



Addendum to Statement by John Spain Associates

Overall

In regard to the New Train Station, the CIÉ document entitled 'Submission on Observations to the Draft Railway Order Application' states the following in direct response to the St. Patrick's College Maynooth (SPCM) submission – Item 3.36.2 #1:

"This project does not preclude the provision of a new train station and or park-and-ride facility which can be progressed as part of a separate application at a later date.".....

*....."The provision of the new station is **not included in the DART+ West scope-** however, any future station **will be considered as a separate project**, taking the DART+ West project proposals into consideration."*

More generally, the document states the following under Item 2.7.14 with respect to the provision of a second train station at Maynooth, as well as the Maynooth Outer Orbital Road (MOOR):

"The Pre-draft Public Consultation Issues Paper to inform the preparation of the Maynooth and Environs Joint Local Area Plan (LAP) 2024-2030 was issued for public consultation by Kildare and Meath County Councils in September 2022, after the Railway Order application was submitted to An Bord Pleanála in July 2022."....

*....."The Issues Paper presents a **conceptual drawing of 'proposed train station indicative location' and also the Maynooth Outer Orbital Road (MOOR)** both of which are **indicative locations and subject to further studies** including public road access at this area. The location of all infrastructure including a second train station will be considered as part of the forward planning and development management process. The DART+ West project **does not preclude the development of said infrastructure** and it is outside of the scope of this project to consider such proposals at this time. IE will continue to work with all local authorities as appropriate."*

This response is welcomed in terms of a commitment from CIÉ to work with all local authorities on the coordinated development of such infrastructure, as is the statement that the proposal does not preclude same. However, it is not considered that this statement has been substantiated within the material available as no drawings nor technical descriptions have been prepared showing the integration of the various infrastructure proposals.



Train Station and P&R

A number of potential geometrical and engineering risks in the integration of the DART+ West proposals and the new train station are still left largely unaddressed. While the submission response refers to the conceptual/indicative nature of the proposed new train station location, it has clearly been identified as being located a short distance east of Jackson's Bridge – effectively being located on the DART+ West realigned route in the case of the application being granted.

It is important to note the extensive compensatory storage areas for flood risk management which have been included in the draft RO at this location – described in Section 4.11.13 within Chapter 4 Description of the Proposed Development of the EIAR as submitted, with additional detail within Chapter 10 Hydrology. The storage areas have been included in the works as *"the proposed embankments at OBG23 will displace flood water and require compensation"* and the associated predicted volume of displaced waters informed the design and sizing of same. Critically, these compensatory storage areas are currently located where infrastructure to deliver the new train station (including associated access road and parking) may be required.

This fact was raised within SPCM's original submission, and it was requested that the applicant demonstrate consistency with the emerging planning policies, and that the provision of a train station and associated P&R be fully detailed so as to be compatible with the flood compensatory measures required in this area.

To assist the Board in this regard, a sketch drawing prepared by Markides Associates was submitted showing how, using the application material provided by CIÉ/Irish Rail, a new station could be constructed on the diverted section of the railway with two platforms constructed to Irish Rail standards, alongside means of road access from the south and pedestrian / cycle access from the north. It was highlighted that this would likely require works within the compensatory storage areas. As such, **if amending such storage areas to provide the train station infrastructure becomes prohibitive to same, then it could be the case the DART+ West proposals could be seen as precluding the new train station.**

This request was not responded to within the 'Submission on Observations to the Draft Railway Order Application' and therefore remains unresolved. It is therefore requested again that the Applicant demonstrate in detail how the works do not preclude a new train station and park & ride, not only from a geometrical perspective but also showing how their flood storage areas could be amended in future to enable such works.



An alternative design of the proposed flood storage area should be prepared showing the layout of a planned future station east of Jackson's Bridge incorporated. This would need to demonstrate that the extent of such amendment works would not preclude the provision of a Maynooth west station in this location.

MOOR

Furthermore, the CIÉ response to Issue 8 within the 'Submission on Observations to the Draft Railway Order Application' (Item 3.36.2.8) highlights the flooding constraints which the MOOR will need to consider:

*"With regard to any proposals for a road crossing of the rail along the indicative route of the MOOR the level of the proposed rail is required to overcome the existing flood conditions. Although the preference at this location is to divert the rail offline, any future road over the existing or proposed rail at this location would need to take account of the **now determined flood level** and the requirements for Irish Rail with regard to minimum clearances which will include drainage, electrification, and structural clearance constraints."*

It is not disputed that the design of the MOOR will be required to take flood risk into account, however it is considered that the provision of DART+ West proposals will amend the flood regime in the area significantly. While the DART+ West design has considered existing flood conditions, in the case where DART+ proposals are granted the MOOR will need to consider both existing and new flood conditions – and specifically will need to consider the impact of altering the DART+ West compensatory storage areas.

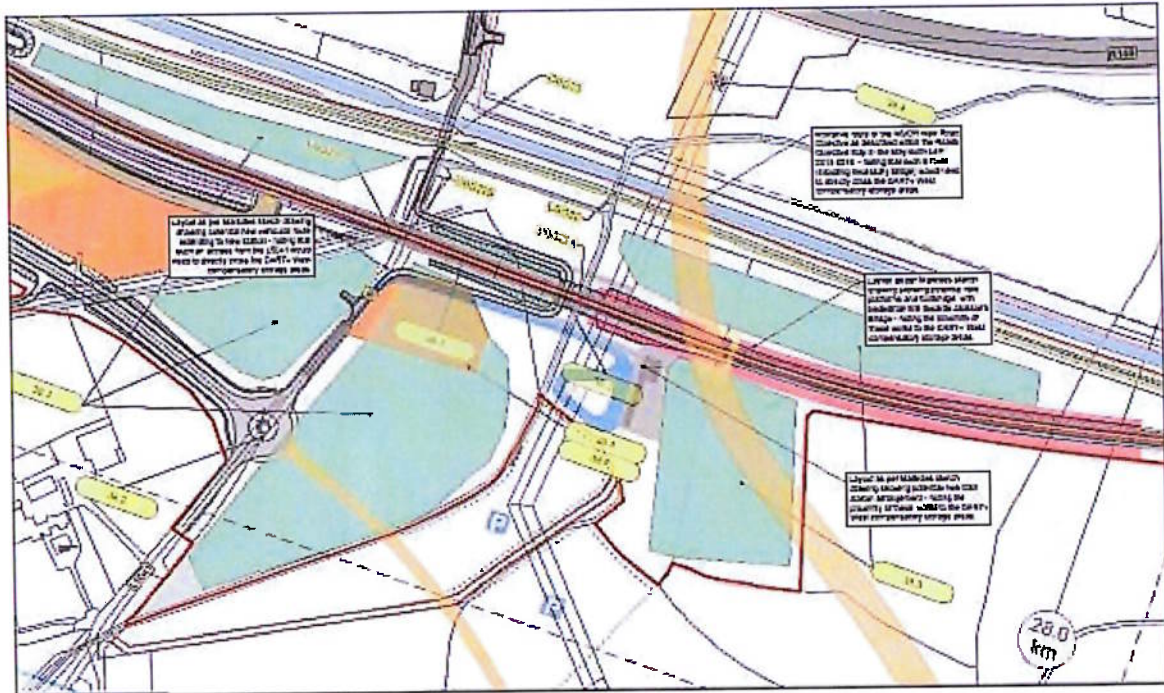
As with the provision of the new train station and park & ride, the provision of the MOOR may be reliant on amending the DART+ West storage areas, and **if amending such storage areas to provide the MOOR becomes prohibitive to same, then it could be the case the DART+ West proposals could be seen as precluding the MOOR.**

It is therefore requested again that the Applicant demonstrate in detail how the works do not preclude the MOOR, not only from a geometrical perspective but also showing how their flood storage areas could be amended in future to enable such works.

An alternative design of the proposed flood storage areas should be prepared showing the MOOR route and bridge incorporated. This would need to demonstrate that the extent of such amendment works would not preclude the provision of the MOOR in this location.

Summary

To summarise, the flood storage areas required for the delivery of DART+ West are located in areas where statutory infrastructure is proposed. This is shown in the composite sketch drawing 230083-DBFL-RD-DR-C-0201 which combines the DART+ West works proposal, the previous sketch prepared by Markides, and the routing of the MOOR as per the Maynooth LAP 2013-2019. An extract of same is shown below.



The point raised herein is essentially as follows:

- DART+ West relies on new flood storage areas
- The New Train Station, Park & Ride, and the MOOR have been identified as passing through / sited near these areas
- The new infrastructure may therefore need to amend storage areas
- If this is not possible, then DART+ West is precluding such infrastructure
- We request the applicant shows how all can be integrated both from geometry and flooding perspective

AN BORD PLEANÁLA

10 OCT 2023

LTR DATED _____ FROM _____

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ASP- **314232-22**