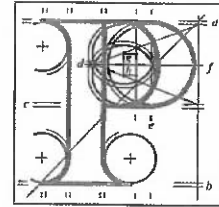


Our Case Number: ABP-314232-22

Your Reference: Pairc an Chrocaigh Teoranta



**An
Bord
Pleanála**

SSA Architects
42 Haddington Road
Dublin 4
D04 V226

Date: 12 October 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. A receipt for the fee lodged is enclosed.

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

Please be advised that copies of all submissions / observations received in relation to the application will be made available for public inspection at the offices of the relevant County Councils and at the offices of An Bord Pleanála when they have been processed by the Board.

More detailed information in relation to strategic infrastructure development can be viewed on the Board's website: 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

Teil	Tel	(01) 858 8100
Glaao Áitiúil	LoCall	1890 275 175
Facs	Fax	(01) 872 2684
Láithreán Gréasáin	Website	www.pleanala.ie
Ríomhphost	Email	bord@pleanala.ie

64 Sráid Maoilbhríde Baile Átha Cliath 1 D01 V902	64 Marlborough Street Dublin 1 D01 V902
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An Bord Pleanála
64 Marlborough Street
Dublin 1
D01 V902

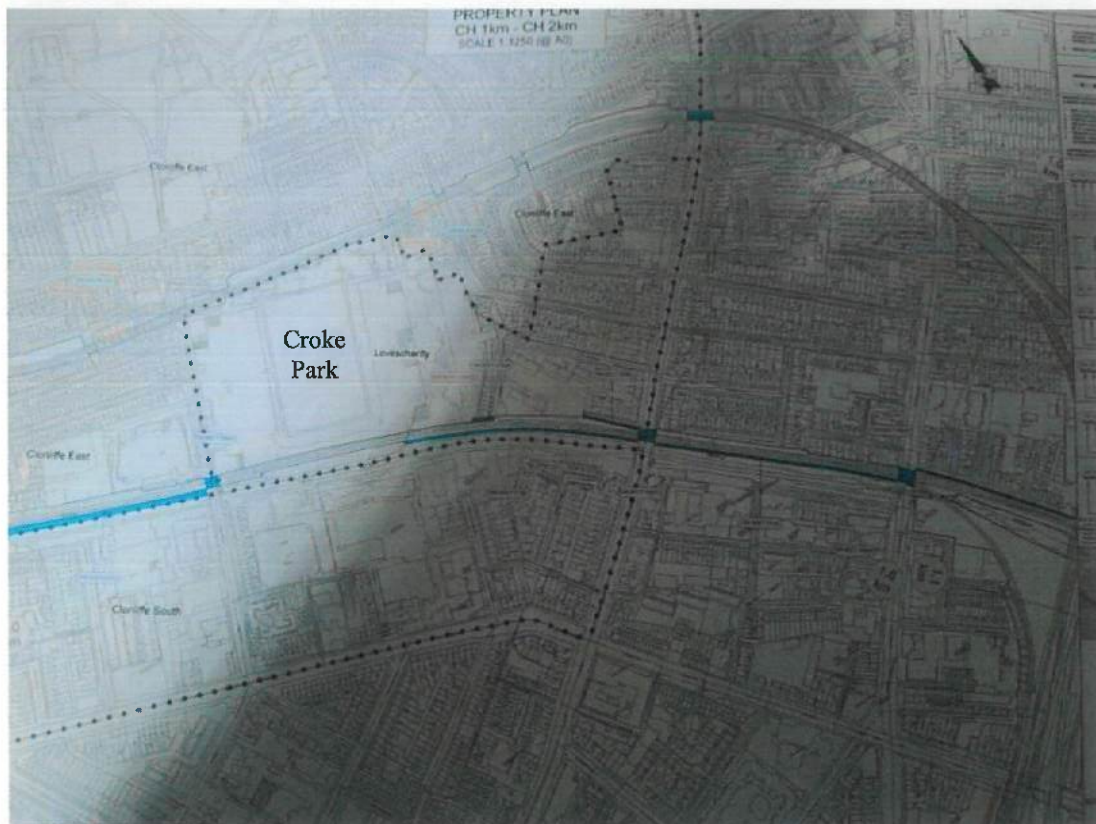
15 September 2022

Re: DART + West Electrified Railway Order 2022
Third Party Observation ref. CIE / Irish Rail works to railway tracks
around Croke Park
Ref. No. 314232

Dear Sir / Madam;

On behalf of our client Páirc an Chrocaigh Teoranta of Croke Park Stadium, Jones Road, Dublin 3, SSA Architects (agent) of 42 Haddington Road, Dublin 4, wish to make the following observations in relation to the proposed CIE/Irish Rail works upgrade the 2 railway lines from a new Spencer Dock station to beyond Maynooth.

We note that the extent of the proposed works will take place around Croke Park Stadium.



Extent of works to environs of Croke Park

Directors: Shane Santry B.A. (Hons) Arch. Dip. Arch. MRIAI. Dip. Arb. FCI Arb.
Dr. S. FitzGerald. Lee Connolly MRIAI
Associates: Alan Davis BSc. Arch. Tech. Kieran Murphy BSc. Arch. Tech.

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These works intend to upgrade the existing track to the north and south of the stadium to allow for electrification as well realigning of tracks and the lowering of some of the railway levels. This will involve the introduction of new overhead electrical lines supported on mini pylons located within the CIE curtilage to both the north and south railway lines passing the stadium. These pylons will have a small visual impact on the stadium environs.

The existing southern railway line under Ballybough Bridge will lowered by approximately 150-300mm below the existing track level.

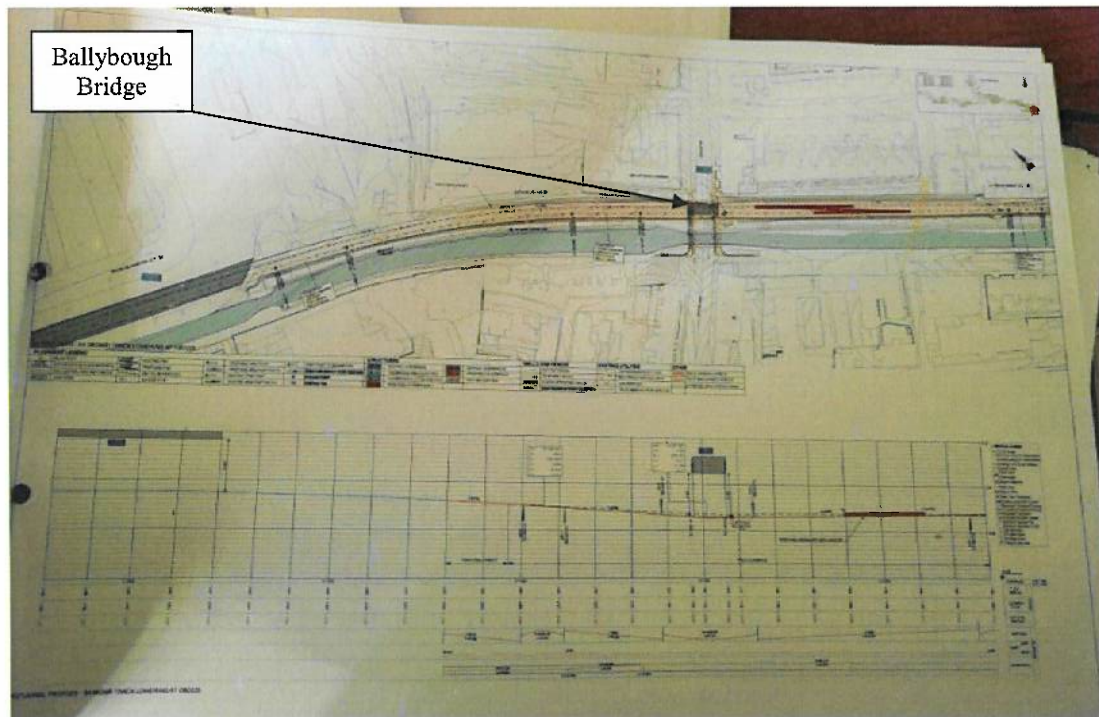


Illustration of Works - Ballybough Bridge

The same railway line under Russell Street Bridge will be reduced by approximately 240mm. This will also involve the realigning of the tracks under the Davin Stand and on the track south of the Hotel.

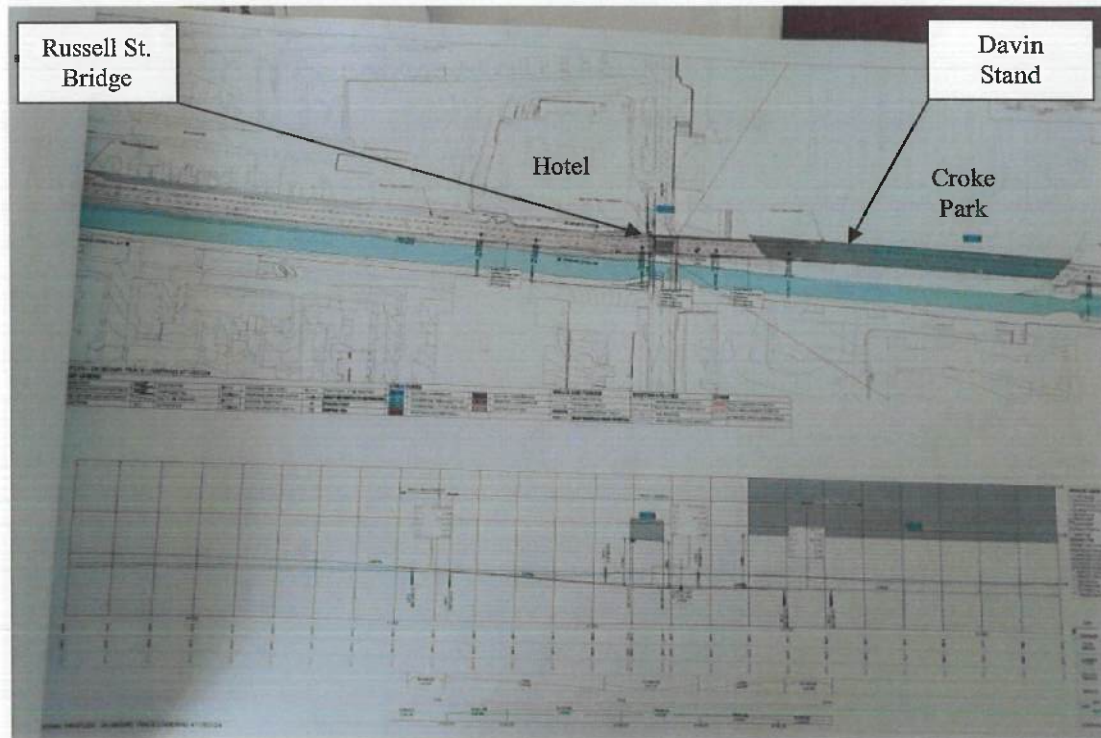
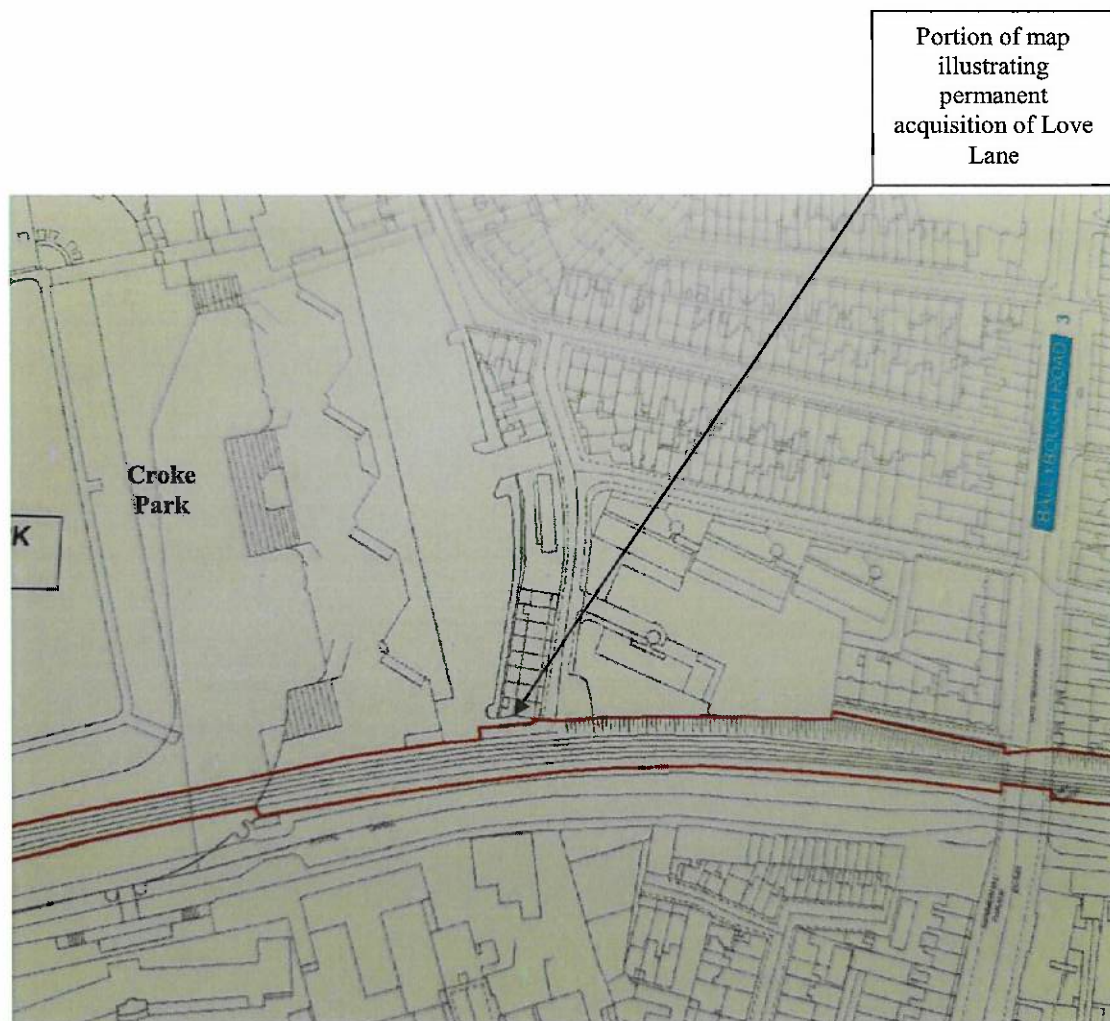


Illustration of Works – Russell Street Bridge

In addition, some improvements to railway boundaries are planned. One of these is marked on Drawing DW003 as being for temporary acquisition. This will involve the temporary land acquisition in and around the stadium at Love Lane. To allow the raising of the wall at Love Lane through a means of concrete block or concrete extension elements. The technical details on this were not part of the file and therefore, no further comment can be provided at this stage.

There is some confusion in that one description of the works talks about a temporary acquisition of the Love Lane area in order to facilitate reinforcement of the boundary treatment. However, a further drawing (LAN15102) illustrates a permanent boundary extended beyond the Love Lane area. I suspect that the latter is an error but nonetheless this needs to be confirmed with CIE.



Extract – LAN15102

The lowering of the track is marginal in terms of the direct impact on the stadium in that this varies from 150mm at Ballybough Bridge to 240mm reduction at Russell Street Bridge. The tracks are also to be realigned under the Davin Stand and the hotel. However, our opinion is that these are marginal changes which will not directly impact the stadium.

The phasing of the works will be critical in that any acquisition, either temporary or otherwise of Love Lane, will have an impact on the operations of the stadium in terms of events. Likewise, the closure of Russell Street Bridge will be an issue relative to stadium and hotel events.

Summary

The first issue is the timing of the construction in that the occupation of Love Lane may pose difficulties for event days within the stadium. Likewise, any closure of Russell Street Bridge or Ballybough Bridge may involve disruption to match days and other events occurring in and around the stadium. At present, there is no information in relation to these aspects and confirmation should be sought.

A second issue relates to the question of whether there is a permanent or temporary acquisition of Love Lane.

We would strongly suggest engagement between CIE and our client to ensure that there is minimal disruption to both the proposed railway works and to the stadium.

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We trust this is in order.

Yours faithfully,

A handwritten signature in blue ink, appearing to read 'Shane Santry', written over a horizontal line.

Shane Santry
SSA Architects