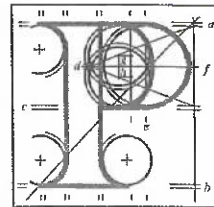


**Our Case Number:** ABP-314232-22



**An  
Bord  
Pleanála**

Kildare County Council  
Áras Chill Dara  
Devoy Park  
Naas  
Co. Kildare  
W91 X77F

**Date:** 10 November 2022

**Re:** DART+ West Railway Order - Dublin City to Maynooth and M3 Parkway  
County Dublin, County Meath, County Kildare

Dear Sir / Madam,

An Bord Pleanála has received your recent submission in relation to the above mentioned proposed railway order and will take it into consideration in its determination of the matter.

The Board will revert to you in due course with regard to the matter.

More detailed information in relation to strategic infrastructure development can be viewed on the Board's website: [www.pleanala.ie](http://www.pleanala.ie).

If you have any queries in the meantime please contact the undersigned officer of the Board. Please quote the above mentioned An Bord Pleanála reference number in any correspondence or telephone contact with the Board.

Yours faithfully,

Niamh Thornton  
Executive Officer  
Direct Line: 01-8737247

RA05

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## Niamh Thornton

---

**From:** SIDS  
**Sent:** Friday 28 October 2022 13:35  
**To:** Niamh Thornton  
**Subject:** FW: DART+ West Electrified Railway Order 2022  
**Attachments:** DART+ West Submission - Kildare CoCo.pdf

---

**From:** Caroline Talbot <cr1talbot@kildarecoco.ie>  
**Sent:** Friday 28 October 2022 12:54  
**To:** SIDS <sids@pleanala.ie>  
**Subject:** DART+ West Electrified Railway Order 2022

Please see attached, submission from Kildare County Council for the DART+ West Electrified Railway Order 2022. Can you please acknowledge receipt of same or advise if anything further is required.

Regards,  
Caroline

Caroline Talbot  
A/Senior Staff Officer  
Planning Department  
Kildare County Council  
T: 045 980916  
E: [cr1talbot@kildarecoco.ie](mailto:cr1talbot@kildarecoco.ie)

Tá an ríomhphost seo príobháideach agus ní ceadmhach úsáid an ríomhphoist seo d'éinne ach don té ar seoladh chuige é. D'fhéadfadh go mbeadh eolas ann atá faoi phribhléid agus rúnda de réir an dlí. Munar duit an ríomhphost seo, déan teagmháil leis an seoltóir chomh luath agus is féidir. D'fhéadfadh nach iad tuairimí Chomhairle Contae Chill Dara na tuairimí atá curtha in iúl sa ríomhphost seo. Déanann Comhairle Contae Chill Dara iarracht ríomhphoist a chosaint ó víris. Mar sin féin, moltar duit gach ríomhphost a scanadh, mar ní ghlacann an Chomhairle aon dliteanas i leith damáiste do do chórais. Le haghaidh eolas ar do chearta príobháideachta agus ar conas a bhainistimid sonraí pearsanta, logáil isteach ar <https://kildarecoco.ie/YourCouncil/GovernanceandCompliance/DataProtection/> Chun do chuid sonraí pearsanta a nuashonrú cuir ríomhphost chugainn ag [customercare@kildarecoco.ie](mailto:customercare@kildarecoco.ie) Caithfidh tú deis a thógáil don Chomhairle cé thú féin a chinntiú trí cruthúnas céannachta agus/nó seoladh a sholáthar, sula ndéanaimid aon athruithe.

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## Kildare County Council

### Submission

### DART+ West Electrified Railway Order 2022

28<sup>th</sup> October 2022



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## Preamble

Kildare County Council welcomes the proposal to electrify the lines and expand the Dart service to the towns of Maynooth and Leixlip. The proposal will provide a more reliable and frequent rail service with greater capacity for the north Kildare communities including the two towns and their hinterlands.

The Council acknowledges that this project will contribute to the sustainable and plan-led growth of this area of the County and lead to more sustainable and viable commuting patterns, is consistent with Climate Action principles, while also providing valuable quality of life improvements for existing Kildare-based users of Irish Rail services.

The Council has previously made submissions to the two public consultation periods held by Irish Rail regarding the project.

The Submission has been compiled by the Development Management Planning Section with the input of staff from the Roads, Transportation and Public Safety Section, Forward Planning Section, Leixlip and Maynooth Municipal Offices, Water Services Section, Environment Section, Heritage Office, and a Built Heritage Conservation Consultant. Written reports received from the reporting section have been attached in Appendix 2.

The purpose of this submission is to review aspects of the project that relate to County Kildare. Some of the issues have previously been highlighted in submissions. Kildare County Council request that the recommendations within this submission are attached as conditions/modifications of the confirmed Railway Order.

This submission first sets out the Planning Policy context of the proposed development of Dart + West and then includes an assessment of the works under various headings together with general overarching issues.

The proposed development is a complex multi-faceted project and the order of the items should not be construed as a weighting of their importance.

## Policy Context and Forward Planning Issues

The DART+ West Project has long been identified as one of the key determinants for growth in north Kildare and across the broader MASP area.

It is critical to enable the delivery of a sustainable, infrastructure-led development strategy for the north-east of County Kildare and the wider Dublin Metropolitan Area, as provided for through the National Planning Framework, the growth objectives outlined in the Regional Spatial and Economic Strategy and the policies and objectives of the Kildare County Development Plan 2017-23 and draft CDP 2023-2029. A reliable and frequent rail service, with greater capacity for the settlements of Leixlip and Maynooth, will support the achievement of critical mass and compact growth.

The expedition of DART + services will ensure:

- Maynooth can effectively fulfil its role as a Metropolitan Key Town, and act as a driver for local and regional economic growth.



- Strategic land banks in Leixlip at Collinstown and Confey, which are identified in the MASP as strategic employment and strategic residential sites, can be effectively brought forward.

## Maynooth

### *Growth Strategy*

As a designated 'Metropolitan Key Town' under the RSES, Maynooth is the subject of ambitious population and employment growth targets over the medium term. In addition to receiving population growth allocations under the respective core strategies of the County Kildare and County Meath Development Plans, Maynooth has under the provisions of National Policy Objective (NPO) 68<sup>1</sup> received a further allocation of up to 10,000 persons in the period to 2031<sup>2</sup>. This growth was allocated on the premise that it will take the form of compact growth along high capacity planned or existing public transport corridors.

The Dublin Metropolitan Area Strategy Plan (MASP) identifies Maynooth as being located on the *North-West Corridor* within the Dublin Metropolitan Area. The aim of such corridors is to focus the development of sustainable compact communities along high quality public transport routes, providing people with increased housing choice along with improved access to services, amenities and economic opportunities, in locations to the north, northwest and southwest of the town, as well as to the west of the University (as identified in the RSES). Such development must be delivered along high capacity public transport routes such as the rail line.

### *Train Station*

The National Transport Authority's (NTA's) Draft Greater Dublin Area Transport Strategy 2022–2042 provides for a second railway station to be developed to the west of Maynooth (*Measure RAIL6 – New Rail Stations*) in order to serve the aforementioned new growth areas of the town. Whilst it is acknowledged that the delivery of the second railway station does not form part of this railway order, it is critical that this crucial piece of infrastructure for the town be progressed by Irish Rail in tandem with the development of DART+ West programme of works so that they can be completed simultaneously. In relation to the existing train station, public realm improvements should also be progressed at this time. This 'do minimum' approach is disappointing, especially given Maynooth's designation as a Key Town in the Regional Spatial and Economic Strategy and the Train Station's exceptionally advantageous location adjacent to the town centre.

### *Maynooth & Environs Local Area Plan 2024-2030*

Kildare County Council, in conjunction with Meath County Council, have commenced the preparation of a new Maynooth and Environs Joint Local Area Plan 2024-2030. Under Objective RPO 4.35 of the RSES this Plan must, inter alia, identify strategic housing and employment development areas and

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<sup>1</sup> NPO 68 notes that this will be subject to the following conditions: Any relocated growth being in the form of compact development, such as infill or a sustainable urban extension; Any relocated growth being served by high capacity public transport and or related to significant employment provision; and National Policy Objective 9, as set out in Chapter 4 of NPF (relating to settlements identified for significant growth).

<sup>2</sup> The Eastern and Midland Regional Assembly (EMRA) has, in consultation with the MASP Implementation Group (July 2020), allocated this additional population growth target as provided for under NPO 68.



infrastructure investment requirements, including transport infrastructure, and promote greater co-ordination and sequential delivery of serviced lands for development. As part of the plan-making process, a pre-draft public consultation exercise is taking place over a six-week period from 30<sup>th</sup> September to 11<sup>th</sup> November 2022 inclusive. Kildare County Council invites Irish Rail to make a submission to the pre-draft issues paper and enter into wider engagement with the planning authority during the plan-making process to ensure that provisions relating to delivery of both DART+ West and the second train station in Maynooth are fully integrated into the Joint Local Area Plan.

### Leixlip: Collinstown and Confey Strategic Development lands

#### *Growth Strategy*

As a designated 'Self-Sustaining Growth Town' in the Kildare County Development Plan 2017-2023 (and Draft CDP 2023-2029), Leixlip is identified in both the settlement strategy and economic strategy for the county, to attract jobs, services and housing development. Furthermore, the policies and objectives of the Leixlip Local Area Plan 2020-2023 (LAP) supports and facilitates the delivery of the DART+ West expansion project and supports the preparation of Masterplans to:

- Guide the delivery of the Collinstown land bank (Objective COL 1.1) as a location for strategic employment supported by a new rail station and park and ride facilities
- Guide the delivery of Confey (Objective CON 1.1) as a location for strategic residential development.

#### Collinstown

The development of the Collinstown land bank, which extends to 59.6 hectares, as a site for Strategic Employment Development will provide Leixlip with employment opportunities to meet the population increases experienced in Kildare and adjoining counties, as well as contributing to the regional growth and economic development of the wider Metropolitan Area.

The successful development of the strategic employment lands at Collinstown is stymied by the omission of a new rail station, which is a specific requirement of the National Transport Authority's (NTAs) Draft Greater Dublin Area Transport Strategy 2022-2042, which provides for a new rail station west of Louisa Bridge (Measure Rail 6 - New Rail Stations). This will also impede the development of the rail-based Park and Ride facility on the lands, which is also a specific requirement of the Transport Strategy (Measure INT3 – Park and Ride).

Please See Section below relating to Blakestown Crossing.

#### Confey

This strategic greenfield land bank near Confey station has been identified for residential development with capacity for development of approximately 1,800 units on a phased basis, to be informed by a Masterplan. The successful delivery of the Confey strategic residential development is predicated on improved access to Confey Station and the upgrade of Cope Bridge, which is the only north/south access link between Confey and the town centre.

While the Railway Order application provides for works to Cope Bridge and the provision of cycle and pedestrian bridges flanking the bridge, the Leixlip Strategic Transportation Assessment proposes that two additional footbridges be installed east and west across the Royal Canal and railway line. The additional footbridges will serve to enhance north-south connectivity and overall permeability between existing estates, the Royal Canal Greenway and the Confey lands to the north, thus promoting active travel measures and permeability in accordance with Objective MT1.5 and Map 1 of the LAP (see below).

Irish Rail are urged to use this opportunity to enhance the amenity value of existing and proposed residential areas by incorporating two additional footbridges across the DART+ West rail line and Royal Canal at Confey as part of the final Railway Order or, alternatively, progressing the proposal as part of a separate project to be delivered in tandem with the DART+ West expansion project for the Leixlip area.

### Recommendations

1. The new train station in Maynooth is a crucial piece of infrastructure for this Key Metropolitan town and it should be progressed in tandem with the development of DART+ West. Due to the proposed location of the depot to the west of the town, along with the proposed flood compensatory storage areas directly adjacent to the rail line, the potential site of a second train station is now quite restricted. It is critical that the Applicant engage with key stakeholders, including Kildare County Council, the National Transport Authority and affected landowners, in order to provide clarity on the new train station's location. Note: Pre-draft public consultation on the Maynooth & Environs Joint Local Area Plan is underway from the 30<sup>th</sup> September to 11<sup>th</sup> November 2022.
2. It is noted that works at the existing Maynooth Train Station relate solely to the delivery of DART services and that, unlike the works at Connolly Station and the new station in Spencer Dock, there are no proposals to enhance the public realm or better integrate the station with its immediate surroundings. This is a lost opportunity to better integrate the station with its surroundings, particularly the Canal Harbour, located to the immediate north of the railway line, which has been designated as a regeneration area in the RSES. The Applicant should be requested to incorporate the necessary public realm improvements into the final approved Railway Order scheme.
3. The planned new train station in Leixlip (west of Confey) is a crucial piece of infrastructure to enable the development of the strategic employment lands at Collinstown. The Applicant is urged to progress the delivery of a train station in tandem with the development of the DART+ West project in order to 'unlock' the potential of these lands and the delivery of a park and ride facility in order to achieve Objectives Col 1.1, MT2.7 and MT2.8 of the Leixlip Local Area Plan 2020-2023.
4. The Leixlip Local Area Plan 2020-2023 includes policies and objectives to support two additional footbridges across the Royal Canal and rail line at locations east and west of Cope Bridge to enhance north-south permeability between the Confey lands (zoned for strategic residential development) and residential estates south of the rail line that will also serve to improve connections between the said estates and the Royal Canal Greenway. The Applicant is urged to incorporate infrastructure to enable north-south permeability and connectivity to

facilitate active travel measures into the final approved Railway Order, which is a specific objective of the Leixlip Local Area Plan 2020-2023 (Objective MT1.5).



Map 1: Excerpt from Map 1 of Leixlip Local Area Plan 2020-2023 showing indicative locations of proposed Pedestrian/Cycle Bridges crossing the Royal Canal and the railway line at Collinstown and Confey.

### Substation and Construction Compound at Glendale

This relates to the items 28.5 to 28.10 in the Schedule of Works.

28.5	Provision of a traction substation and low-voltage principal supply point building east of Cope Bridge and south of the rail line in Glendale housing estate lands.	• WP028
28.6	Prepare the sites and compounds initially by constructing safety fencing or hoarding as required, undertaking site clearance/demolition or diversion/protection works and excavating to formation level for all works.	• WP028
28.7	Establish construction sites and compounds at three locations including temporary fencing/hoarding, site offices, welfare facilities, storage facilities, workshops, construction plant and equipment required to carry out the works.	• WP028
28.8	Construct services and utility diversions and connections as shown indicatively on the drawings.	• WP028
28.9	Raising of existing electricity poles north and south of the rail to provide the required clearances between the rail electrification and electricity supply lines.	• WP028
28.10	Provide traffic management measures in the vicinity of the construction sites, including temporary road closures, removal of parking spaces, redirection of traffic in the area and making good any damage to the roadway.	• WP028

These items relate to works and permanent structures that are to be placed on the public open space of the Glendale estate. There will be 3 temporary construction compounds on this open space. And one permanent ESB substation. The details shown in the drawings of this building are deficient in that drawing titled "Set Technical Buildings Leixlip Confey Buildings Detail" shows no detail on the internal floor layout and appears to be a handed or mirrored version of that proposed on the site layout plan. The internal detail appears to be shown elsewhere on layout drawings that show the inclusion of welfare and office facilities and connections to services, these are not included in the description.

In the second consultation period Kildare County Council requested that Irish Rail or their agents engage the residents of Glendale in communicating the need or requirement to use the open space for works, the need for a permanent substation arose late in the design period.



Please see a resolution of the Celbridge-Leixlip Municipal District Meeting passed on Friday, 21 October 2022 included in Appendix 1.

#### Recommendation

5. The Railway Order should include a condition requiring Irish Rail or their agents to carry out appropriate qualitative improvements to the public open space within Glendale as a compensatory measure for the loss of open space in Glendale estate. Irish Rail should be required to provide the evidence that they have liaised with the residents within Glendale to determine the most appropriate works and their location.
6. Full details of landscaping to screen the proposed substation should be submitted to the Planning Authority, Irish Rail shall be responsible for the maintenance of this landscaped area, replacing any failures as necessary.
7. Full details of the finishes including colour of the proposed substation should be agreed with Kildare County Council prior to its installation.

#### Cope Bridge OBG 14 and Confey Station

Cope Bridge at Leixlip and its capacity is recognised as being critical in the objective to deliver a significant urban expansion of c. 1,765 residential units to the north of the railway line in accordance with Confey Urban Design Framework as detailed in Section 12 of the Leixlip Local Area Plan 2020-2023 (this plan has recently been extended to 2026).

The importance of Cope Bridge – OBG 14 – as a crossing is underscored by the fact that it is currently the only direct road link planned between the existing Leixlip Town and its planned urban expansion.

It can be confirmed that Cope Bridge – though of Built Heritage value – is not a protected structure or proposed protected structure. Cope Bridge comprises a stone road bridge, which runs over the railway line a short distance to the north of Leixlip town centre. The bridge abuts an earlier eighteenth century canal bridge and is of the same architectural quality and significance as the other intact railway and canal bridges along the route of the railway line.

Numerous options were considered during the design process and the Council acknowledges that through discussion with Irish Rail and the National Transport Authority that the final preferred option now proposed would improve vehicular capacity on the bridge itself and provide new dedicated pedestrian and cycle facilities on the crossing.

Both the canal and the railway bridge are to be substantially rebuilt to provide necessary clearance for the Dart + electrification project. The Council notes the contemporary approach taken to the design of the two pedestrian/cycle bridges.

The widened bridge should be sympathetic to the design and aesthetics of the existing bridge structure and in this regard conservation expertise should be employed throughout the construction period.

While the option chosen represents an acceptable outcome from a roads and transportation perspective. Concerns remain as outlined in the report of Kildare County Council's consultation consultant included in appendix 2 regarding the assessment of alternatives, in particular the inadequate assessment of an option where the track is lowered in order to maintain more of the fabric of Cope Bridge.

In addition to the bridge itself, it is noted that the existing access for all transport modes to the station is suboptimal, particularly for pedestrians and cyclists. It is considered that, given the consequent increase in trips to and from the existing Confey station that will arise from the implementation of Dart + West, that the improvement of multi-modal accessibility in and around the railway station should be included as part of the overall project, an assessment of the traffic and transport impact in and around the station should form part of the EIAR.

Staff of the Roads, Transportation and Public Safety and Planning Departments remain available to discuss any aspect of the redesign of Cope Bridge and Confey Station access.

### Recommendations

8. Notwithstanding that the existing bridge is not a protected structure, it is considered that all works in and around the bridge should be overseen by a conservation architect.
9. The new underpass 4m wide \* 2.5m in height (internal dimensions) as part of the Royal Canal Greenway Scheme to be constructed before or during the Cope Bridge Works as the NTA are funding both Projects.
10. A signalised junction to be installed at the railway station entrance to include Toucan crossing facilities for pedestrians and cyclists.
11. The crossing facility at the North of the Bridge to have proper sight visibility in both directions and design details to be agreed before commencement of works on site.
12. Sight visibility at the railway station entrance to comply with the DMURS standards.
13. New public lighting to comply with the KCC Standards.
14. All detailed design details to be agreed with KCC before commencement of works on site.
15. The approved KCC Signalised Contractor is Traffic Solutions Ltd and the design and completion of all signalised works to be approved by the KCC Sustainable Transport and Traffic Management Section.
16. A Road Safety Audit Stage 1/ 2 to be carried out on the proposed design and a Road Safety Audit Stage 3 to be carried out on the completed works by an independent Road Safety Auditor.
17. All costs for the delivery of Option 1E at Cope Bridge to be borne by Irish Rail/ NTA.
18. The works on site to be supervised by a full time Resident Engineer Team.
19. Liaison with the Municipal District Office in relation to the construction management plan, traffic management arrangements and road opening licences.

### Rye Water Valley/ Carton SAC

The project traverses the Rye Water Valley/Carton SAC at Louisa bridge, east of Leixlip. Further there is substantive track lowering in the vicinity of Pike bridge within 200m of the site, it has been confirmed in the NIS that the project is hydrologically connected to the European Site. The Council has reviewed the NIS submitted with the railway order and acknowledge that An Bord Pleanála are the competent

authority in this regard. The board should satisfy itself that the proposed development will not unduly negatively impact on the qualifying interests or conservation objectives of the European Site including any impacts from lights, noise, surface water quality arising from surface and flood water management, or ground water flow disruption arising from track lowering.

Recommendation

20. That appropriate hydrogeological and ecological expertise provides input to the completion of the assessment of the project and submitted NIS.

Louisa Bridge and Station

It is noted that it is proposed to raise the deck at Louisa bridge and also to raise the height of the parapet to 1.8m. Louisa bridge is a historic crossing that has been previously extensively modified. Although drawings are provided, the details relating to the parapet raising, which appears from the photomontages to be a mesh shuttering, have not been provided.

Recommendation

21. That full details of the proposed parapet height increase on Louisa Bridge, prepared by or in cooperation with a suitably qualified conservation architect, is submitted for agreement of the Planning Authority.

Blakestown Crossing and Collinstown Strategic Employment Lands

The Railway Order application proposes that the existing Blakestown level crossing on the L81206 local road, which runs along the north-west boundary of the Collinstown lands, will be permanently closed. Alternative infrastructure is not proposed at this location, unlike the five other level crossing located on the line between Spencer Dock and Maynooth/Dunboyne. A proposed pedestrian/cycle bridge over the canal and rail line at Collinstown is shown in Map 1 (Leixlip Transport Map) of the Leixlip LAP to facilitate the development of new pedestrian/cycle links across the canal and railway line to improve access and permeability to the lands north and south of the railway line.

This total land bank designated for employment in Collinstown comprises 59.6 hectares and is identified as 'Collinstown Strategic Employment Lands' in the Leixlip Local Area Plan 2020-2023. The lands are zoned 'Q Enterprise and Employment' with the purpose of developing a high-quality, attractive and sustainable business campus environment that facilitates the efficient functioning of business and enterprise activities, a strategy for the development of these lands, preceded by a Masterplan is set out in Section 12.6 of the Leixlip Local Area Plan 2020-2023.



**Map 2: Collinstown Strategic Employment Lands outlined in blue, location of Blakestown Crossing identified by red circle**



The lands are considered strategic and important, primarily due to their location – lying directly south of the Intel manufacturing facility and north of M4 Junction 6 – and their scale while remaining primarily greenfield. The area to the north currently accommodates a limited number of warehousing industries associated with ‘spin off’ logistical operations which are located along the R148 and form the northern boundary of these lands.

Documents, including the Planning Report submitted, refer to the existing usage as justification for the removal of Blakestown Crossing. However, the Council notes that there is a significant local community that utilise this crossing point on a daily basis to connect to public transport (bus stop) proximate to the level crossing, the sustainable transport route along the royal canal greenway to access Maynooth and Leixlip, accessing the amenity of the canal itself and direct vehicular access to Maynooth and the surrounding towns.

There is no proposal to build a rail station to service the Collinstown lands as part of the Railway Order, which means that this regionally designated strategic land bank will have impermeable rail line dissecting a substantial portion of the lands at the northern portion of the site, with no access to the Royal Canal Greenway. This prevents sustainable active travel linkages to allow people walk and/or cycle from the nearby Intel Business campus (whose 4,500 employees are expected to grow to over 6,000 when their newly constructed FAB building is operational in due course; there are currently 6,000 construction related workers on site) and extensive residential development at Easton and Leixlip Gate.

The potential for the successful development of the strategic employment lands at Collinstown is compromised by the decision to permanently close the Blakestown level crossing without the provision of alternative infrastructure to facilitate north/south connections, as illustrated in Map 1 of the LAP.

Kildare County Council acknowledge that the development of Dart + West will render the maintenance of a level crossing arrangement as impractical and inappropriate due to the increased frequency of



service and trains travelling to and from the proposed depot. However, the executive of Kildare County Council is not satisfied that the consideration expressed by Irish Rail and their consultants in the material presented to date has adequately weighted and considered the strategic nature of the employment lands in Collinstown and the value of the existing vehicular connection as an asset to the future development and connectivity of these lands.

It is an objective of the Leixlip Local Area Plan to improve permeability and access in and around these lands. As a connection between existing and proposed flagship employment areas in North Kildare, it is considered that the existing connection has value for pedestrian, cycle and vehicular permeability. Further, it is considered that there will be value and potential for use of vehicular access during construction and operation phases of the substantial employment-related land bank.

Consequently, Kildare County Council, in its role as both Roads Authority and Planning Authority for the area, is not in favour of the permanent closure of this level crossing in the absence of proposals for alternative or compensatory vehicular access provisions to serve the zoned lands in Collinstown and to ensure continued active travel permeability in a north-south direction at this junction with the Royal Canal.

#### Recommendation

22. The confirmed Railway order should provide for infrastructure to enable north-south permeability and connectivity to facilitate active travel measures into the final approved design in accordance with Objective MT1.7 and Map 1 (Leixlip Transport Map) of the Leixlip Local Area Plan 2020-2023 (now 2026).

#### Pike Bridge (OBG 18)

Pike Bridge is a prominent protected structure (RPS Ref: B05-36), it had previously been identified as a 'red bridge' in initial presentations by Irish Rail and their consultants, meaning that there were limited options as to how to negotiate it. The Railway Order proposes to mitigate the impact on the protected structure by lowering the track level at this location in order to achieve the clearance required for overhead electrification. The Council supports this proposed approach, subject to sensitive and conservation led approach to the protection of the line from accidental or unauthorised incursion. In this regard no drawings of the bridge itself or proposed parapet heightening have been provided in the application. Pike Bridge is in a highly sensitive rural location and is directly visible from the main public gates to Carton House and demesne, the proposed alterations to the parapet of Pike Bridge are not adequately described in the application documents.

It should be noted that that tender documents show an 800mm Diameter watermain approximately 5m below the current trackbed serving a major water user in North Kildare approximately 100m east of Pike Bridge. Please contact Irish Water directly for exact measurements as this information is from a tender and not 'as constructed' measurements.

#### Recommendations

23. That full a full structural survey, including plans and elevations, of Pike Bridge prepared by a structural engineer with conservation expertise is submitted for record.
24. That details of the proposed parapet height increase on Pike Bridge, prepared by or in cooperation with a suitably qualified conservation architect, is submitted for agreement of the Planning Authority.

### L5041 Realignment and Jacksons Bridge (OBG 23)

The multi-arch Jackson Bridge, to the west of Maynooth, is a protected structure (RPS Reference B05-36) and was identified as a 'black bridge' in the initial assessment, having insufficient arch clearance to accommodate overhead power lines at the initial presentation to Kildare County Council in September 2020. The difficulties at this bridge are exacerbated by the requirement to have additional railway lines to serve the proposed railway depot, a short distance to the west, and by flooding concerns. The current proposal, which emerged after a number of alternative options were considered, is for the realignment of the overall track and the railway line to by-pass Jackson Bridge to the south. This will require the construction of a new road bridge over the canal (to the west). Jackson Bridge will be retained with the railway line below being decommissioned.

The KCC Transportation Department has confirmed that they have no objection in principle to the revised drawings that were submitted by Iarnrod Eireann/ Irish Rail and that they are satisfied that in principle the proposals from Iarnrod Eireann/ Irish Rail are in line with internal discussions recently held by the KCC Roads Section and in line with the email and marked up drawing that was submitted to Iarnrod Eireann/ Irish Rail.

KCC Transportation Department requests that the capacity of the two proposed roundabouts be submitted to ensure that they are sufficient for future traffic requirements at this development and location.

The proposed design calls for pedestrian and cycle facilities to be retained under the railway at Jacksons bridge. The Dart + project team is requested to consider an over-bridge for pedestrians and cyclists rather than an underpass.

### Recommendations

25. The capacity of the two proposed roundabouts be submitted and designed to ensure that they are sufficient for future traffic requirements at this development and location.
26. Details of measures to prevent illegal encampments at the residual cul-de-sac at Jackson's Bridge should be designed and agreed with KCC Transport Department.
27. The proposed design calls for pedestrian and cycle facilities to be retained under the railway at Jacksons bridge. The Dart + project team is requested to consider an over-bridge for pedestrians and cyclists rather than an underpass.
28. The detailed design should facilitate continued local access to the bridge and should make provision for the road carriageway on the bridge to be maintained.
29. The detailed design should include proposals for the presentation of the disused railway line under the bridge. Maintenance arrangement will be required to ensure that the railway line does not become overgrown at this point.
30. The disused, realigned section of railway represents an opportunity for a linear amenity parkway also with biodiversity value, this would be a significant residual planning gain from the project and consistent with sustainable transport objectives. The Railway order should require proposals for the residual use of this section of railway to be agreed and implemented.
31. Kildare County Council Roads, Transportation and Public Safety Department requests that the capacity of the two proposed roundabouts be submitted to ensure that they are sufficient for future traffic requirements at this development and location.

32. While it is welcome that the submitted design of the proposed new road bridge over the Royal Canal, to the west of Jackson Bridge, shows this new bridge as being perpendicular to the canal at its crossing, the aesthetics and visual character of this new bridge does not respond to the highly sensitive receiving environment of the Royal Canal (refer to EIAR Vol. 3B, View Location 40). The details submitted of this bridge are very limited and suggest that the proposed bridge will be a basic concrete flyover. This design, if constructed, will have a very significant and avoidable negative visual impact on the setting of the Royal Canal, which is an important historic and recreational amenity within North County Kildare. There is considerable scope to reduce the visual impact of this bridge through high quality design. A detailed design that responds more appropriately to the highly sensitive setting of the Royal Canal is required.

### Railway Depot

Located east of Kilcock, at approximately 1.8km long and 280m wide, the proposed railway depot including associated buildings, washing equipment and rail yard is a substantial development in its own right. Kildare County Council recognise the proposed development as a notable investment in infrastructure in the north of the county and acknowledge the economic benefits that will arise during construction and operation phases.

Particular attention must be paid to the impact of the proposed development on the quality of life and residential amenities of those living in the vicinity of the proposed development in terms of noise, traffic, light pollution, air quality and any other effects, both during the construction period and when the development is in operation.

Full details of the proposed night-time lighting of the depot and rail yard should be submitted with the final proposals. These fittings should be selected to provide targeted light and to minimise light pollution onto the route of the Royal Canal. The selected fittings should be supported with a commentary by the project RIAI Grade 1 Conservation Architect.

33. Detailed design and proposed finish of the proposed buildings on site shall be submitted for the written agreement of the Planning Authority prior to the commencement of any development on site.
34. Lighting design at the depot should ensure that overspill is limited and does not impact on nearby sensitive receptors, principally dwellings. A review report should be furnished to the Planning Authority after 6 months of operation.



## General Planning Issues and Recommendations

### Conservation: Works to stone parapets of all road bridges across the railway line

35. The involvement of a RIAI Grade 1 Conservation Architect should be continued throughout the detailed design and construction phase.
36. The Railway Order should require that detailed design proposals for the proposed parapet alterations to Louisa Bridge and Pike Bridge be submitted for review and agreement with Kildare County Council. The detailed parapet designs should take account of the particular context of both bridges and should have particular regard for the intact rural surroundings of Pike Bridge. The fixing details for these parapet installations and the maintenance regime required to maintain the proposed parapets in good visual condition should be fully described

### Additional Train Stations and Park and Ride Facilities

Kildare County Council acknowledges and accepts that the provision of additional train stations and park and ride facilities may currently be beyond the scope of the Dart + West project itself, however it is considered prudent that potential future developments should be considered and allowed for in the design and layout of the proposed development. Proposals should be brought forward in tandem with the commencement of operation of Dart Plus.

#### *Maynooth*

Consideration should be had to provision of a second station in Maynooth to serve -

- the existing and future population of the town including the Regional Spatial and Economic Strategy proposal for the MASP area that an additional 11,000 persons could be accommodated (from Dublin city and suburbs) in addition to the current/projected population on zoned lands/CDP allocation
- the expansion of the University and the proposals by St Patrick's College to develop/re-develop its holding
- the zoning of lands to the west and north-west of the town
- the possible future zoning of lands in a sequential manner outwards from existing zonings

Kildare County Council believes that there is merit in exploring/developing a second railway station to the west of Maynooth near Jackson bridge. This could also cater for a park and ride facility and tie in with the proposed western outer orbital route. Kildare County Council has made a submission on same to the NTA as part of the Greater Dublin Transport Strategy.

#### *Leixlip*

It is an objective of the Leixlip Local Area Plan (Col 1.1) to ensure that the development of the Business Campus is guided by the Leixlip Strategic Transport Assessment that seeks to develop improved access and permeability to lands at Collinstown. The assessment will also investigate the possibility of providing an additional train station at Collinstown and a potential 'park-and-ride' facility at this location in the future.

### Flood Relief and Surface Water Management

The Planning Authority notes the information provided regarding flood relief and compensatory storage. Irish rail should demonstrate that all flood relief measures are contained entirely within lands that are currently identified in the OPW CFRAM maps as Flood Zone A.

The Water Services Department has provided detailed feedback and this is attached as an appendix to this report.

37. Any works shall not create a increased flood risk on lands outside the control of the developer/landowner
38. The proposed surface and flood retention areas shall not prejudice the delivery of the Maynooth Outer Orbital Route.
39. The developer shall clarify their proposals regarding the incorporation of Nature Based SuDS into the proposed surface water management plans both for the rail works themselves as well as for the proposed compounds in terms of:
  - Swales,
  - Porous paving (roads and pathways),
  - Tree pits,
  - Rain gardens,
  - Roof gardens,
  - etc
40. It is noted that the proposed development will impact significantly on ground and surface waters along the entire length of the scheme. Applicant will need to prepare a preliminary Construction Stage Surface Water Protection Plan in accordance with the 2016 IFI Guidelines, and ensure that all construction works are planned and delivered in strict accordance with the agreed plan.

### Waste Management

In accordance with the National Waste Management Plan for a Circular Economy, the Applicant will need to ensure that the scheme is designed, planned, procured, built and maintained in accordance with the *"EPA Best Practice Guidelines for the Preparation of Resource and Waste Management Plans for C&D Projects (2021)"* in terms of Tier 2 type projects. For this stage of the project, applicant should be required to provide a report to demonstrate clearly their proposals regarding the "designing out" of waste in terms of the following:

- Reuse and recycling of existing onsite materials,
- Minimisation of materials needed for importation for the purposes of construction,
- Green procurement,
- Off-site construction, and
- Material optimisation.

41. The developer shall clarify their intention in terms of possible raising ground in any significant way as part of the proposed development works and, if relevant, clarify proposals regarding regularising this in accordance with Section 39 of the Waste Management Act.

### Archaeology

The details of Chapter 20 of the EIAR are noted. Pre-development test trenching and associated licenses should be sought from the Department of Tourism, Culture, Arts, Gaeltacht, Sport and Media as required.

### Invasive Species

42. All sites should be surveyed for invasive species prior to development. If Invasive species are found a management plan should be developed which will consider the control and future management of invasive species pre, during and post construction.

### Noise, Hours of Operation and Nighttime Working

It is noted that there will be significant noise generated by this project which will impact on local communities. Applicant will be required to carry out a detailed noise impact assessment along the entire scheme, identify Noise Sensitive Locations, engage with householders and businesses who will be affected, agree appropriate noise mitigation and reduction measures, and ensure that noise levels are maintained within normal construction-stage and operational stages at all times in accordance with Section 7 of the Kildare County Development Plan.

Kildare County Council acknowledge that in order to maintain rail service along the Maynooth line that nighttime working will be required in order to complete track electrification. Further this nighttime working will be fleeting, and will travel the track as overhead infrastructure is installed.

Kildare County Council request that a management plan be detailed as part of mitigation for the proposed development, that limits nighttime work to necessary on-track work only and that includes a notification system for residents likely to be affected and designated contact person with the details circulated to residents in the periods when nighttime work is ongoing in the area.

43. The Leixlip and Maynooth Municipal District Offices should be notified in advance of all nighttime work. This will assist with communication and the management of any complaints.
44. Other than on-track nighttime work as described above, the standard permitted hours of operation during the construction phase and for deliveries should be between 08.00hrs to 18.00hrs Monday to Friday and 0.800hrs to 14.00hrs on Saturdays.
45. Irish Rail should be required to carry out a detailed noise impact assessment along the entire scheme, identify Noise Sensitive Locations, engage with householders and businesses who will be affected, agree appropriate noise mitigation and reduction measures, and ensure that noise levels are maintained within normal construction-stage and operational stages at all times in accordance with Section 7 of the Kildare County Development Plan.

### Landscaping

The detailed recommendations of the Parks Section in relation to landscaping proposals are included in their submission attached here in Appendix 2.


### Detailed assessment

The report of the Kildare County Council Roads, Transportation and Public Safety Department included here in Appendix 2 outlines in detail the type and extent of design information that is required as part of the development. It also details that Traffic, Light Spill and noise impact assessments are required. Please review this report as part of this overall submission and respond to the requirements outlined accordingly.

### Conclusion

I thank you for the consideration of Kildare County Council's submission. The staff of Kildare County Council remain available to discuss and assist with any aspect of the development or the submission as outlined above. The breadth of this submission reflects the complexity of the Dart + West project, which will provide a critical piece of infrastructure to serve the expanding population of County Kildare. It is further considered that the Dart + West project will successfully contribute to sustainable travel patterns, climate action and quality of life of an overwhelming majority of North Kildare residents.

Le meas,



Sonya Kavanagh

Chief Executive

Kildare County Council



Appendix 1 – Motion Adopted by the Celbridge-Leixlip Municipal District on Friday, 21 October 2022 in the Council Chamber, Áras Chill Dara:

*"To request that Kildare County Council in their submission to the Dart+ West rail order consultation, seek to protect the open space that has been taken in charge in Glendale estate in Leixlip and alternative locations for the substation/signal station be examined in consultation with Kildare County Council and Iarnród Éireann, to preserve the green space in the housing estate."*

## Appendix 2 Submissions of the Sections of Kildare County Council

- Parks,
- Roads and Transportation
- Water Services
- Environment
- Conservation Consultant – Michael O’Boyle –
- Forward Planning

**KILDARE COUNTY COUNCIL**



**Parks Section Report**

<b>Planning Ref. No.</b>	Dart + West Project
<b>Name of Applicant</b>	CIE
<b>Report due date</b>	16/09/2022

The Dart + West Project proposals are satisfactory in principle for this proposed development.

- In the event that ABP Grant Permission the following shall be required as Conditions:

**1.0 Trees & Hedgerows**

1.1 Retention of the services of a qualified Arborist as an Arboricultural consultant, for the entire period of construction activity. The applicant shall inform the planning authority of that appointment in writing prior to commencement of development.

1.2 The applicant shall be requested to submit an Arboricultural Assessment report of the trees and hedgerows located on and adjacent to the proposed development site prepared by an independent, qualified Arborist as an Arboricultural Consultant shall include the following:

- Tree Survey Plan: all trees and hedges on and adjacent to the subject site (i.e. within falling distance thereof) shall be accurately plotted, tagged and shown on a scaled drawing of a topographical survey of the site.

- Tree Survey Schedule: a summary of the surveyed trees and hedges, giving a breakdown of their tag nos., species, size, age, condition and useful life expectancy.
- Arboricultural Impact Assessment: a thorough, detailed and realistic analysis and assessment of the likely impacts of the proposed development on the surveyed trees and hedges; along with a summary table of the tree population and quantification of impacts/losses etc. (total number surveyed and total numbers/percentage to be retained and felled respectively).
- Tree Constraints Plan: a scaled site plan (1:500@A1) showing the impacts of all surveyed trees in relation to the site layout of the proposed development.
- Tree Protection Plan: a scaled site plan (1:500@A1) of the proposed development, clearly showing and distinguishing (by colour coding) those trees and hedges to be retained and protected and those to be removed ; showing alignments of Tree Protection Fencing and areas to be excluded from construction activities and compound(s), site office(s), plant, equipment and materials storage. Root Protection Areas (RPAs') of all trees and hedgerows to be clearly shown on this drawing.
- Arboricultural Method Statement: clear and practically achievable measures to be used during the construction period, for the protection and management of all trees and hedges that are to be retained, as shown in the Tree Protection Plan.
- Summary Table: Summary of all trees and hedgerow proposed for removal and retention to include numbers and percentages.
- Arborist's name, arboricultural qualifications and contact details.
- Date that the survey was carried out (surveys > 12 months are unacceptable).

The applicant shall be requested to implement the following, should permission be granted:

**Specific recommendations relating to Arboricultural Works**

- All recommendations pertaining to tree retention, tree protection and tree works as detailed in the Arboricultural Method Statement and Tree Protection Plan in

the submitted tree report shall be implemented in order to ensure the protection of trees/hedges on the site.

- All tree felling, surgery and remedial works shall be completed prior to the completion of construction works on site.
- All works on retained trees shall comply with proper arboricultural techniques conforming to BS 3998: 2010 Tree Work – Recommendations.
- The clearance of any vegetation including trees and scrub should be carried out outside the bird-breeding season (1 March – 31 August inclusive) or as stipulated under the Wildlife Acts 1976 and 2000.
- The Arborist shall carry out a post construction tree survey and assessment on the condition of the retained trees. A Completion Certificate shall be signed off by the Arborist when all permitted development works are completed and in line with the recommendations of the tree reports and plans. The certificate shall be submitted to the Parks Section for written agreement upon completion of construction works on site.
- A Final Completion Certificate is to be signed off by the Arborist when all tree/hedgerow works are fully completed to the satisfaction of the Parks Section and in accordance with the permitted landscape proposals and all of the recommendations in the tree reports and plans. The certificate shall be submitted to the Parks Section for written agreement prior to taking in charge.

1.3 The applicant shall be requested to undertake the following, should permission be granted:

Prior to commencement of development (i.e. as soon as Commencement Notice served, and prior to site clearance (including tree felling), the applicant shall erect protective fencing around all retained trees, as shown on the arborist's Tree Protection Plan.

The fencing shall be as shown in BS 5837: 2012 or as specified by the Arboricultural Consultant, and agreed with Kildare County Council Parks Section. Notices shall be fixed to the fence(s), stating that the enclosed trees within the fence are protected. The fenced area shall be an exclusion zone: no materials, equipment, spoil or soils are to be stored within this protection area; and there shall be no incursions of machinery into

area, unless by prior agreement with the Arboricultural Consultant, who shall notify Kildare County Council Parks Section of any such agreement.

**Reason:**

To ensure the retention, protection and sustainability of trees and hedgerows during and after construction of the permitted development.

1.4 Prior to commencement of development, the developer shall lodge with the planning authority a cash deposit, a bond of an insurance company or such other security as may be accepted in writing by the planning authority, to secure the protection of the trees and hedgerows on site and to make good any damage caused during the construction period, coupled with an agreement empowering the planning authority to apply such security, or part thereof, to the satisfactory protection of any tree or trees or hedgerow on the site or the replacement of any such trees or hedgerow which die, are removed or become seriously damaged or diseased within a period of three years from the substantial completion of the development with others of similar size and species. The form and amount of the security shall be as agreed between the planning authority and the developer or, in default of agreement, shall be referred to An Bord Pleanála for determination.

**Reason:**

To secure the retention, protection and sustainability of trees and hedgerows during and after construction of the permitted development.

## **2.0 Landscape Design**

2.1 The applicant shall be requested to retain the services of a qualified Landscape Architect (or qualified Landscape Designer) as a Landscape Consultant throughout the life of the construction works. A Practical Completion Certificate is to be signed off by

the Landscape Architect when all landscape works are fully completed to the satisfaction of the Parks Section and in accordance with the permitted landscape proposals.

**Reason:**

To ensure full and verifiable implementation of the approved landscape design.

2.2 The applicant shall be requested to submit a comprehensive Landscape Design Rational & Landscape Proposal prepared by a suitable and qualified Landscape Architect (or qualified Landscape Designer). **The following shall be included;**

- A scaled Landscape Masterplan with cross- sections (where appropriate) showing the general layout and hard and soft landscape treatment of all external areas/spaces (including front and rear gardens), boundaries, structures, and features. This shall be generally provided at a maximum scale of 1/200.
- Details of Hard Landscape Design (where applicable) for boundaries, (walls, fences, screens), lighting, seating, kerbing, edging, surfacing.
- Details of Soft Landscape Design: detailed Planting Plan(s) and Planting Schedule(s) [species/varieties, quantities, sizes, rootball presentation, spacings]. Proposed planting should have a wide variety of species/varieties, using both native planting and non-native planting. The overall objective of planting in areas that are anticipated to be taken in charge is that they are easily manageable, visually appealing, enhances biodiversity and is pollinator friendly.
- A clearly outlined Landscape Plan which demonstrates that the proposed location of underground/over ground services will not impinge on the proposed trees or open space usage.

**Reason:**

To provide enhanced amenity and biodiversity value to open space areas.



2.3 Landscape proposals shall comprehensively detail all proposed new and re-instatement landscape works and proposals *inter alia* boundaries, entrances, open spaces, hedgerows, trees, planting, lighting. Details shall include; written specifications, plan, and section drawings.

**Reason:**

To provide enhanced amenity and biodiversity value to open space areas.

2.4 Landscape proposals shall ensure that all *inter alia* boundaries, entrances, open spaces, hedgerows, trees, planting, lighting are re-instated to pre-construction works condition and as per appropriate standards *inter alia* British Standards.

**Reason:**

To provide enhanced amenity and biodiversity value to open space areas.

2.5 Landscape proposals shall ensure that open space areas are consolidated to provide larger spaces which are orientated to facilitate passive supervision. Left over 'incidental', 'peripheral' or 'awkward' areas shall be designed out.

**Reason:**

To enhance the amenity value of open space.

2.6 Landscape proposals shall ensure that any proposed 'bundings' shall not compromise open space areas by *inter alia* height, width, location.

**Reason:**

To provide enhanced amenity value to open space areas.

2.7 Landscape and lighting proposals shall ensure that public lighting is sensitive to the local environment, and where necessary, provide suitable environmentally sensitive lighting, which is also appropriate for bats.

**Reason:**

To provide for safety and enhance the amenity value of open space.

2.8 Landscape proposals shall detail boundary treatment proposals which detail permanent boundary types in the interests of longevity.

Timber, chestnut pale fencing, timber post and rail fencing, and timber post & metal weld mesh panel fencing are not acceptable. It is a requirement of the Parks Section that any proposed railings and gates shall be steel, galvanised and powder coated if coloured e.g. black, green.

**Reason:**

To provide for safety and minimise future maintenance costs.

2.9 The current Maynooth Local Area Plan 2013-2019 details lands '*Zoned F: Open Space and Amenity*'. Possible future additional open space and amenity land locations may be west of Maynooth towards Kilcock. The proposed '*Permanent Land Acquisition*' west of Maynooth potentially compromises this. It is a requirement of the Parks Section that proposals indicate the minimum amount necessary of '*Permanent Land Acquisition*'.

**Reason:**

To facilitate the provision of public open space and amenity lands.

2.10 Prior to commencement of development, the developer shall lodge with the planning authority a cash deposit, a bond of an insurance company or such other security as may be accepted in writing by the planning authority, to secure the satisfactory protection and re-instatement of site boundary and open space areas and to make good any damage caused during the construction period, coupled with an agreement empowering the planning authority to apply such security, or part thereof, to the satisfactory protection and re-instatement of site boundary and open space areas on the site which are damaged, or removed during construction of the development. The form and amount of the security shall be as agreed between the planning authority and the developer or, in default of agreement, shall be referred to An Bord Pleanála for

**Reason:**

To secure the protection of site boundary and open space areas during construction of the permitted development.

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Carmel O' Grady,  
Executive Parks Superintendent.

**Endorsed by:**

pp 

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Simon Wallace,  
Senior Executive Parks Superintendent.

## **Kildare County Council Roads, Transportation and Public Safety Department Planning Report**

**Development:** Dart + West Project Railway Order

**Developer:** Iarnród Éireann / Irish Rail

**Date:** 24<sup>th</sup> October 2022

The KCC Roads, Transportation and Public Safety Department wishes to confirm that they welcome the Iarnród Éireann and Irish Rail proposals as outlined in the Dart + West Project to develop and improve the DART service along the Sligo line in North Kildare.

### **Preamble**

The KCC Roads, Transportation and Public Safety Department attended a substantial number of briefings and presentations on the Project and our comments are outlined below:

### **Leixlip Cope Bridge OBG 14**

The Kildare County Council Roads, Transportation and Public Safety Department does not agree with the original proposed works on the Leixlip Cope Bridge OBG 14 where the existing shuttle light arrangement would be kept in place and the proposed works would not improve sustainable transport access in and around the train station area.

The existing access for all transport modes to the station is suboptimal, particularly for pedestrians and cyclists.

This was highlighted to the NTA where KCC stated that they would welcome the NTA's support in resolving this issue and exploring with Irish Rail the possible improvements that can be incorporated in the Project. The NTA have responded to KCC where they agreed to discuss this further with Irish Rail and the NTA agreed that the provision simply on a like-for-like basis was not the right solution.

Following numerous meetings with the Dart + project team where different options were examined to incorporate additional footpath and cycle-track facilities on both sides of the Leixlip Cope Bridge the Kildare County Council Roads, Transportation and Public Safety Department confirmed that they agreed an approval in principle of the proposed design as detailed for Option 1E at Cope Bridge and submitted by Irish Rail subject to the following conditions:

1. The new underpass 4m wide \* 2.5m in height (internal dimensions) as part of the Royal Canal Greenway Scheme to be constructed before or during the Cope Bridge Works as the NTA are funding both Projects.
2. A signalised junction to be installed at the railway station entrance to include Toucan crossing facilities for pedestrians and cyclists.
3. The crossing facility at the North of the Bridge to have proper sight visibility in both directions and design details to be agreed before commencement of works on site.
4. Sight visibility at the railway station entrance to comply with the DMURS standards.
5. New public lighting to comply with the KCC Standards.
6. All detailed design details to be agreed with KCC before commencement of works on site.
7. The approved KCC Signalised Contractor is Traffic Solutions Ltd and the design and completion of all signalised works to be approved by the KCC Sustainable Transport and Traffic Management Section.
8. A Road Safety Audit Stage 1/2 to be carried out on the proposed design and a Road Safety Audit Stage 3 to be carried out on the completed works by an independent Road Safety Auditor.
9. All costs for the delivery of Option 1E at Cope Bridge to be borne by Irish Rail/NTA.
10. The works on site to be supervised by a full time Resident Engineer Team.
11. Liaison with the Municipal District Office in relation to the construction management plan, traffic management arrangements and road opening licences.

#### **Blakestown Level Crossing**

The Kildare County Council Roads, Transportation and Public Safety Department is not in favour of permanently closing the local road at the Blakestown Level Crossing in the absence of other vehicular access provisions for the zoned lands in Collinstown. This is a strategic land bank in the north Kildare section of the Metropolitan Area and which the Council has designated for employment. There are already multiple planning applications on the lands in question and it is envisaged that these lands will be developed for higher density employment uses in the future.

It is noted that there is a significant local community that utilise this crossing point on a daily basis to connect to public transport (bus stop) proximate to the level crossing, the sustainable transport route along the royal canal greenway to access Maynooth and Leixlip, accessing the amenity of the canal itself and direct vehicular access to Maynooth and the surrounding towns.

It is also noted that even though the current traffic volume crossing the level crossing is low, consideration needs to be given to the future development of these zoned lands both in terms of construction and operational traffic and the possible requirement for multiple access points to service this significant land area. This access point to the zoned lands is a key asset for Kildare County Council.

The Kildare County Council Roads, Transportation and Public Safety Department is recommending that the local road at the Blakestown Level Crossing not be

permanently closed and that other vehicular access provisions for the zoned lands in Collinstown be provided subject to the design being agreed by the Planning Authority beforehand.

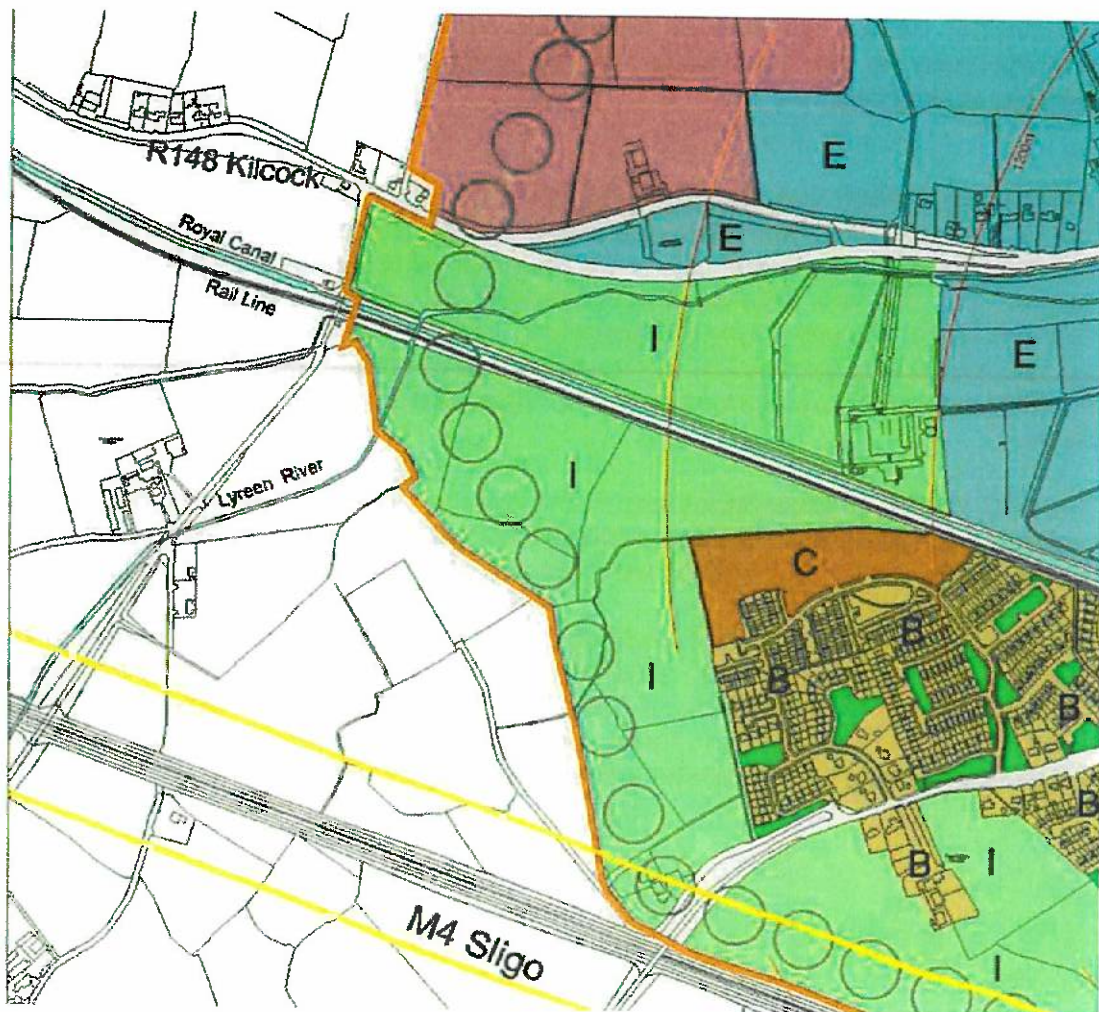
#### **L5041 Realignment and Jacksons Bridge**

The KCC Roads, Transportation and Public Safety Department has confirmed that they have no objection in principle to the drawings submitted by Iarnrod Eireann/ Irish Rail and that they are satisfied that in principle the proposals from Iarnrod Eireann/ Irish Rail are in line with internal discussions held by the KCC Roads Section and in line with the emails and marked up drawings that were submitted to Iarnrod Eireann/ Irish Rail in relation to the proposed L5041 Road Realignment and Jacksons Bridge Works.

The KCC Roads, Transportation and Public Safety Department recommend that the analysis of the capacity of the two proposed roundabouts be submitted to ensure that they are sufficient for future traffic requirements at this development and location.

The KCC Roads, Transportation and Public Safety Department recommends that the Dart + project team consider an option for the new bridge to be located to the east of Jacksons Bridge which may have future benefits for Maynooth (See extract from Maynooth LAP map). This should be considered in terms of the proposed compensatory flood storage areas in the vicinity of this objective.





It is noted that IDOM has yet to revert in the matter of pedestrian connection at Jackson's Bridge and measures to prevent illegal encampments at the residual cul-de-sac. KCC will require these details to be designed and sent to the KCC Roads, Transportation and Public Safety Department for agreement.

Iarnrod Eireann/ Irish Rail have confirmed by email that they had requested IDOM to address the pedestrian and encampment issues raised in the KCC original e-mails and that they will follow up with a view to addressing these concerns. Iarnrod Eireann/ Irish Rail had also requested IDOM to address the roundabout capacity query.

The proposed design calls for pedestrian and cycle facilities to be retained under the railway at Jacksons bridge. The Dart + project team is requested to consider an over-bridge for pedestrians and cyclists rather than an underpass.



### **Kilcock**

Consideration should be given to extending the Dart West+ project to Kilcock to facilitate the current and future demands of the Kilcock (within the MASP area) for a high quality/high frequency service, to facilitate future park and ride options and to ease pressure on Maynooth due to the significant growth planned for the town.

### **Maynooth**

Consideration should be given to developing an additional station west of Maynooth to facilitate increased use and access to College Lands.

All works are to be scheduled and phased to minimise disruption and to ensure that adjacent works are completed in sequence rather than in parallel.

Consideration is to be given to developing an additional train station at Collinstown to serve the KDA lands and Intel etc.

The Dart + project team are to provide KCC with details on the number of trips associated with new depot for maintenance staff, admin staff and train drivers etc. This will facilitate the current development of the Transport Strategy for Maynooth.

The Dart + project team is to consider and quantify the impact of construction traffic on Maynooth.

### **Leixlip**

The Dart + project team is to consider the potential impact of replacing bridges on the local road network. All works are to be scheduled to minimise disruption and are to be phased to ensure that works in multiple locations adjacent to each other are completed in sequence rather than in parallel. Details are to be agreed with Kildare County Council in advance of commencement of construction works. Road openings and road closures will be required to be approved prior to commencement of construction works.

The Dart + project team is to consider and quantify the impact of construction traffic on Maynooth.

### **Design Information**

Design details should be submitted to the KCC Roads Planning Section for approval prior to the commencement of works on site which should include:

- Alignment of rail works with horizontal , vertical and cross section details (on-line and off-line).
- Location of proposed rail stations and works at stations.
- Location of Bus Depot and works required.
- Proposed land acquisition under Railway Order.
- Programme and timeline of works.
- Construction details of works on tracks, bridges, roads, bus depot and bus stations.
- Location of power supply for electrification.
- Site investigation works.
- Topographical survey with ground and track levels.

- Flood risk assessment where there is a history of flooding at the Lyreen River.
- TTA (Traffic and Transport Assessment) including the traffic impact on the local road network.
- Facilities and access for vulnerable road users (peds and cyclists).
- Parking proposals including cycle spaces and electric charging points.
- Design details of proposed upgrading works on existing bridges and structures and on the approach roads.
- Design details of proposed works on new bridges and structures and on the approach roads.
- Design details of proposed drainage and outfall works.
- Road Safety Audit Stage 1 & 2 on proposed design and RSA Stage 3 & 4 on completed works.
- Light spill and noise impact assessments which should be in compliance with the Kildare Third Noise Action Plan 2019-2023 and the British Standards BS 8233:2014
- Public lighting is to be in compliance with the KCC Public Lighting Standards.
- Landscaping works which should not interfere with the public lighting and sight visibility and where there should be no root damage to infrastructure and underground services.
- Full details of the location, drainage, access, fencing and landscaping of any proposed construction compounds within the functional area of Kildare County Council. The location, design and layout of any temporary or permanent construction accesses should be discussed and agreed with the Transportation Section of Kildare County Council at the earliest possible opportunity.

#### **Resident Engineer**

A full time Resident Engineering Team should be provided and funded by Iarnród Éireann/ Irish Rail to supervise the project works on site and to liaise with landowners, stakeholders and the Planning Authority.

#### **Safety, Health and Welfare at Work (Construction) Regulations 2013**

Iarnród Éireann/ Irish Rail shall act as client for the purposes of the Safety, Health and Welfare at Work (Construction) Regulations 2013 (within the meaning of that term as therein defined) for the project.

#### **Procurement of a competent contractor**

Prior to commencement of development Iarnród Éireann/ Irish Rail should liaise with the Roads and Transportation Section in relation to the procurement of competent contractor(s) to construct the proposed project works.

### **Construction & Environmental Management Plan (CEMP)**

Prior to the commencement of development, Iarnród Éireann/ Irish Rail should submit for the written agreement of the Planning Authority a project specific Construction & Environmental Management Plan (CEMP) which includes:

- The program for the delivery of the proposed project works.
- A Construction Traffic Management Plan indicating all haul routes to and from the site and for the delivery of the development. Delivery times for plant and materials and waste collection should have consideration to morning and evening peak school times in the area and peak traffic periods. Construction related traffic should avoid the nearby towns of Kilcock and Maynooth. This plan is also to contain mitigation measures to minimize the effects the proposed development would have on the immediate public road network and existing traffic movements.
- The location of the construction compounds.
- Wheelwash arrangements for the construction phase.
- The manner in which the existing public road network shall be kept clean.
- Location and types of cranes during the construction phase.
- Relevant construction site warning signs shall be in accordance with the Department of Transport, Tourism and Sport (DTTAS) Traffic Signs Manual.
- A final Construction Waste Management Plan that is to contain final destination of each waste stream generated on site.
- During the construction phase the Developer should provide adequate off carriageway parking facilities for all traffic associated with the proposed development. This will include material delivery vehicles, service vehicles, construction plant and vehicles, waste skips and private vehicles of the workers on site. There shall be no parking of vehicles on the public road network.

### **Permitted hours of operation**

The standard permitted hours of operation during the construction phase and for deliveries should be between 08.00hrs to 18.00hrs Monday to Friday and 0.800hrs to 14.00hrs on Saturdays. Work outside of these hours will have to be specified and agreed prior to commencement of construction works.

### **Municipal District Office**

All works involving the opening of public roads or footpaths should be carried out under a Road Opening Licence submitted to the relevant Municipal District Area Office through the MRL system to ensure the following items are assessed:

- Contractor's experience and competency to carry out such works.
- Compliance with the Guidelines for Managing Openings in Public Roads (The Purple book, 2017 edition).
- Compliance with Chapter 8 of Traffic Management Guidelines including a general assessment of traffic impacts within the local area.
- Relevant Insurance's to carry out such works.

Prior to the commencement of development, Iarnrod Eireann/ Irish Rail should obtain a licence for the erection of fencing / hoarding on the public footpath network pursuant to Section 254 of the Planning and Development Act 2000, as amended.

Traffic management plans, reinstatement works on public works and the proposed location of site offices shall be agreed with the Municipal District Area Office prior to the commencement of the development.

#### **Pavement Design**

CBR tests should be undertaken as required to determine the subgrade strength under the proposed site access roads. The results together with a suitable pavement design in accordance with TII document DN-PAV-03021 should be submitted to Kildare County Council for written consent prior to the commencement of development.

The site access roads within the development shall be finished with a surface course to be Stone Mastic Asphalt, SMA 14 surf PMB 65/105-60 des 45mm thick, in compliance with clause 942 of NRA/TII specification. All surface water drainage gullies shall be fitted with suitable locking type covers or gratings.

#### **Cycle Tracks**

Cycle tracks should be in accordance with the National Transport Authority's National Cycle Manual pertaining to track widths and signage, the location of lighting standards, the avoidance of obstructions and the interface between the cycle tracks and the existing and proposed road network.

#### **Signalised Works**

The design and completed signalised works on public roads will have to be approved by the KCC Traffic Management Section where the approved KCC Contractor is Traffic Solutions Ltd.

### **Spoil, dirt, debris or other materials on the public road**

No spoil, dirt, debris or other materials should be deposited on the public road network, its footpaths and verges by machinery or vehicles travelling to or from the development site during the construction phase. Iarnrod Eireann/ Irish Rail should arrange for vehicles leaving the site to be kept clean, and for road sweeping by mechanical sweeper to take place as required.

### **Surface water and drainage**

A site-specific flood risk assessment is required.

No surface water runoff from the site should discharge from the proposed project works onto the public road network. The development should not impair existing land or road drainage.

Kildare County Council would like to draw the applicant's attention to the extent and complexity of issues encountered in the Bond Bridge Scheme on Parsons Street, Maynooth, managed by the KCC Road Construction Section some years ago, two new bridges were constructed over the canal and the railway line as part of the scheme. A considerable amount of drainage works were carried out, circa 450m of a large reinforced box culvert under the railway line and the canal, to deal with serious local flooding issues.

The Roads Planning Section is concerned that there may be similar flooding and drainage issues on the Dart + SW Line, similar to Bond Bridge which would need to be addressed.

### **Planning**

The Planning report is to take into account matters including Regional Spatial and Economic Strategy and MASP, Kildare County Development Plan, Leixlip Local Area Plan including for Confey Masterplan (a major new extension of Leixlip centred on the rail station), the LAPs for Maynooth and Kilcock. Meath County Council is in the process of preparing a new County Development plan and we recommend that the Planning Regulator's comments on its Draft Plan be examined.

The provision of a second railway station in Maynooth should be examined to serve -

- the existing and future population of the town including the Regional Spatial and Economic Strategy proposal for the MASP area that an additional 11,000 persons could be accommodated (from Dublin city and suburbs) in addition to the current/projected population on zoned lands/CDP allocation
- the expansion of the University and the proposals by St Patrick's College to develop/re-develop its holding
- the zoning of lands to the west and north-west of the town
- the possible future zoning of lands in a sequential manner, outwards from existing zonings

Iarnrod Eireann/ Irish Rail should have regard to the growth of Kilcock and the likely need to serve it with DART in the future where a plan for a future upgrade/DART Station should be examined. The project should preferably be extended further west to include Kilcock which is a rapidly growing town, on both sides of the administrative boundary of counties Kildare and Meath.

The planning for the provision for a park and ride should be investigated which could be conveniently located further to the west.

The proposed depot between Kilcock and Maynooth is an industrial type proposal in a rural area which at the same time is very close to the developing edge of Kilcock. The access is via a rural road network where planning, traffic, amenity etc implications need to be addressed. This is a large-scale development in its own right. Lands in rural areas in Co Kildare outside zoned lands in towns/villages are deemed to be primarily agricultural.

It should be noted that built heritage including protected structures along/in vicinity of the project e.g., Jackson's Bridge and Lock, ref. B05-36, are on the Record of Protected Structures.

Site specific flood risk assessment required.

The impact of proposals on residential amenities along the route should be assessed.

Where there is removal of planting during the project, replacement planting and other landscaping works to minimise visual impacts has to be examined.

The planning for the provision of park and ride facilities should be investigated.

The built heritage including protected structures along/in vicinity of project on the Record of Protected Structures are to be examined.

The project team are to assess the impact of proposals on residential amenities along the route.

The project team are to assess the removal of planting during this project. A replacement planting and landscaping plan is to be developed for approval, to minimise visual impacts.

Light spill and noise impact assessments are required as part of this proposed development. See Kildare Noise Action Plan.

#### **Railway Order Information Submitted to the Planning Dept.**

The following Railway Order Information was inspected by the KCC Roads Planning Section at the public counter of the Planning Dept.

##### ***Book 1 Railway Works Plan (July 2022) Drawing Numbers 000-042.***

*No vertical alignment and cross section details along the railway line were included with these drawings.*

##### ***Book 2 Property & Rights Plan (July 2022) Drawing Numbers 000-042.***

*Includes land acquisition (temporary and permanent) and way leaves.*



**Draft Railway Order**

**ABP Pre Application Consultation File ABP Ref 306587-20.**

**Site Specific Flood Risk Assessment.**

**Appropriate Assessment (AA) Screening Report (July 2022).**

**Planning Report (July 2022).**

**Railway Order Book of Reference Schedules (July 2022).**

**Railway Order Drawings**

**Book 3 Structures Plans (July 2022).**

**Natura Impact Statement (July 2022).**

**Volume 1: Environmental Impact Assessment Report (EIAR) Non Technical Summary (July 2022).**

**Volume 2: Environmental Impact Assessment Report (EIAR) Main Text Part 1 of 2 (July 2022) Chapter 1 to 9.**

**Description of works.**

**Zone E is Clonsilla Station to Maynooth Station.**

**Zone F is Maynooth Station to Maynooth Depot (doubling the track).**

**HV (High Voltage) power supplied to Dart + West at 12 No. Electrical Sub Stations including Leixlip Confey, Blakestown, Maynooth and Maynooth Depot (inside the Depot Area).... There is a concern that there appears to be a lack on consultation with the residents living in the Glendale Estate Leixlip in relation to the proposed Electrical Sub Stations in Leixlip Confey.**

**Overbridge Intervention Locations in Kildare are as follows:**

**OBG14 Cope Bridge**

**Bridge deck reconstruction and widening at this structure.**

**OBG 16 Louisa Bridge**

**Bridge deck lift on this structure.**

**OBG 18 Pike Bridge**

**Track lowering.... There appears to a lack of construction details in relation to these works.**

**OBG 23 Jacksons Bridge**

**Construction of an off line track and a new bridge, proposed OHLE design will not pass under the OB and therefore there are no intervention works proposed on the existing bridge.**

*There are 6 existing level crossings to be removed including Blakestown in Kildare.*

*Overbridges requiring parapet modifications are as follows:*

*OBG 16 Louisa Bridge*

*OBG 14 Cope Bridge*

*Footbridges requiring parapet heightening are as follows:*

*OBG 20 Maynooth Station,*

*OBG 15A Leixlip Station*

*OBG 14 A Leixlip Confey Station.*

*A Traffic and Transport Assessment (TTA) has been carried out which includes the following statements:*

- Construction works required for the upgrading of the line and provision of the associated facilities will cover a 50 month period.*
- The construction works taking place will generally be for short periods of time and where possible work is to take place at night or on weekends therefore limiting the impact on all road users during peak periods.*
- In terms of Maynooth, the increases in construction traffic are considered to have an adverse effect on the road network. This is due to be the result of a large number of earthworks required to be undertaken early on in its programme at the Depot in Maynooth. This will be for a short period of time after which the levels of traffic will reduce significantly.*
- The likely impacts on public transport users, pedestrians and cyclists are likely to be small with improved infrastructure provided for active modes.*
- The provision of the proposed project is considered to have an overall significant benefit on the operation of the transport network in the study area, with a neutral or beneficial impact on 80% of junctions assessed.*
- It is considered that the proposed project will assist in reducing traffic and congestion on the road network in the vicinity of the line and where increases are identified, improvements are proposed to junctions and facilities for encouraging trips by sustainable mode. The provision of the improved service would reduce the number of trips which need to be made to the more urban areas capturing those trips from further afield. Furthermore the improved pedestrian and cyclist facilities such as the bridges and traffic free route should encourage greater number of trips to be made by these modes to the stations further reducing traffic on the network.*

*The KCC Roads Planning Section has noted and is in agreement with this analysis in the TTA.*

**Volume 2: Environmental Impact Assessment Report (EIAR) Main Text Part 2 of 2 (July 2022) Chapter 10 to 27.**



**Volume 3A: Environmental Impact Assessment Report (EIAR) Technical Figures Part 1 of 2 (July 2022).**

*Includes the construction details of OBG 14 Cope Bridge.*

**Volume 3A: Environmental Impact Assessment Report (EIAR) Technical Figures Part 2 of 2 (July 2022).**

**Volume 3B: Environmental Impact Assessment Report (EIAR) Photomontages (July 2022).**

**Volume 4: Environmental Impact Assessment Report (EIAR) Appendices Part 1 of 3 (July 2022).**

*Includes Appendix C in A3.3 Technical Note on Cope Bridge.*

**Volume 4: Environmental Impact Assessment Report (EIAR) Appendices Part 2 of 3 (July 2022).**

*Includes Chapter 6: Traffic & Transportation and A6.2 Traffic Impact Assessment.*

**Volume 4: Environmental Impact Assessment Report (EIAR) Appendices Part 3 of 3 (July 2022).**

### **Recommendation**

The Kildare County Council Roads, Transportation and Public Safety Department recommends a **GRANT** of the proposed Dart + West Project to develop and improve the DART service along the Sligo line in North Kildare. Strategic Housing Development subject to the imposition of the following conditions:

1. Prior to the commencement of development, the Developer shall submit to the Planning Authority for written agreement a detailed design for all signalised works and shall liaise with the Traffic Management Section of Kildare County Council in regard to this.

The Signalised Works and Toucan Crossing Works including all equipment and infrastructure shall be in accordance with Kildare County Council's required specifications including:

- i. Details of traffic signals.
- ii. The controller to have ELV and LED signals.
- iii. The installation of MOVA technology.

- iv. The installation of CCTV camera and pole at the junction to assist monitoring of traffic flows.
- v. The upgrade of existing public lighting where required following a survey of the existing public lighting at this location.
- vi. The upgrade of the road layout and markings including the provision of dished kerbs and tactile paving.
- vii. The installation of 'on crossing' detection where the crossing widths warrant this.

All installations shall be connected to Kildare County Council's Traffic Management Centre located at the Council's headquarters at Áras Chill Dara, Devoy Park, Naas, County Kildare. The cost of the design, supervision and delivery of all works described in the foregoing shall be borne solely by the Developer. These works shall be completed prior to the completion of the proposed development.

**Reason:** In the interest of pedestrian, cyclist and vehicular safety, proper planning and sustainable development.

2. Prior to the commencement of development, the Developer shall submit to the Planning Authority for written agreement a detailed design for all proposed railway, road and bridge works including horizontal alignment, vertical alignment and cross sections, the location of all construction site offices and compounds and including the proposed track lowering construction works at Pike Bridge.

**Reason:** In the interest of pedestrian, cyclist and vehicular safety, proper planning and sustainable development.

3. Prior to the commencement of development, the Developer shall submit to the Planning Authority for written agreement a detailed design for the proposed underpass 4m wide \* 2.5m in height (internal dimensions) to be constructed as part of the Cope Bridge Works and as part of the Royal Canal Greenway Scheme funded by the NTA where the proposed underpass shall be constructed as part of the Cope Bridge Works in the Project

**Reason:** In the interest of proper and sustainable development and to provide safe and adequate facilities for pedestrians and cyclists using the Royal Canal Greenway.

4. The local road at the Blakestown Level Crossing shall not be permanently closed and prior to commencement of development the Developer shall submit for the written approval of the Planning Authority design details of the provision of other vehicular access provisions for the zoned lands in Collinstown.

**Reason:** This access point to the zoned lands is a key asset for Kildare County Council where even though the current traffic volume crossing the level crossing is low, consideration needs to be given to the future development of these zoned lands both in terms of construction and operational traffic and the possible requirement for multiple access points to service this significant land area.

5. A full time Resident Engineering Team shall be provided and funded by the Developer to supervise the project works on site and to liaise with landowners, stakeholders and the Planning Authority.

**Reason:** The proposed works are substantial in scale and full time supervision of the works is deemed to be necessary given its importance.

6. Prior to commencement of construction works there shall be full engagement with local residents, local landowners, resident associations, business owners, schools and colleges in relation to all construction works, sub station works including the Glendale Estate Leixlip, the use and operation of site construction compounds and traffic management arrangements through the full time Resident Engineering Team and dedicated Liaison Officers.

**Reason:** The proposed works are substantial in scale and full time supervision of the works and full engagement with all local stakeholders is deemed to be necessary given its importance.

7. The Developer shall act as client for the purposes of the Safety, Health and Welfare at Work (Construction) Regulations 2013 (within the meaning of that term as therein defined) for the project.

**Reason:** In the interest of proper health and safety management for the project.

8. The development shall be carried out in accordance with the recommendations of the Road Safety Audit Stages 1 and 2 . A Stage 3 Road Safety Audits shall be conducted for the completed development.

**Reason:** In the interest of pedestrian, cyclist and vehicular safety, proper planning and sustainable development.

9. Prior to the commencement of development, the Developer shall submit for the written agreement of the Planning Authority a project specific Construction & Environmental Management Plan (CEMP) that is to include:
- a. The program for the delivery of the proposed works .
  - b. A Construction Traffic Management Plan indicating all haul routes to and from the site and for the delivery of the development. Delivery times for plant and materials and waste collection shall have consideration to morning and evening peak school times in the area and peak traffic periods. This plan is also to contain mitigation measures to minimize the effects these proposed developments would have on the immediate public road network and existing traffic movements.
  - c. The location of the construction compounds.
  - d. Wheelwash arrangements for the construction phase.
  - e. The manner in which the existing public road network shall be kept clean.
  - f. Location and types of cranes during the construction phase.
  - g. Relevant construction site warning signs shall be in accordance with the Department of Transport, Tourism and Sport (DTTAS) Traffic Signs Manual.
  - h. A final Construction Waste Management Plan that is to contain final destination of each waste stream generated on site.

**Reason:** In the interest of proper planning and development.

10. The standard permitted hours of operation during the construction phase and for deliveries shall be between 08.00hrs to 18.00hrs Monday to Friday and 0.800hrs to 14.00hrs on Saturdays. Work is normally not permitted on Sundays and on public holidays. The Developer shall engage with all local residents in relation to night time works and any work outside of the normal permitted hours of operation

**Reason:** In order to safeguard the residential amenity of properties in the area.

11. All works involving the opening of public roads or footpaths shall be carried out under a Road Opening Licence submitted to the relevant Municipal District Area Office through the MRL system to ensure the following items are assessed;

- a) Contractors experience and competency to carry out such works.
- b) Compliance with the Guidelines for Managing Openings in Public Roads (The Purple book, 2017 edition).
- c) Compliance with Chapter 8 of Traffic Management Guidelines including a general assessment of traffic impacts within the local area.
- d) Relevant Insurance's to carry out such works.

**Reason:** In the interest of proper planning and development.

12. Prior to the commencement of development, the Developer shall obtain a licence for the erection of fencing / hoarding on the public footpath network pursuant to Section 254 of the Planning And Development Act 2000, as amended.

**Reason:** In the interests of pedestrian and traffic safety, proper planning and sustainable development.

13. Prior to the commencement of development, the Developer shall submit for the written agreement of the Planning Authority a final construction stage public lighting scheme, incorporating the preliminary design of the public lighting proposals. This final construction stage public lighting scheme shall comply with the Kildare County Council Lighting Policy Street Lighting Technical Specification (04/06/2019). The Developer shall comply with all future site lighting requirements of the Planning Authority in relation to adjusting the lights by re-aiming, the addition of louvres & shields and / or dimming. This is to deal with any glare issues that may arise for road users, residents and adjacent lands / properties which may only become apparent when the installation has been commissioned. The public lighting scheme shall be fully implemented prior to the first occupation of the development respectively.

**Reason:** In the interest of pedestrian, cyclist and vehicular safety, proper planning and sustainable development.

14. CBR tests shall be undertaken in accordance with Section 2.16 of the Department of Environment and Local Government "Recommendations for Site Development Works for Housing Areas" and as required to determine the subgrade strength under the proposed site access roads and parking areas.. The results together with a suitable pavement design in accordance with TII document DN-PAV-03021 shall be submitted to Kildare County Council for written consent prior to the commencement of development.

**Reason:** In the interests of proper planning and sustainable development.



15. The site access roads and parking areas within the development shall be finished with a surface course to be Stone Mastic Asphalt, SMA 14 surf PMB 65/105-60 des 45mm thick, in compliance with clause 942 of NRA/TII specification. All surface water drainage gullies shall be fitted with suitable locking type covers or gratings.

**Reason:** In the interest of traffic safety and improved skid resistance.

16. The cycle tracks shall be in accordance with the National Transport Authority's National Cycle Manual pertaining to track widths and signage, the location of lighting standards, the avoidance of obstructions and the interface between the cycle tracks and the existing and proposed road network.

**Reason:** In the interests of pedestrian and cyclist safety.

17. No spoil, dirt, debris or other materials shall be deposited on the public road network, its footpaths and verges by machinery or vehicles travelling to or from the development site during the construction phase. The Developer shall arrange for vehicles leaving the site to be kept clean, and for road sweeping by mechanical sweeper to take place as required.

**Reason:** In the interest of traffic safety.

18. No surface water runoff from the development shall discharge onto the public road network.

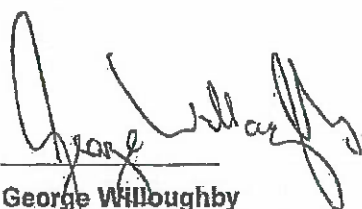
**Reason:** In the interest of traffic safety.

19. The development shall not impair existing land or road drainage.

**Reason:** To prevent interference with existing land or road drainage in the interest of proper development.

20. During the construction phase the Developer shall provide adequate off carriageway parking facilities for all traffic associated with the proposed development. This will include material delivery vehicles, service vehicles, construction plant and vehicles, waste skips and private vehicles of the workers on site. There shall be no parking of vehicles on the public road network.

**Reason:** In the interest of traffic safety.

A handwritten signature in black ink, appearing to read 'George Willoughby', written over a horizontal line.

**George Willoughby**  
**Senior Executive Engineer,**  
**Roads, Transportation & Public Safety,**  
**Kildare County Council.**



**RAILWAY ORDER WATER SERVICES OBSERVATION REPORT**

To: Eoghan Lynch, Senior Executive Planner, Planning Department.

Date: 22 September 2022

Re: Dart West Railway Order.

WSD report as follows on the railway order documentation at <https://www.dartplus.ie/en-ie/railwayorder/dartwest> including the site specific flood risk assessment:

- 1) Irish Water:
  - a) Prior to commencement of the proposed development, Iarnrod Eireann shall liaise with IW and agree arrangements for all IW infrastructure traversing, adjoining and abutting the proposed works.
- 2) Surface Water Drainage:
  - a) As 1a above, regarding surface water drainage and liaison with KCC Municipal District Roads Engineers.
  - b) The proposed drainage and SuDS strategy shall comply with the attached WSD Drainage and SuDS Strategy Guidance Document, GDSDS, CIRIA SuDS Manual, Water Sensitive Urban Design Best Practice Interim Guidance and surface water drainage policies and objectives of the various LAPs and the relevant CDP.
  - c) The final drainage design to be completed prior to the commencement of the proposed development shall address the following issues:
    - i) Based on the revised drainage and SuDS strategy as above and
    - ii) SuDS where feasible on the project are subject to failure, replacement and non-maintenance like traditional drainage systems and their design shall take account of this eg by including increased factors of safety, overflows to the piped drainage networks and planned flood routing to safe areas including surface water outfalls.
    - iii) where runoff from SuDS, including from SuDS overflows is discharged to the nearest suitable dedicated surface water piped drainage network, Qbar restricted discharge rate shall be calculated in accordance with GDSDS Vol 2 Chapter 6 SWDDC 2 and
    - iv) where SuDS are feasible, attenuation storage volume calculations for 100 year plus storm event shall use Qbar discharge rate or appropriate soil infiltration rate where discharge is to ground and
    - v) Any NEW drainage pipe network shall be designed for the 2 or 5 year design return period plus 30% climate change factor and 10% urban creep factor clearly demonstrating appropriate pipe sizes to cater for the predicted flow rates and the proportional velocities shall be greater than the 0.75 mps self-cleansing velocities during normal operating conditions and
    - vi) Where runoff is discharged to an existing surface water drainage network, no pluvial flooding shall be permitted.
  - d) Only clean, uncontaminated surface water runoff including from SuDS overflows shall discharge to the site drainage systems.

e) A robust drainage system maintenance regime shall be implemented by or on behalf of the applicant until such time as the development is taken in charge. The drainage maintenance regime shall be responsive and react to out of hours repair requests and emergencies including at night, weekends and holidays.

The applicant shall keep all relevant records and details relating to drainage maintenance in paper and digital formats akin to the 'Safety File' required under Health & Safety legislation and this file shall be handed over to new owners or Local Authority when the development is sold-transferred to new owners or taken in charge.

### 3) Flood Risk:

- a) The site specific flood risk assessment submitted with the railway order contains a detailed site specific flood model (section 5) for the predicted fluvial flooding at Jacksons Bridge and the historic fluvial flooding south of Baileys Bridge (in the area of the proposed depot) arising from the complex interactions between the Lyreen river, its tributaries and the hydraulic structures in this area.
- b) It is assumed that the model appropriately links the different catchments of the Lyreen river, Ballycaghan stream and their tributaries so combined flood effects are assessed.
- c) The volume of displaced floodwaters as a result of the proposed development is calculated and the existing and future scenarios ie effect of the proposed flood risk management measures are assessed separately.
- d) The model indicates that a large portion of the subject area including lands within the footprint of the proposed road and rail embankments at Jacksons Bridge are within Flood Zone A.
- e) The proposed flood conveyance culverts in the new railway line and local road embankments and compensatory flood storage areas give rise to flood level increases in the Jacksons Bridge areas of less than 10mm and 70mm for the 1% and 0.1% AEP events plus 20% climate change factor, respectively.
- f) The overall impact of the proposed development is considered negligible in the context of the current flood regime at this location.
- g) The model indicates that a large portion of the subject area at Baileys Bridge including lands within the footprint of the proposed Depot are within Flood Zone A.
- h) The development results in maximum increases in flood levels of 360mm and 400mm in the Ballycaghan stream for the 1 and 0.1% AEP events, respectively though these are seen as negligible overall.
- i) Existing and post development flood extent mapping for both the Jackson Bridge and Baileys Bridge area are presented in Appendix 12 of SSFRA although comparison of flood extents is difficult.
- j) It is acknowledged at SSFRA section 5.6 that the inherent uncertainty associated with flood modelling necessitates a precautionary approach when interpreting the flood extent and flood depth mapping. In the case of a flood event exceeding the design event, the flood emergency response plans will ensure safe egress to appropriate refuge locations.
- k) The Justification Test, which is passed, is dealt with at SSFRA Section 7.
- l) At section 2A of the Justification Test it is stated that the hydraulic assessment has indicated approximately 50,000 m3 of flood waters will be displaced and the same amount of compensatory storage has been provided to mitigate this impact. Cross-sections drawings through the compensatory flood storage areas are presented at SSFRA section 13.
- m) OPW Section 50 consent for the proposed alterations to watercourses that come under their remit, including but not limited to realignments and culverts shall be in place prior to the commencement of the proposed works.
- n) Protection of the proposed flood compensation storage areas including sterilisation for planning purposes may need to be considered by the Planning Authority.
- o) Enhancement of the proposed flood risk mitigation measures outlined in the SSFRA by implementation of an early flood warning system should be considered by the project promoter.
- p) SSFRA should include a peer review by an independent, impartial, suitably qualified, competent and experienced flood risk management consulting engineer.



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Mr D H A Hall, B.E., M.I.E.I.,  
Senior Executive Engineer,  
Water Services.

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Mr I Fataallah,  
Acting Senior Engineer,  
Water Services.



**WSD SuDS Guidance Document for Larger Developments version 1.3 to be issued with WSD planning report for Dart West Railway Order. 22 September 2022.**

1. In SHDs-LRDs and other large developments including commercial, industrial, mixed use or residential developments and serviced sites with more than 10 housing units, WSD encourage the reduction of impermeable surface areas by maximising the provision of permeable paving and pervious surfacing in areas that will not be put forward for taking in charge, including house driveways (rear and side house footpaths should discharge to garden-green strip) and green, landscaped areas and rainwater recovery and reuse systems in management company controlled buildings and in larger, non-residential buildings.
2. Surface water runoff shall be processed at source and at surface level, where feasible. A risk assessment of surface storage of runoff shall be conducted especially regarding the risk of young children drowning in even shallow depths of water. Safety advice is given in CIRIA SuDS Manual Chapter 36.
3. Remaining surface water runoff shall be discharged to Sustainable Drainage Systems (SuDS) in the following structured and prioritised manner following the recommended treatment train approach:
  - a. Nature based SuDS such as constructed wetlands, retention ponds and bioretention areas for attenuation storage, road runoff should discharge directly to bioretention swales and tree trenches or smaller tree pits through gaps in roadside kerbs or without the need for any kerbs.
  - b. House runoff, including roofs should discharge in the first instance to rain gardens and-or planters.
  - c. Green and blue roofs and green living walls shall be considered for management company controlled and larger, non-residential buildings.
4. Where a clear and plausible rationale is given for excluding NB SuDS or additional treatment or storage is required, only then shall infiltration system SuDS such as unlined permeable paving-pervious surfacing, soakaways, infiltration basins, infiltration blankets or infiltration trenches, which as they are typically narrow and linear, can be used to underdrain the roadside bioretention swales or as a standalone SuDS measure.
5. Unlined gravel entrance roads-driveways are not permitted due to problems with loose gravel blocking drainage systems and causing a fall hazard.
6. Infiltration is subject to the presence of suitably permeable sub-soils and a favourable groundwater regime as evidenced by soil infiltration test results and a groundwater monitoring programme of at least 6 months duration and including at least one winter season.
7. Expert geotechnical and hydrogeological advice shall be taken in this regard.
8. Where a clear and plausible rationale is given for excluding infiltration system SuDS or additional treatment or storage is required, only then shall filtration system SuDS such as lined permeable paving, filter strips and filter drains, which as they are typically narrow and linear, can be used to underdrain the roadside bioretention swales where infiltration is not feasible or as a standalone SuDS measure.
9. Lined gravel entrance roads or driveways are not permitted as item 5 above.
10. Finally, where a clear and plausible rationale is given for excluding filtration system SuDS or additional treatment or storage is required, only then shall detention system SuDS such as detention basins, underground, lined attenuation storage structures and rainwater butts at houses, be considered.

11. Typically, nature based and infiltration system SuDS do not discharge runoff a watercourse or dedicated surface water piped drainage network except from an overflow to cater for SuDS failure or design exceedance events. Filtration and detention system SuDS do ordinarily discharge runoff to either a watercourse or piped network.
12. SuDS overflows and outfall pipes shall discharge to the nearest available watercourse or dedicated surface water drainage piped network.
13. The environmental considerations of discharging runoff to watercourses, piped networks or to ground shall be addressed in the drainage design for the development.
14. A SuDS strategy for SHDs-LRDs and other larger developments based on the above, shall be devised by a multi-disciplinary design team consisting of geotechnical engineers, hydrogeologists, landscape architects, ecologists and arboriculturalists and agreed with the Water Services department prior to the submission of a planning application.
15. Sustainable Drainage Systems (SuDS) should where feasible form part of the public open space provision and must in line with CDP Open Spaces Strategy:
  - a. contribute in a significant and positive way to the design and quality of open space,
  - b. enhance biodiversity and amenity value, and link with the existing Green Infrastructure network in the settlement.
  - c. provide an open space benefit even when holding surface water (for example ponds and wetlands),
  - d. be readily available for use in most weather conditions,
  - e. be accessible and usable, and
  - f. be designed by a multi-disciplinary team (to include a drainage engineer, ecologist, arborist, landscape architect etc.) as part of the overall project.
16. SuDS which form part of public open space provision will be assessed on a case-by-case basis by the planning authority, having regard to site specific conditions and the quality of design.
17. Culverting entire drains and streams will generally be prohibited; interference with natural drainage systems is to be minimised and the Council will explore opportunities to carry out watercourse restoration projects and to remove culverted drainage systems in favour of open, natural drainage systems.'
18. Stage 1, 2 and Stage 3 Surface Water Audits will be submitted addressing relevant drainage design issues.
19. A climate change factor of 30% and 10% urban creep factor should be considered for application in SuDS and drainage designs.
20. KCC will facilitate the development of nature based Sustainable Urban Drainage Systems, including the retrofitting of SuDS in established urban areas.
21. Underground tanks and storage systems will only be accepted in line with an agreed SuDS strategy for a residential development, which should complement the development open space strategy and large non-residential developments.



**Mr D H A Hall, B.E., M.I.E.I.,**  
**Senior Executive Engineer,**  
**Water Services.**

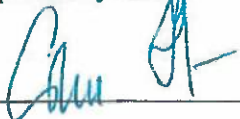
**Reference Number:**      **Dart + West Railway Order 2022**

**Public Consultation Stage - Environment Section Report**

**Name of applicant:** CIE

1. In accordance with the National Waste Management Plan for a Circular Economy, the Applicant will need to ensure that the scheme is designed, planned, procured, built and maintained in accordance with the *"EPA Best Practice Guidelines for the Preparation of Resource and Waste Management Plans for C&D Projects (2021)"* in terms of Tier 2 type projects. For this stage of the project, applicant should be required to provide a report to demonstrate clearly their proposals regarding the "designing out" of waste in terms of the following:
  - Reuse and recycling of existing onsite materials,
  - Minimisation of materials needed for importation for the purposes of construction,
  - Green procurement,
  - Off-site construction, and
  - Material optimisation.
2. Applicant should be asked to clarify their proposals regarding the incorporation of Nature Based SuDS into the proposed surface water management plans both for the rail works themselves as well as for the proposed compounds in terms of:
  - Swales,
  - Porous paving (roads and pathways),
  - Tree pits,
  - Rain gardens,
  - Roof gardens,
  - etc
3. Applicant will need to clarify their intention in terms of possible raising ground in any significant way as part of the proposed development works. If so, they need to clarify their proposals regarding regularising this in accordance with Section 39 of the Waste Management Act.
4. It is noted that the proposed development will impact significantly on ground and surface waters along the entire length of the scheme. Applicant will need to prepare a preliminary Construction Stage Surface Water Protection Plan in accordance with the 2016 IFI Guidelines, and ensure that all construction works are planned and delivered in strict accordance with the agreed plan.
5. It is noted that there will be significant noise generated by this project which will impact on local communities. Applicant will be required to carry out a detailed noise impact assessment along the entire scheme, identify Noise Sensitive Locations, engage with householders and businesses who will be affected, agree appropriate noise mitigation and reduction measures, and ensure that noise levels are maintained within normal construction-stage and operational stages at all times in accordance with Section 7 of the Kildare County Development Plan.

Approved by SEE:

 SEE

Date:

12/9/2022\_\_\_\_\_

Our Ref: 20-323/08 L2

***By Email only***

Mr. Eoghan Lynch,  
Kildare County Council,  
Aras Chill Dara,  
Devoy Park,  
Naas, Co. Kildare

26<sup>th</sup> October 2022

**Re: Conservation Architect's comments on DART+ West Railway Order Application**

Dear Eoghan,

I have reviewed the relevant sections of the DART+ West Extension Railway Order Application and note my comments on the conservation and built heritage concerns arising:

**1. Built heritage context for the proposed development**

The DART+ West extension is an important infrastructural project that will provide much-needed improvements in public transport connectivity between the central Dublin and the north part of County Kildare. The project is challenging, involving the electrification and upgrading of the existing Dublin to Maynooth railway line. The existing railway line, which was constructed in the mid-nineteenth century, runs parallel to the Royal Canal. These two historic transport routes form a corridor of high built heritage significance. The nineteenth century stone road bridges over the railway line continued the architectural form, detailing, and materials, of the earlier eighteenth century canal bridges that they abut. Consequently, these railway bridges are integral to the character and setting of both the railway line and the Royal Canal.

The proposed upgrading of the Dublin to Maynooth line will involve the introduction of overhead electric cables along the entire railway line. This will require an increased clearance at the point where the railway line passes under the existing road bridges. Measures are required to prevent pedestrians passing over the road bridge from coming into contact with the electric cables, which will require a barrier of c.1.8 metres along the edge of the road carriageway and/or the introduction of a projecting shelf over the power lines from the face of the bridge. The existing parapet height on the subject bridges is in the region of 900mm.

The proposed modifications to the railway bridges are significant and have potential to cause very significant negative impacts on the railway bridges, on the earlier canal bridges that they abut, and on the wider character and setting of the Royal Canal, which is an amenity of the highest heritage value. It is therefore imperative that appropriate conservation expertise and a high degree of care is engaged to ensure that modifications and interventions to these bridges are kept to a minimum and involve a low visual and physical impact on the setting of the Royal Canal.

The holding of a co-ordination meeting between the Dart+ West team and the Architectural Conservation Officers of the affected local authorities was a very welcome aspect of the consultation process for the Dart+ West Project. While there were differences between the more urban setting of the railway line to the east and the predominantly rural character of the route through County Kildare, a number of shared areas of concern were identified – particularly in relation to the avoidable demolition of significant bridges and unresolved details on the proposed parapet installations. It is regrettable that follow-up meetings did not take place to address these issues.



## 2. Proposed works to Jackson Bridge

The multi-arch Jackson Bridge, to the west of Maynooth, is a protected structure and was identified as having insufficient arch clearance to accommodate overhead power lines at initial presentations to Kildare County Council in September 2020. The difficulties at this bridge are exacerbated by the requirement to have additional railway lines to serve the proposed railway depot, a short distance to the west, and by flooding concerns. The submitted proposal, which emerged after a number of alternative options were considered, is for the railway line to by-pass Jackson Bridge to the south. This will require the construction of a new road bridge over the canal (to the west). Jackson Bridge will be retained with the railway line below being decommissioned. While this solution is welcome, a number of issues are not fully resolved in the submitted design. It is recommended that the Railway Order should require the following details of the design be submitted for review and agreement with Kildare County Council:

- a) The permitted design should facilitate continued local access to Jackson Bridge and should make provision for the road carriageway on the bridge to be maintained. The application documents do not describe how this will be achieved.
- b) The permitted design should include proposals for the presentation of the disused railway line under the bridge, including details of maintenance arrangements to ensure that the nineteenth century railway line remains visible and does not become overgrown.
- c) While it is welcome that the submitted design of the proposed new road bridge over the Royal Canal, to the west of Jackson Bridge, shows this new bridge as being perpendicular to the canal at its crossing, the aesthetics and visual character of this new bridge does not respond to the highly sensitive receiving environment of the Royal Canal (refer to EIAR Vol. 3B, View Location 40). The details submitted of this bridge are very limited and suggest that the proposed bridge will be a basic concrete flyover. This design, if constructed, will have a very significant and avoidable negative visual impact on the setting of the Royal Canal, which is an important historic and recreational amenity within North County Kildare. There is considerable scope to reduce the visual impact of this bridge through high quality design. A detailed design that responds more appropriately to the highly sensitive setting of the Royal Canal is required.

## 3. Proposed works to Cope Bridge (OBG 14)

Cope Bridge comprises a stone road bridge, which runs over the railway line a short distance to the north of Leixlip town centre. The bridge abuts an earlier eighteenth century canal bridge and is of the same architectural quality and significance as the other intact railway and canal bridges along the route of the railway line. Cope Bridge was not included in the National Inventory of Architectural Heritage (NIAH) survey for County Kildare. It should be noted that the NIAH Survey is a non-exhaustive record of the county and there are many significant structures in Kildare that are not covered by the survey.

The significance of Cope Bridge is highlighted in the EIAR submitted by Irish Rail as part of the Dart+ West Railway Order Application. National good conservation practice, as set out in the *Architectural Heritage Protection Guidelines for Planning Authorities* (2011), indicates that the demolition of a structure of this significance should only be considered if there are no other alternatives. During the consultations held over the past 24 months, Kildare County Council has consistently requested that all alternative options needed to be fully explored before the demolition and reconstruction of the bridge was accepted as the only viable option.

The submitted assessment of options for Cope Bridge in both the EIAR and the accompanying Architectural Heritage Impact Assessment by Blackwood Associates (Appendix A27.7) is inadequate. These reports conclude that the demolition of Cope Bridge is the only viable option without fully exploring the option of lowering the track so that the bridge can be retained. The EIAR states that the disruption to railway users and operations arising from the track lowering option would be 'significant along the length of the Maynooth line'. No information is provided on the extent of additional disruption involved relative to the disruption that will, in any event, occur during the removal and reconstruction of Cope Bridge (as set out in the preferred option) and the Dart+ West works along this stretch of line. There are numerous precedents where Irish Rail have been able to carry out significant comparable track alteration works on twin track sections of railway line with managed phased disruption to rail users. It should be noted that both the railway line and the canal were historically constructed at an



artificially high level relative to the surrounding countryside. The EIAR acknowledges this noting that a viable gravity drainage solution could be installed to mitigate the risk of the track flooding arising from any lowering the tracks. The report then continues that the risk of the tracks flooding remains a concern which could have long term operational impacts for the DART+ West project, without presenting any supporting evidence. Reference is made to impacts on local residents during construction 'due to the proximity of the works to residential properties' without setting out how those impacts would be any worse than under the preferred option where the bridge is to be fully demolished and reconstructed. The traffic impacts of the prolonged closure of this strategically important bridge to pedestrian and road users, which could be avoided through track lowering, are not discussed.

The proposed demolition of Cope Bridge will result in the complete and irreversible loss of a nineteenth century stone railway bridge of considerable architectural and engineering significance, as acknowledged in both the EIAR and the Blackwood Associates AHIA report. The demolition of this bridge can and should be avoided by lowering the track. It is recommended that the Railway Order should require that revised design proposals based on the retention of the stone arch railway bridge and a lowering of the track at Cope Bridge be submitted for review and agreement with Kildare County Council.

**4. Proposed works to stone parapets of all road bridges across the railway line**

The requirement to make adjustments to the parapet of the road bridges that cross the railway line is accepted. A number of options were presented during consultations with Kildare County Council. The involvement of a RIAI Grade 1 Conservation Architect in the later presentations on this item has been welcome.

The submitted 3D view of the parapet treatments to Louisa Bridge and Pike Bridge do not adequately describe the materials and fixing details of the proposed parapet installations in these locations. Quite simply, insufficient information has been submitted to allow permission for these changes. The Dart+ West project appears to have adopted a shared design approach and aesthetic to the raising of the parapets of all bridges along the route of the line – regardless of whether they are in an urban (inner city) or rural location. Limited information is provided on the materials to be used and the physical impact of fixings into the historic fabric of the bridges. Pike Bridge is in a highly sensitive rural location and is directly visible from the main public gates to Carton House and demesne. I am particularly concerned that the proposed alterations to the parapet of Pike Bridge are not adequately described in the application documents.

It is recommended that the Railway Order should require that detailed design proposals for the proposed parapet alterations to Louisa Bridge and Pike Bridge be submitted for review and agreement with Kildare County Council. The detailed parapet designs should take account of the particular context of both bridges and should have particular regard for the intact rural surroundings of Pike Bridge. The fixing details for these parapet installations and the maintenance regime required to maintain the proposed parapets in good visual condition should be fully described

Please do not hesitate to contact me if you need to discuss any aspect of this letter.

Yours sincerely,



Michael O'Boyle B.ARCH MUBC FRIAI  
RIAI Grade 1 Conservation Architect  
MICHAEL O'BOYLE ARCHITECTURE + CONSERVATION

## Submission from Forward Planning Section: DART+ West Rail Order

### **Context**

The DART+ West Project has long been identified as one of the key determinants for growth in north Kildare and across the broader MASP area.

It is critical to enable the delivery of a sustainable, infrastructure-led development strategy for the north-east of County Kildare and the wider Dublin Metropolitan Area, as provided for through the National Planning Framework, the growth objectives outlined in the Regional Spatial and Economic Strategy and the policies and objectives of the Kildare County Development Plan 2017-23 and draft CDP 2023-2029. A reliable and frequent rail service, with greater capacity for the settlements of Leixlip and Maynooth, will support the achievement of critical mass and compact growth.

The expedition of DART + services will ensure:

- Maynooth can effectively fulfil its role as a Metropolitan Key Town, and act as a driver for local and regional economic growth.
- Strategic land banks in Leixlip at Collinstown and Confey, which are identified in the MASP as strategic employment and strategic residential sites, can be effectively brought forward.

### **Maynooth**

#### Growth Strategy

As a designated 'Metropolitan Key Town' under the RSES, Maynooth is the subject of ambitious population and employment growth targets over the medium term. In addition to receiving population growth allocations under the respective core strategies of the County Kildare and County Meath Development Plans, Maynooth has under the provisions of National Policy Objective (NPO) 68<sup>1</sup> received a further allocation of up to 10,000 persons in the period to 2031<sup>2</sup>. This growth was allocated on the premise that it will take the form of compact growth along high capacity planned or existing public transport corridors.

The Dublin Metropolitan Area Strategy Plan (MASP) identifies Maynooth as being located on the *North-West Corridor* within the Dublin Metropolitan Area. The aim of such corridors is to focus the development of sustainable compact communities along high quality public transport routes, providing people with increased housing choice along with improved access to services, amenities and economic opportunities, in locations to the north, northwest and southwest of the town, as well as to the west of the University (as identified in the RSES). Such development must be delivered along high capacity public transport routes such as the rail line.

#### Train Station

The National Transport Authority's (NTA's) Draft Greater Dublin Area Transport Strategy 2022–2042 provides for a second railway station to be developed to the west of Maynooth (*Measure RAIL6 – New Rail Stations*) in order to serve the aforementioned new growth areas of the town. Whilst it is acknowledged that the delivery of the second railway station does not form part of this railway order, it is critical that this crucial piece of infrastructure for the town be progressed by Irish Rail in

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<sup>1</sup> NPO 68 notes that this will be subject to the following conditions: Any relocated growth being in the form of compact development, such as infill or a sustainable urban extension; Any relocated growth being served by high capacity public transport and or related to significant employment provision; and National Policy Objective 9, as set out in Chapter 4 of NPF (relating to settlements identified for significant growth).

<sup>2</sup> The Eastern and Midland Regional Assembly (EMRA) has, in consultation with the MASP Implementation Group (July 2020), allocated this additional population growth target as provided for under NPO 68.

tandem with the development of DART+ West programme of works so that they can be completed simultaneously. In relation to the existing train station, public realm improvements should also be progressed at this time. This 'do minimum' approach is disappointing, especially given Maynooth's designation as a Key Town in the Regional Spatial and Economic Strategy and the Train Station's exceptionally advantageous location adjacent to the town centre.

#### Maynooth & Environs Local Area Plan 2024-2030

Kildare County Council, in conjunction with Meath County Council, have commenced the preparation of a new Maynooth and Environs Joint Local Area Plan 2024-2030. Under Objective RPO 4.35 of the RSES this Plan must, inter alia, identify strategic housing and employment development areas and infrastructure investment requirements, including transport infrastructure, and promote greater co-ordination and sequential delivery of serviced lands for development. As part of the plan-making process, a pre-draft public consultation exercise is taking place over a six-week period from 30<sup>th</sup> September to 11<sup>th</sup> November 2022 inclusive. Kildare County Council invites Irish Rail to make a submission to the pre-draft issues paper and enter into wider engagement with the planning authority during the plan-making process to ensure that provisions relating to delivery of both DART+ West and the second train station in Maynooth are fully integrated into the Joint Local Area Plan.

#### Leixlip: Collinstown and Confey Strategic Development lands

##### Growth Strategy

As a designated 'Self-Sustaining Growth Town' in the Kildare County Development Plan 2017-2023 (and Draft CDP 2023-2029), Leixlip is identified in both the settlement strategy and economic strategy for the county, to attract jobs, services and housing development. Furthermore, the policies and objectives of the Leixlip Local Area Plan 2020-2023 (LAP) supports and facilitates the delivery of the DART+ West expansion project and supports the preparation of Masterplans to:

- Guide the delivery of the Collinstown land bank (Objective COL 1.1) as a location for strategic employment supported by a new rail station and park and ride facilities
- Guide the delivery of Confey (Objective CON 1.1) as a location for strategic residential development.

##### Collinstown

The development of the Collinstown land bank, which extends to 59.6 hectares, as a site for Strategic Employment Development will provide Leixlip with employment opportunities to meet the population increases experienced in Kildare and adjoining counties, as well as contributing to the regional growth and economic development of the wider Metropolitan Area.

The successful development of the strategic employment lands at Collinstown is stymied by the omission of a new rail station, which is a specific requirement of the National Transport Authority's (NTAs) Draft Greater Dublin Area Transport Strategy 2022-2042, which provides for a new rail station west of Louisa Bridge (Measure Rail 6 - New Rail Stations). This will also impede the development of the rail-based Park and Ride facility on the lands, which is also a specific requirement of the Transport Strategy (Measure INT3 – Park and Ride).

The Railway Order application proposes that the existing Blakestown level crossing on the L81206 local road, which runs along the north-west boundary of the Collinstown lands, will be permanently closed. Alternative infrastructure is not proposed at this location, unlike the five other level crossing located on the line between Spencer Dock and Maynooth/Dunboyne. A proposed pedestrian/cycle bridge over the canal and rail line at Collinstown is shown in Map 1 (Leixlip Transport Map) of the

Leixlip LAP to facilitate the development of new pedestrian/cycle links across the canal and railway line to improve access and permeability to the lands north and south of the railway line.

There is no proposal to build a rail station to service the Collinstown lands as part of the Railway Order, which means that this regionally designated strategic land bank will have impermeable rail line dissecting a substantial portion of the lands at the northern portion of the site, with no access to the Royal Canal Greenway. This prevents sustainable active travel linkages to allow people walk and/or cycle from the nearby Intel Business campus (4,500 employees) and extensive residential development at Easton and Leixlip Gate.

The successful development of the strategic employment lands at Collinstown is stymied by the decision to permanently close the Blakestown level crossing without the provision of alternative infrastructure to facilitate north/south connections, as illustrated in Map 1 of the LAP.

#### Confey

This strategic greenfield land bank near Confey station has been identified for residential development with capacity for development of approximately 1,800 units on a phased basis, to be informed by a Masterplan. The successful delivery of the Confey strategic residential development is predicated on improved access to Confey Station and the upgrade of Cope Bridge, which is the only north/south access link between Confey and the town centre.

While the Railway Order application provides for works to Cope Bridge and the provision of cycle and pedestrian bridges flanking the bridge, the Leixlip Strategic Transportation Assessment proposes that two additional footbridges be installed east and west across the Royal Canal and railway line. The additional footbridges will serve to enhance north-south connectivity and overall permeability between existing estates, the Royal Canal Greenway and the Confey lands to the north, thus promoting active travel measures and permeability in accordance with Objective MT1.5 and Map 1 of the LAP (see below).

Irish Rail are urged to use this opportunity to enhance the amenity value of existing and proposed residential areas by incorporating two additional footbridges across the DART+ West rail line and Royal Canal at Confey as part of the final Railway Order or, alternatively, progressing the proposal as part of a separate project to be delivered in tandem with the DART+ West expansion project for the Leixlip area.

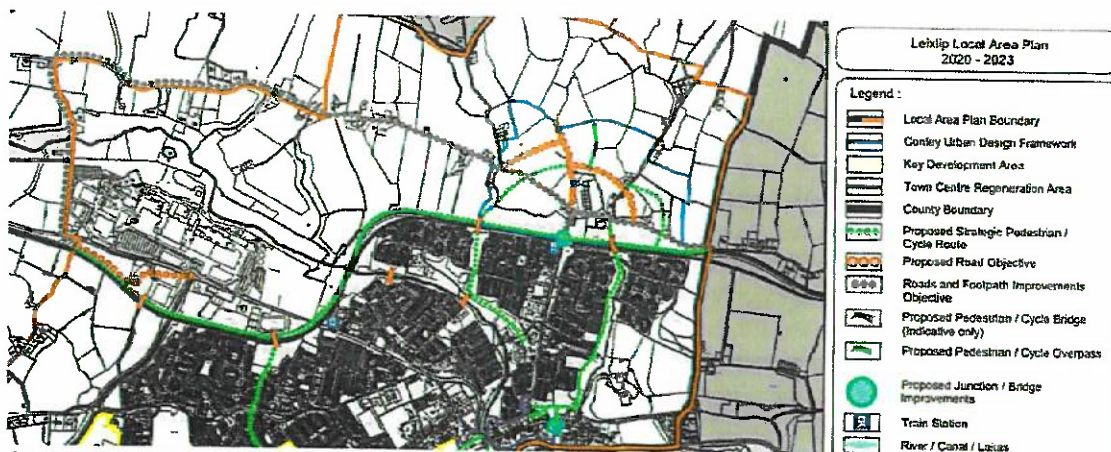
#### **Recommendations**

1. The new train station in Maynooth is a crucial piece of infrastructure for this Key Metropolitan town and it should be progressed in tandem with the development of DART+ West. Due to the proposed location of the depot to the west of the town, along with the proposed flood compensatory storage areas directly adjacent to the rail line, the potential site of a second train station is now quite restricted. It is critical that the Applicant engage with key stakeholders, including Kildare County Council, the National Transport Authority and affected landowners, in order to provide clarity on the new train station's location. Note: Pre-draft public consultation on the Maynooth & Environs Joint Local Area Plan is underway from the 30<sup>th</sup> September to 11<sup>th</sup> November 2022.
2. It is noted that works at the existing Maynooth Train Station relate solely to the delivery of DART services and that, unlike the works at Connolly Station and the new station in Spencer Dock, there are no proposals to enhance the public realm or better integrate the station with its immediate surroundings. This is a lost opportunity to better integrate the station



with its surroundings, particularly the Canal Harbour, located to the immediate north of the railway line, which has been designated as a regeneration area in the RSES. The Applicant should be requested to incorporate the necessary public realm improvements into the final approved Railway Order scheme.

3. The planned new train station in Leixlip (west of Confey) is a crucial piece of infrastructure to enable the development of the strategic employment lands at Collinstown. The Applicant is urged to progress the delivery of a train station in tandem with the development of the DART+ West project in order to 'unlock' the potential of these lands and the delivery of a park and ride facility in order to achieve Objectives Col 1.1, MT2.7 and MT2.8 of the Leixlip Local Area Plan 2020-2023.
4. The proposal to permanently close the Blakestown level crossing without providing alternative infrastructure over the rail line at this location is of concern. This will sever the main body of the Collinstown Strategic Employment lands south of the rail line from the established business and enterprise lands north of the rail line. There will be prejudicial impacts in this regard, preventing active travel measures in a north-south direction. The closure will also sever the lands south of the rail line from the Royal Canal Greenway amenity area. The Applicant is urged to incorporate infrastructure to enable north-south permeability and connectivity to facilitate active travel measures into the final approved design in accordance with Objective MT1.7 and Map 1 (Leixlip Transport Map) of the Leixlip Local Area Plan 2020-2023.
5. The Leixlip Local Area Plan 2020-2023 includes policies and objectives to support two additional footbridges across the Royal Canal and rail line at locations east and west of Cope Bridge to enhance north-south permeability between the Confey lands (zoned for strategic residential development) and residential estates south of the rail line that will also serve to improve connections between the said estates and the Royal Canal Greenway. The Applicant is urged to incorporate infrastructure to enable north-south permeability and connectivity to facilitate active travel measures into the final approved Railway Order, which is a specific objective of the Leixlip Local Area Plan 2020-2023 (Objective MT1.5).



Map 1: Excerpt from Map 1 of Leixlip Local Area Plan 2020-2023 showing indicative locations of proposed Pedestrian/Cycle Bridges crossing the Royal Canal and the railway line at Collinstown and Confey.