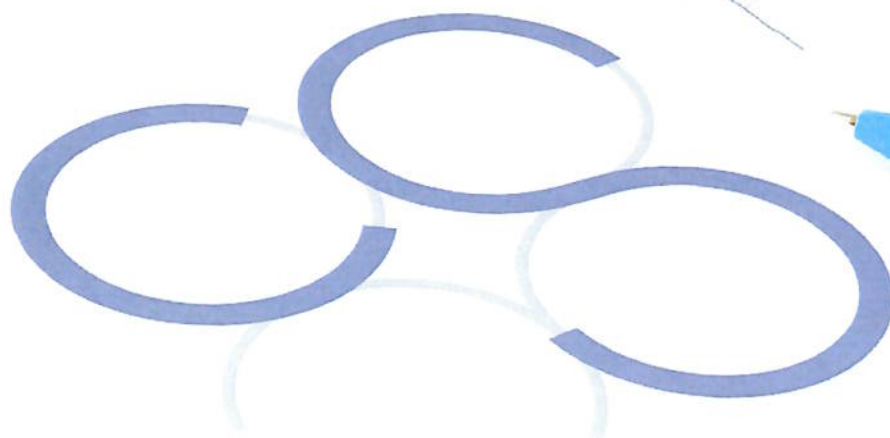
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DART + West Railway Order
An Bord Pleanála Oral Hearing
ABP-314232-22

Client: Spencer Place Development Company Ltd.

Job No. R035

September 2023.



1.0 INTRODUCTION

Qualifications and Professional Experience.

- 1.1 My name is Pearse Sutton. I am a Director of Cronin & Sutton Consulting. I have over 40 years of civil and structural engineering consultancy experience in Ireland, the UK and Canada. I am a member, past Chairman and Fellow of the Irish Branch of the Institution of Structural Engineers, a Fellow member of Engineers Ireland and Fellow member of the Association of Consulting Engineers of Ireland.
- 1.2 Cronin & Sutton Consulting Group are engaged as the Civil and Structural Engineering Consultants for the Spencer Place Development.
- 1.3 This evidence does not reiterate the detailed points addressed within the original submission on the Railway Order which are considered as read by all parties. I will however address CIE's Response to Submissions.
- 1.4 Please refer to the Submission by Mr. John Spain of John Spain Associates dated September 2023 for planning related matters.

2.0 ADDITIONAL RESPONSES TO DART+WEST OBSERVATION RESPONSES.

- 2.1 Items raised in the Submission and Dart + West responses refer to Appendix A for plan drawing and section indicating proposed over station development.

On behalf of Spencer Place Development Company Ltd, a submission was made as part of the public consultation. The sections below set out, in summary, the items raised in the submission and the Dart+ West responses to same.

- 2.1.1 **1.0** Summary of issue raised - Requests more information on the purpose and nature of temporary and permanent land acquisitions.

Response to issue raised

DW.002.P.08(A) - 839m² : Permanent acquisition for construction of station DW.002.T.08(A) - 924m² : Temporary acquisition for construction area to construct station.

DW.002.S.08(A) - 924 m² : Permanent acquisition of substratum, required for installation of ground anchors for construction of walls for new station wall. Although the ground anchors are not needed permanently for the stability of the walls and will be de-stressed post construction, the cables and anchors will be left in situ. These ground anchors can be removed during any future development works of the property following the completion of the DART+ West project. These anchors won't compromise any excavation nor construction of structures.

DW.002.T.08(B) - 1262m² : Temporary acquisition for construction of drainage and water connections.

Duration of the construction will be limited to the time required to construct the drainage and water connections. Access to Spencer Place for council, utility providers, emergency services and residents will be maintained while these works are being undertaken.

Landowner Response – NOTED & request that any permanent acquisition of land allows for future over-station / air-rights development by Ronan Group Real Estate (RGRE). Refer to separate John Spain Associates documents also.

- 2.1.2 **2.0** Summary of issue raised - Seeks clarification on whether funding is in place for both land acquisition and construction.

Response to issue raised.

The need for the scheme is provided within Chapter 2 of the EIAR which outlines the key policies for the delivery of the project, in particular the National Development Plan (2021-2030) in which the DART+ Programme is considered as the cornerstone of rail investment within the lifetime of Project Ireland 2040. DART+ West is a key element for the implementation of the overall DART+ Programme and therefore this project is a major investment to comply with Project Ireland 2040 and a priority for delivery by Irish Rail. The current National Development Plan (NDP) funding profile provides for the full delivery of DART+ West.

Landowner Response – NOTED & condition requested. Refer to separate John Spain Associates document also.

- 2.1.3 **3.0** Summary of issue raised - Submission notes there is clear provision in the North Lotts and Grand Canal Dock Planning Scheme 2014 for a 6-Storey commercial / 7-storey residential development on the location of the client's land, permissible on confirmation of location of

station. Could the over-station development progress in advance of the rail works? What extent of over-station development is currently envisaged? Over track developments and air rights.

Response to issue raised.

The EIAR, Chapter 5, Section 5.2 Construction Programme sets out the construction duration for Spencer Dock at 39 months from the start of the construction contract, which will be dependent on the time required for the planning approval. Over station development does not form part of the Railway Order and would be subject to its own separate planning application in the future.

Landowner Response - In order to progress this development by the Landowner, can Dart+ West confirm that they will support such a planning application and that Dart+ West shall liaise with RGRE with regard to the facilitation of foundation subterranean support for the over station development which can be incorporated into the rail station design and construction package to allow the over station development progress. Refer to separate John Spain document also.

- 2.1.4 **4.0** Summary of issue raised - Seeks further information on the nature of the subterranean acquisition to the east of the station building, and the restrictions on subterranean works which would facilitate over-station development or development adjacent the station.

Response to issue raised.

DW.002.S.08(A) - 924m²: Permanent acquisition of substratum, required for installation of ground anchors for construction of walls for new station wall. Although the ground anchors are not needed permanently for the stability of the walls and will be de-stressed post construction, the cables and anchors will be left in situ. These ground

anchors can be removed during any future development works of the property following the completion of the DART+ West project. These anchors won't compromise any excavation nor construction of structures.

Landowner Response – NOTED & refer to separate John Spain Associates document also.

- 2.1.5 **5.0** Summary of issue raised - New road along the west of Spencer Place is an important servicing route and was delivered to comply with provisions of the Planning Scheme and requirements of Dublin City Council. Closing/restricting access for the Spencer Place development would have severe impacts on operation of development.

Response to issue raised.

Noted, access to Spencer Place for council, utility providers, emergency services and residents will be maintained while these works are being undertaken.

Landowner Response – NOTED & refer to separate John Spain document.

- 2.1.6 **6.0** Summary of issue raised - How is it proposed to protect the existing properties from damage?

Response to issue raised.

Condition surveys of the surrounding properties will be carried out prior to any construction works. Any specific risks or hazards will be outlined in the contractor's site-specific CEMP, with construction works carried out in accordance with the industry best practices. The CEMP will also outline the monitoring plan that considers the construction works and

nearby structures. Furthermore, during the construction phase vibration and diaphragm wall monitoring will be undertaken. The specific locations will be determined by the contractor. Post construction a condition survey will be carried out on the surrounding properties.

Landowner Response – NOTED & refer to separate John Spain Associates document.

- 2.1.7 **7.0** Summary of issue raised - How is it proposed to protect the existing properties from environmental nuisance (dust, noise, vibrations, etc.) during the works?

Response to issue raised.

Section 14.5.3 of the EIAR assesses the construction phase impact of the project. The construction work at Spencer Dock is assessed and some phases of the work are predicted to result in significant noise impacts during the works. Mitigation measures are presented to control the impacts, and these are typical of the measures that would be adopted by other large construction sites in Dublin City. The phases of construction predicted to result in the potential significant noise impacts are temporary in nature and are related to the initial demolition, excavation and piling stages. Specific mitigation for piling work in terms of noise and vibration is provided in Section 14.6.1 of the EIAR. Furthermore, noise and vibration monitoring is specified during the construction phase. While specific locations will be determined by the contractor it is expected that Spencer Dock will be a monitoring location. Finally, construction of the Spencer Dock station is proposed for normal daytime construction hours as there is no interface with live rail tracks, and this will mitigate impacts on surrounding residential areas during the more sensitive night-time period. Furthermore, the Construction Environmental Management Plan (Appendix A5.1 of the

EIAR) presents the approach and application of environmental management and mitigation for the construction of the proposed Project. It aims to ensure that adverse effects from the construction phase of the proposed Project, on the environment and the local communities, are avoided or minimised. The implementation of the requirements of the CEMP will ensure that the construction phase of the project is carried out in accordance with the commitments made by CIE/IÉ in the Railway Order application process for the proposed development, and as required under the railway order. A liaison officer will be available to allow for member of the public or interested parties to make complaints about the construction works. The CEMP will contain details of the complaints procedures and a monitoring system will be implemented to ensure that any complaints are addressed, and satisfactory outcome is achieved for all parties.

Landowner Response – NOTED & refer to separate John Spain Associates document.

- 2.1.8 **8.0** Summary of issue raised - How are light spill/light pollution effects on existing properties during works and in operation mitigated?

Response to issue raised.

Spencer Dock is located within the existing illuminated environment of the city centre, where both construction is on-going and road lighting is already in place. The proposed development has been designed to use the minimum lighting required and to the codes and standards set out in the Spencer Dock Station Design Report (Appendix A4.2 of the EIAR). This includes for limitation of obtrusive light from outdoor installations (CIÉ 150-2003). Measures for the control of site lighting

during construction are also detailed in the Construction Environmental Management Plan (Appendix A5.1 of the EIAR).

Landowner Response – NOTED & refer to separate John Spain Associates document.

2.1.9 **9.0** Summary of issue raised - How are noise/nuisance factors mitigated in operational times for the rail?

Response to issue raised.

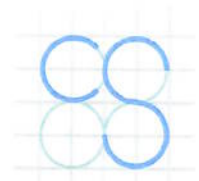
Section 14.5.4.6.11 details the operational phase noise assessment of the Spencer Dock station. This assessment has included rail movements, PA announcements on platforms and plant noise. With respect to rail noise the noise levels predicted are of a similar order of magnitude to the pre-existing ambient noise from road traffic which would indicate low probability of noise nuisance. Electric DART movements will be at low speed and on straight track minimising the noise emission. PA systems will be designed during the detailed design to ensure that volume levels are set to provide intelligible announcements within the station and not cause a nuisance to offsite locations.

Finally, plant selections for the station will be made such that the noise output of the plant is in compliance with the limit values specified in the EIAR. These values have been selected to control noise emission from plant to be less than the prevailing background noise levels and therefore will have a low probability of adverse impact or nuisance.

Landowner Response – NOTED & refer to separate John Spain Associates document.

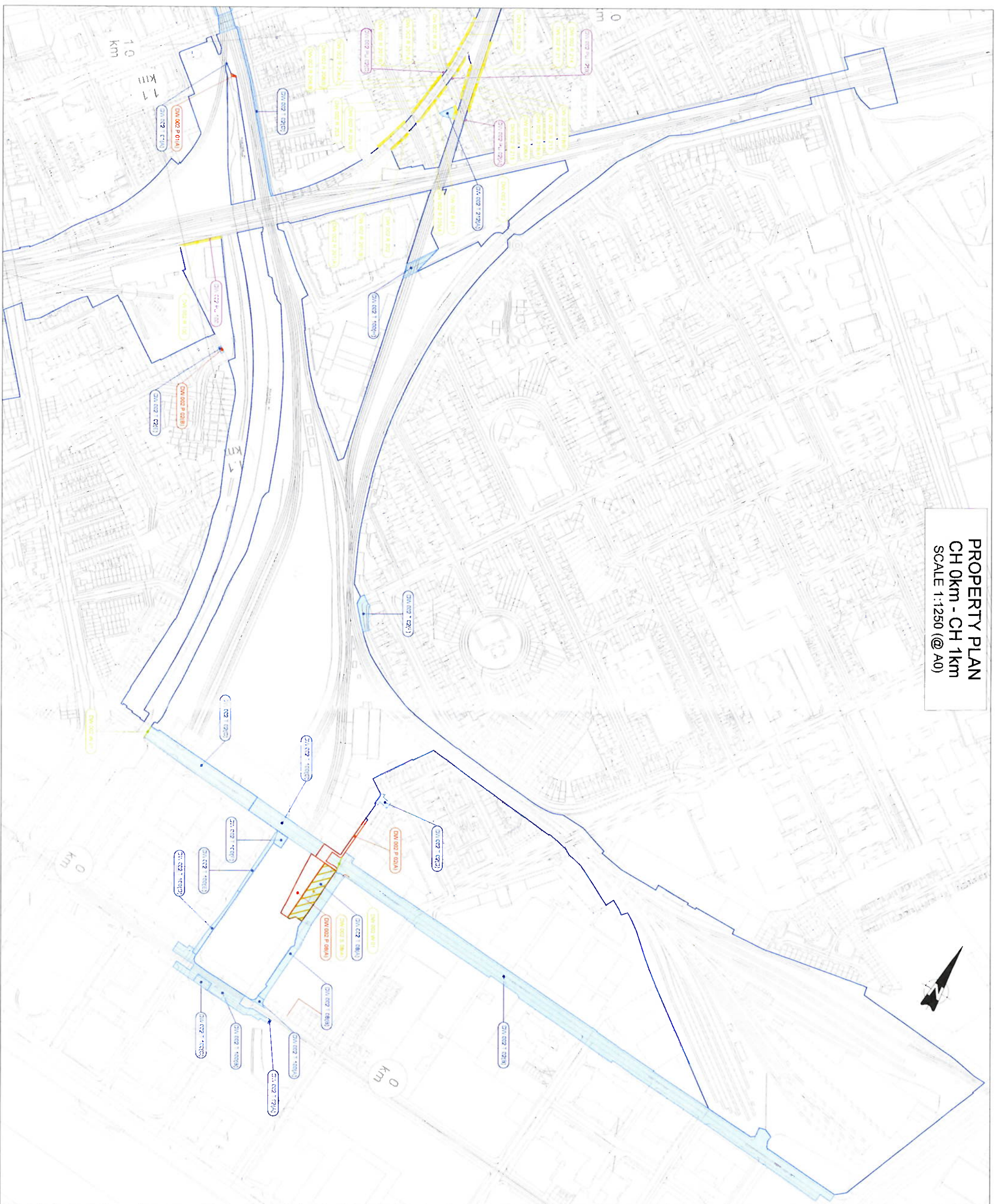
APPENDIX A: SKETCH – INTERACTION WITH FUTURE DART+ WEST DELIVERY

APPENDIX B: DART + WEST DRAWINGS



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PROPERTY PLAN
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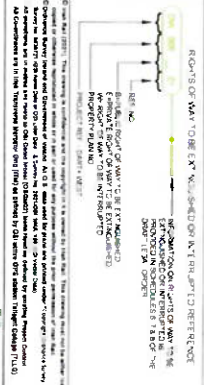
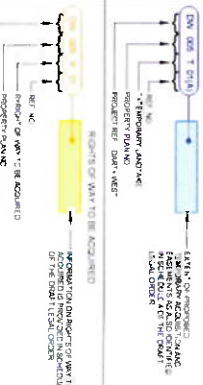
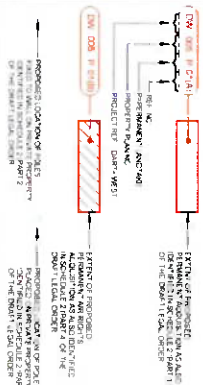


NOTES

- 1 "HSLA MUST BE IN A DRAFT RAILWAY AND SCHEDULE THE TENDON IN A WHAT ASSESSMENT REPORT AND THE WORKS ABOUT FUND"
- 2 PROJECT CHAIRMAN IS IN A COMMITTEE

LEGGEN

-  CIE LAND OWNERSHIP
 TOWNLAND BOUNDARY

[illegible]

KEY PL



larnród Éireann
Irish Rail



DART+
West

002	PROPERTY PLAN NO: DW.002
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