



An
Bord
Pleanála

Memorandum ABP 316119-23

To: Board
From: Pauline Fitzpatrick
Re: Oral Hearing Recommendation for application under Section 37 of the
Transport (Railway Infrastructure) Act, 2001, as amended.
Date: 26th October 2023

Introduction

The proposed development is being progressed by way of an application for a Railway Order under the Transport (Railway Infrastructure) Act 2001, as amended. As required by section 37(3) of the Act the application is accompanied by a draft proposed order, a plan of the proposed works and a book of reference.

Project Description

CIE is seeking approval to carry out railway works to enable the construction and improvement of the railway between Hazelhatch and Celbridge Station to Heuston Station on the Cork mainline, and between Heuston Station to Glasnevin via the Phoenix Park Tunnel Branch Line. The total length of the proposed development is approx. 20km comprising c.16km of the Cork mainline and c.4km of the Phoenix Park Tunnel Branch Line.

The Dart+ South West project aims to improve train services by increasing train fleet and operating capacity by implementing an electrified railway network to accommodate higher capacity DART trains, increasing the frequency of trains, providing four tracking between Park West and Cherry Orchard station and Heuston Station, and providing a new station at Heuston West (location of existing platform

10 at Heuston Station). The project will increase the train capacity from the current 12 trains per hour per direction to 23 trains per hour per direction. This will increase passenger capacity from the current peak capacity of approx. 5000 passengers per hour per direction to approx. 20,000 passengers per hour per direction.

The project will require modernisation and modifications to the existing railway line including:

- Widening of the railway corridor and completion of four tracking between Park West and Cherry Orchard Station and Heuston Station. In this regard a continuous four track layout along the Cork Mainline from Hazelhatch to Heuston, comprising two Slow electrified lines (northern track) and two Fast non-electrified lines will be provided.
- Track lowering to achieve the required vertical clearance under bridges to accommodate the Overhead Line Equipment (OHLE).
- New/additional crossovers (when a train switches from one track to another across points) to accommodate the new operational model;
- Sidings modifications at Inchicore Works, to allow continuity of the operation
- Track geometry improvements (within the current corridor's limits) to remove existing speed restrictions, and;
- Suitable and safe access for the rail maintenance teams.

Works include replacement/upgrading of 6 no. bridges, modifications to parapets of existing bridges, provision of retaining walls and soil anchors, substations, signalling and telecommunications infrastructure and drainage.

Passive provision is to be made for potential future stations at Kylesmore and Cabra including track alignments and other infrastructure.

Lands are proposed to be acquired both permanently and temporarily in addition to acquisition of substratum to facilitate the works.

A total agricultural land-take of 0.348 ha., including temporary land-take and easements, is proposed. Non-agricultural land-take will total 24.15 ha of which temporary land take will be 15.23 ha (including temporary road and right of way closures). Permanent land-take will be required to provide sub-stations, some overhead line infrastructure, retaining walls, track widening, bridges and soil nailing

for anchors. This equates to 8.92 ha consisting of residential and commercial land, public road, substratum land take and rights of way.

A construction period of 4 years (50 months) is anticipated.

The application is accompanied by an Environmental Impact Assessment Report and Natura Impact Statement.

Submissions

A total of 120 submissions have been received including 6 no. from planning authorities and prescribed bodies.

Appendices 1 and 2 provide a summary of the 114 submissions received from observers/objectors. A summary note is provided where land and/or substratum is being acquired or temporary possession of land is proposed. Where provided in the Book of Reference, the purpose of the acquisition is detailed. The 6 no. submissions from planning authorities and prescribed bodies are summarised in Appendix 3.

40 no. have either requested an oral hearing or stated their wish to be heard at an oral hearing should one be convened.

In relation to the content of the submissions from observers/objectors the commonality of many of the issues raised is noted. It is also noted that the submissions are, in the main, grouped in certain areas along the train line namely Parkwest, Ballyfermot, Inchicore/Kilmainham, Cabra and Glasnevin. The Board is advised that the submissions in Appendix 1 are grouped by location for ease of reference.

The issues arising include:

- Concerns that the temporary and permanent acquisition of lands has the potential to adversely impact the operation and trading capacity of existing businesses.
- Concerns that the temporary and permanent acquisition of lands has the potential to adversely impact on the residential amenities of dwellings.
- Consequences of substratum CPO and impact of soil anchoring/soil nailing on property rights and structural integrity of properties.

- Impact of retaining wall construction on rear gardens.
- Impact on residential amenities from increased noise and vibration during both construction and operational phases, including from night time works.
- Vegetation removal resulting in loss of privacy
- Need for before and after property condition surveys.
- Health implications including concerns regarding the OHLE and EMF radiation.
- Overbearing impact and reduction in privacy from the proposed bridge reconstruction at the Khyber Pass with alternatives available.
- Absence of train stations at Cabra and Ballyfermot in the proposed development.
- Impact on wildlife
- Rodent control
- Insufficient communications and need for establishment of a community forum.
- Accessibility of documentation and lack of ease of understanding.
- Incorrect details provided in Book of Reference.

Prescribed Bodies

Dublin City Council

A summary of the submission is provided in Appendix 3 and includes comments from various internal departments/sections including Environment, Transportation, Conservation and Heritage, Housing, Architect, Archaeology and Air Quality Monitoring and Noise Control. In summary, whilst specific aspects are raised for clarification/elaboration, the Council is in favour of the proposed development.

South Dublin County Council

A summary of the submission is provided in Appendix 3 and includes comments from various internal departments/sections including Development Management, Forward Planning and Delivery, City Edge Project Team and Water and Environment. It is supportive of the proposed development. Issues raised (not exhaustive) relate to transport integration, access, services and additional station provision.

Kildare County Council

A summary of the submission is provided in Appendix 3 and includes comments from various internal departments/sections including Transportation and Public Safety, Parks, Architectural Conservation, Heritage, Environment and Water Services. It is supportive of the proposed development. Issues raised relate to provision of additional, architectural heritage and invasive species management.

Department of Housing, Local Government and Heritage

A summary of the submission is provided in Appendix 3 and addresses archaeological and cultural heritage requirements and biodiversity.

Geological Survey of Ireland

A summary of the submission is provided in Appendix 3.

Transport Infrastructure Ireland

A summary of the submission is provided in Appendix 3 in which concerns regarding the interaction of the proposal with the national road and light rail (LUAS) networks are raised.

Applicant's Response

The Board invited the applicant to make a submission on the observations received. The detailed submission received provides a response to each observation. The applicant advises that an amended Book of Reference to address any updated ownership information can be made in advance of a decision being made.

Recommendation

I have examined all of the submissions, Irish Rail's response to the submissions and the documentation submitted with the application and I have considered all the foregoing in relation to the oral hearing checklist which is appended to this memorandum in Appendix 4. The information provided within both the application documentation and the response to the submissions provide detailed information pertaining to the proposed works and how such works will affect individual properties and the wider environment.

I am satisfied that the information submitted is of sufficient detail to allow for a full and proper assessment of the case. I therefore consider that the proposed development can be adequately assessed without recourse to an oral hearing.

In the absence of an oral hearing being held, I consider it prudent to permit a final round of circulation in relation to the applicant's response to the submissions received.

APPENDIX 1 – Submissions Individuals/Companies along the rail line

Park West

Airscape Ltd. and related entities (lands at Park West Business and Industrial Park).

Note: c. 59, 944 sq.m. for temporary possession - main and satellite compounds, ESB MV Directional Drilling and haul routes.

2142.8 sq.m. substratum to be acquired - retaining wall anchors.

- Concerns that the temporary and permanent acquisition of lands at Park West Business and Industrial Park have the potential to adversely impact the operation and trading capacity of the existing businesses and the implementation of a permitted Strategic Housing Development ABP 312290-21.
- The works to the 38kV overhead powerlines should be co-ordinated between the ESB and CIE to provide a comprehensive proposal for undergrounding.

Land Development Agency (lands at Park West)

- Welcomes the application.
- The LDA and Dublin City Council are currently progressing plans for significant residential development on local authority owned lands located at Park West Avenue (sites 4 and 5 in the Park West Cherry Orchard LAP 2019). A Phase 1 planning application is to be submitted to the Board for 700 dwellings on a large portion of site 4. The remainder of site 4 and site 5 will be progressed for c. 400 homes. Site 4 adjoins the Park West railway station and rail line.
- Request no changes to location of temporary compound with temporary landscaping and high quality hoarding to be provided.
- The LDA seeks to ensure that the location and routing of the proposed temporary access road and cable infrastructure route be co-ordinated between all relevant stakeholders to ensure the DART + and residential led development at Site 4 can proceed without conflict.
- The final alignment of the proposed electricity infrastructure routing should follow the proposed road centreline in order to minimise impact on and allow

space for additional necessary infrastructures to serve the overall development of site 4.

- Some form of permanent tree and/or landscape planting is recommended either outside or inside the eastern and northeastern boundary fences of the proposed substation to ensure a landscape buffer is provided to site 4. This will ensure the green buffer is provided as sought by the LAP and will mitigate the visual impact of the substation which will, in future, be located opposite the housing and commercial development at site 5. Two options put forward.
- Request that the location, extent, access arrangements and duration of the temporary compound at site 5 are discussed prior to construction.
- Missed opportunity to provide for improved access and sustainable mobility measures to Park West train station. Access to the station is currently very poor.

Ballyfermot

Kylemore Road / Drive

Margaret Berigan (83 Kylemore Road)

- Damage to property with potential for subsidence.
- Wall being built over existing wall.
- Tree replanting
- Adverse impact on amenities arising from noise during construction and operational phases. Need for sound proofing.
- Rodent control
- Adverse impact on air quality.
- There should be a station serving the area.
- Compensation required for the disruption.

Patricia and Derel McFarlane (357 Kylemore Road)

Note: 14.2 sq.m. substratum to be acquired – retaining anchors

- Health concerns during construction.
- Hopeful that the trees along the road are not to be felled.
- Increased traffic along the road.

Maria Manifold Doyle (359 Kylemore Road)

Note: 115.8 sq.m. substratum to be acquired – retaining anchors

- Impact on structural integrity of property
- Noise and disruption during construction.
- Access to driveway and privacy to front of housing during works.
- Query how access by service vehicles and trades persons will be impacted.
- Impact of noise and vibration on dog.
- Rodent control.
- Query whether utilities will be lost during construction.
- Dust and dirt during construction.

Sharon Matthews (48 Kylemore Drive)

- Adverse impacts on bats. Assessment was not adequate.
- 2 of the 3 bridges (Kylemore bridge and Le Fanu Bridge) that are proposed to be demolished have not been fully assessed/surveyed for bat roosts. Stating that access was not possible because of health and safety issues is not sufficient.
- Mitigation measures are not sufficient.
- Limited time to make submissions and limited availability of hard copies of the documentation including EIAR.
- No reference made in leaflets to increased diesel train capacity. Restriction should be placed on same. Potential health risks from emissions of NO₂, SO₂ and particulates. Applicant should be required to commission and publish more detailed reports on the impact on local pollution. Installation of monitoring for NO₂, SO₂ and particulates along the tracks and publication of the results.
- Concerns about air quality controls during the construction phase.
- Noise and vibration. Mitigation measures do not take into account individual circumstances. Only those immediately adjoining the works would be considered for relocation. Her family home within 50 metres would not be considered.
- No night time works should be permitted.

- Traffic management during construction phase and impact on adjoining roads. Kylemore Avenue not suitable to handle the volume of traffic the diversions will cause. Traffic should be kept to more suitable roads.

Tracy Humphreys (49 Kylemore Drive)

Note: 80.3 sq.m. substratum to be acquired – retaining wall anchors

- Queries how far the anchors will extend into her garden and how it would affect her dwelling and shed.
- Noise and vibration during construction and operational phases.
- Lack of train station in Ballyfermot.

Paul O'Brien represented by Joe Mortell (65 Kylemore Drive)

Note: 83.2 sq.m. substratum to be acquired – retaining wall anchors

- The order would severely impact on his ability to realise the assets of Mr. O'Brien either by selling the property or renting it out based on the severe disruption during construction and constraints for its future extension.

Ciaran & Liona O'Toole (67 Kylemore Drive)

Note: 99.6 sq.m. substratum to be acquired – retaining wall anchors

- The extent of any compulsory purchase should be well defined and the impact of a substratum acquisition made clear. The fact that it would not impact on the future construction of a shed, office, dependent living accommodation should be in the form of a contract.
- An independent professional adviser should be made available to residents.
- Makes recommendations on noise and dust mitigation in addition to security.

Lillian Roe (91 Kylemore Drive)

Note: 112 sq.m. substratum to be acquired – retaining wall anchors

- Damage to property and potential for subsidence.
- Wall being built over existing wall.
- Trees should to be replanted.

- Adverse impact on amenities arising from noise and dust during construction and operational phases. Need for sound insulation and compensation.
- Rodent control
- There should be a train station serving the area

Meghan Roe (91 Kylemore Drive)

Note: Acquisition as above

- There should be a train station serving the area.
- The gap between existing and proposed retaining walls should be planted. This could prevent possible dumping.
- Concern that the retaining wall will block light to her property.
- Rodent control.
- Noise and vibration during operational phase and structural implications for her property.
- Assurance required that there would be no impact on structures within the property.
- Implications for house insurance and devaluation of property.
- Concerns re. impact on back wall.
- Compensation required for any potential impacts.

Craig Delaney & Others (93 & 95 Kylemore Drive)

Note: 107.6 sq.m. & 86.3 sq.m. substratum respectively to be acquired – retaining wall anchors.

- Damage to property and potential for subsidence.
- Removal of trees.
- Wall to be constructed relative to existing wall.
- Rodent control.
- Air pollution.
- Increased noise and need for sound insulation.
- Train station for area should be provided.
- Compensation

Marlet Property Group Ltd. (7 & 8 Kylemore Business Park and Jamestown Road)
OH requested

Note: 582.1sq.m. to be acquired – headshunt and retaining walls.

1926.9 sq.m. temporary possession – track and retaining wall

1097.1 sq.m. substratum to be acquired - pile anchoring,

- Prime GP6 Ltd. is the owner of the properties. Marlet is an associated company of Prime GP6 Ltd.
- The permanent land take will result in the complete sterilisation of the property resulting in the loss of business and any future use/development of the property.
- The proposed substratum acquisition would limit change of use or reconfiguration of the property.
- The proposed temporary possession area is somewhat of a moot point as, although it renders the whole property unusable for the duration of the possession, the property would already be sterilised by the proposed permanent and substratum acquisitions.
- The applicant should be required to review alternative engineering and access solutions.
- On major works on existing rail infrastructure in other jurisdictions access for all plant and materials is provided along the existing rail corridor itself or via long standing access points. For embankment and boundary works engineering solutions should be applied which fit within the lands already in CIEs ownership.

Vardis Group (7 & 8 Kylemore Business Park and Jamestown Road) OH
requested

Note: Acquisition as detailed above

- The proposal will result in the closure of the businesses currently operating on the property.
- The land take will result in the complete sterilisation of the property.

- Vehicles would no longer be able to access the property and the buildings thereon and all circulation routes within the property would be permanently closed.
- Whilst temporary possession is proposed the property would already be sterilised by the proposed permanent acquisition.

Breege, Lorraine and Shirley Lyons Unit 4 Kylemore Park North

Note: 318.1 sq.m. substratum to be acquired – retaining wall anchors

- No detail provided as to what the works mean to their property.
- The area outlined comes in direct contact with the building.
- The substratum land acquisition would make their property unusable and would damage the structure of the building.
- Structural survey required prior to construction.
- If substratum works are carried out within the outlined red marked area it will remove the only access available to the warehouse area at the rear and render the warehouse unusable. As landlords they would be in breach of contract.
- Impact on future development of the site.
- Financial impacts on the business in the premises providing local employment and financial impacts to them as landlords. The main commercial access is at the rear.

M7 Real Estate Ireland Ltd. PP. Onyx Ireland 2021 Propco IV Ltd. (Westlink Industrial Estate, Kylemore Road)

Note: 2847.8 sq.m. to be acquired – track, headshunt and retaining walls

3,019 sq.m. temporary possession – satellite compound, track and retaining walls

767.3 sq.m. substratum to be acquired – retaining wall anchors

- The compulsory purchase of Unit 1 would detract from the profile of the park onto Kylemore Road thus reducing its visibility to passing traffic. Its use as a storage compound would cause further deterioration in the estate road.
- Unit benefits from the highest number of car spaces.

- No reference made to the long term plans for the unit post works. It would need to be ascertained how it will contribute to estate service charge.
- The applicant will be responsible for any enhanced advertising pertaining to occupiers' businesses so as to enhance the profile of the park and the increased costs of security monitoring.
- The proposed CPO of ground under units 2-9 could have a negative impact on any potential future redevelopment value.
- It is assumed that the proposal will not cause disturbance as a consequence of vibration or impact the structural integrity of the property.
- Sufficient clearance to be maintained to ensure health and safety.
- Significant traffic congestion will arise during construction which will impact on occupants of the park. Traffic studies carried out in support of the works required.
- More consideration should be given to working hours to minimise the duration of the project.
- Compensation requirements detailed.

Landen Road

Catherine Clarke & Gerard Manly (15 Landen Road)

- The proposed bridge reconstruction at the Khyber Pass will have an overbearing impact and reduce their privacy. Recommend that the bridge be removed completely and the route that CIE workers are to use for the duration of the works becomes the new entrance to CIE.
- The widening of the Khyber pass lane way, acquisition of land and removal of boundary wall will adversely impact their property's security.
- Removal of shrubbery and trimming of trees on neighbouring properties will expose their home to Seven Oaks apartment complex which will be overbearing and will reduce their privacy.
- There is currently a strip of unused ground (ref. 18832 T 302B) that is part of the Seven Oaks apartment complex which could be used to facilitate the widening of the Khyber Pass laneway and the repositioning of the footbridge. This option would avoid the removal of the west boundary wall and limit the impact on properties.

- Increased train movements with increased noise and vibration and potential impact on structural integrity of property.
- Impact on quality of life.
- Concerns re. EMF radiation.
- Impact on wildlife
- No train stop proposed for the area

Philip & Lilian Dalton (17 Landen Road)

Note: 10.2 sq.m. to be acquired – bridge structure.

- The widening of the Khyber Pass laneway will require the removal of part of a boundary wall and acquisition of part of their property. This will impact on their property's security and amenity and will expose it to Seven Oaks apartments.
- The reconstruction of the bridge at Khyber Pass will adversely impact on their privacy and will be overbearing.
- The strip of unused ground within Seven Oaks completed could be used to facilitate the widening of the Khyber Pass laneway and repositioning of the footbridge. This would avoid the removal of the west boundary wall.

Daniel Sheehan (19 Landen Road)

Note: 24.2 sqm. to be acquired – bridge structure

- The acquisition of 24.2 sq.m. of his garden for the purpose of widening the Khyber Pass and making a haul road will require the removal of trees which will result in complete loss of privacy and will impact on security of his property.
- There is an area of unused ground (ref. 18832 T 302 8) within Seven Oaks apartment complex which could be used if the footbridge was re-aligned at a skew. Alternatively one of CIEs proposals was to remove the footbridge completely and staff use another route which will be required during the construction phase.
- The temporary acquisition of 75.2 sqm. as a construction site for the Khyber pass footbridge and as a haul road will require the removal of trees which

currently provide a privacy and security screen both from people using the footbridge and from the Seven Oaks apartment complex.

Pamela Lee (23 Landen Road)

Note: 83.7 sq.m to be acquired - construction compound

- The reconstruction of the bridge at Khyber Pass will have a direct impact on her property.
- The bridge should be removed completely and the route that CIE workers are to use for the duration of the works should become the new entrance to CIE.
- Serious health implications for resident with weakened immune system from construction phase.
- Health concerns from electrified lines and EMF radiation.
- Security risk.
- Loss of privacy.
- Increased noise and vibration with increased trains.
- The strip of unused land (ref. 18632 T 302B) that is part of Seven Oaks apartment complex should be used as the building site.

Noel and Anne Fitzgerald (33 Landen Road)

- Increased noise and vibration with increased train frequency. Impact on foundations and structure of their property.
- Health concerns regarding the OHLE and EMF radiation.
- Impact on biodiversity.
- Rodent control.

Elvire Callaghan (67 Landen Road) **OH requested**

- A station at Kylemore Bridge should be conditioned as part of the development.
- Loss of enjoyment of her rear garden.
- Mitigation measures required to protect biodiversity including birds and bats.
- Monitoring of works during and post construction
- Demolition of protected signal box to rear of 77 Landen Road.

- Safety impact of high voltage wires in close proximity to rear gardens walls needs to be addressed.
- Consideration of alternatives of four tracking from Park West and Cherry Orchard Station to Hueston including encroaching southwards on Iarnród Éireann lands.
- Railway Order documents are not easily interpreted.
- All residents bounding the proposal should be allowed to make a free observation.

Janine Cooper (69 Landen Road) OH requested

- A station at Kylemore Bridge should be conditioned as part of the development.
- Loss of enjoyment of her rear garden.
- Noise mitigation should be designed with reference to techniques of sound damping and sound absorption as well as sound screening measures.
- Visual impact and loss of privacy due to overlooking from trains.
- Safety impact of high voltage wires in close proximity to rear gardens walls needs to be addressed.
- The impact of the proposal on her shed is queried. Any auguring for the OHLE mast foundations should not impact on any structure.
- Mitigation measures to protect biodiversity including birds and bats required.
- Rodent control.
- Residents monitoring committee should be established for period during and post construction.
- Consideration of alternatives of four tracking from Park West and Cherry Orchard Station to Hueston including encroachment southwards on Iarnród Éireann lands should be investigated
- Railway Order documents are not easily interpreted.
- Design potentially affecting bordering properties is not complete and appears open to interpretation.
- All residents bounding the proposal should be allowed to make a free observation.

Helen Shine (147 Landen Road)

- Noise disruption during construction phase. Monitoring proposals queried.
- Noise with increased train frequency
- Long term impacts on structural integrity of her house and land. Query whether there will be consequences in terms of house insurance.
- Impact of the retaining wall construction on back gardens.
- Rodent control.
- Overhead electrical cabling and safety.
- Visual impact on property.
- Inadequate communications
- All properties backing onto the rail line are potentially impacted and a fee to lodge a submission is unreasonable.

Emma King (197 Landen Road)

Note: 51.8 sq.m. substratum to be acquired – soil nailing

- The extent of land to be acquired and what will happen to the boundary wall is unclear. If it is to be replaced there are concerns that the wall height will reduce light into her property.
- The proposed acquisition of substratum would result in a serious devaluation of her property. It creates ambiguity regarding the ownership of the substratum and impact on potential extension of her property.
- Impact on her property from vibration
- Potential increased risk of flooding and run off during construction.
- Concern about increased noise levels during construction and operational phases. Impact on her husband's creative works and their health and wellbeing.
- Due to proximity to residential areas night time works should not take place.
- Impacts on biodiversity.
- Impacts arising from closure of local roads and disruption.
- Impacts on health from increased dust and decrease in air quality. The mitigation measures in the EIAR are not sufficient.
- The negative impacts on human health are underplayed in the EIAR.

Nicole Concannon & Jason Byrne (221 Landen Road)

Note: 42 sq.m. substratum to be acquired – soil nailing

- Dust and noise during construction and health impacts.
- Concerns about accidental spillages of fuel etc. and contamination with hazardous substances.
- Measures to protect their property from flooding.
- More traffic in area due to traffic diversions.
- Retaining wall will block light to their house and will impact on their shed and dog run.
- Damage to their house
- Devaluation of property.
- Impact on quality of life
- Rodent control

Anne & Anthony Costello (229 Landen Road)

Note: 58.2 sq.m. substratum to be acquired – soil nailing

- Noise during construction and operational phases.
- Security concerns during construction and operational phases.
- Removal of trees along the boundary would have an adverse visual impact allowing views into their property.
- Disturbance to animals which may migrate closer to their house.
- Adverse impact on property value arising from noise, potential disturbance to structural integrity, overlooking, future development potential and impact on future property sale.
- Sheds to the rear may be disturbed/damaged.
- Adverse impact on quality of life.

Thomas Moroney (231 Landen Road)

Note: 45.1 sq.m. substratum to be acquired - soil nailing

- Devaluation of property and potential impact on structural integrity.
- Noise during construction and operational phases.
- Security risks during construction and operational phases.
- The removal of trees will have an adverse visual impact and loss of privacy.
- Adverse impact on quality of life
- Disturbance of wildlife.
- Rodent control

Teresa Galvin (233 Landen Road)

Note: 40.6 sq.m. substratum to be acquired - soil nailing

- Devaluation of property.
- Increased noise during construction and operational phases.
- Security issues.
- The removal of the trees along the rear boundary will have an adverse visual impact and will allow visibility into her property.
- General reduction in quality of life.
- Impact on biodiversity
- Rodent control

Marie Brogan (245 Landen Road)

Note: 46 sq.m. substratum to be acquired - soil nailing

- Access to rear garden curtailed during construction.
- Adverse impact on residential amenities from noise, dust and disruption during construction phase.
- Increased noise and vibration with increased train frequency
- Security issues posed by gap between her boundary wall and the retaining wall. The gap should be filled.
- Impact on house insurance
- Responsibility for structural issues should they arise.
- Impact on potential to build on her site.

- With in derailment and safety risk with increased train frequency.
- Health and safety issues from electrical lines.
- Loss of biodiversity
- Rodent control.
- Traffic disruption during construction.
- Diversion of utilities.
- A station in Kylemore should be constructed.

Rosemarie Kiernan (Lynch) (251 Landen Road)

Note: 46.9 sq.m. substratum to be acquired - soil nailing

- Impact of retaining wall on light to rear garden.
- Impact of soil anchors and recourse available should damage arise in the future.
- Noise with increased train frequency.
- Rodent control.
- Query whether legal advice will be provided.
- No train station being provided to serve Ballyfermot.

Laura Molson (275 Landen Road)

Note: 44.6 sq.m. substratum to be acquired – soil nailing

- Kylemore Station should be provided.
- The area is under served by public transport.
- Impact on air quality from increased train frequency.
- Adverse impacts on amenities and health arising from noise and dust during construction phase.
- If there is a gap between the retaining wall and existing wall it should be planted with trees and/or shrubs.
- A pre-construction survey required. Concerns about future damage from increased frequency of trains.
- Devaluation of property.
- Rodent control.

Adam Harrington (275 Landen Road)

Note: 44.6 sq.m. substratum to be acquired - soil nailing

- More work required to minimise impact on properties.
- Lack of station serving the Ballyfermot area. No benefit to the community.
- It is unclear whether CPO for substratum land rights affects the freehold folio of his property and the implications on buildings and resale.
- Assurance that there is no CPO of land rights appears to be contradicted by the documents issued.
- Noise barriers and noise insulation and appearance of same is of critical importance.
- No specifics about whether his property is to be given noise insulation.
- Increase in capacity without noise mitigation would make life intolerable.
- Noise is already very high.
- It is not clear if the 18 noise locations are representative.
- Height of retaining walls and overshadowing. The alternatives considered is queried.
- Adverse impacts during construction phase including rodent infestation.

Breda Lakes (291 Landen Road)

Note: 40.1 sq.m. substratum to be acquired – soil nailing

- No clear information on what is being proposed and potential impacts.
- Impact on future rental of property.
- Increase in noise and vibration. The trees along the boundary are to be removed. No commitment to fit a sound barrier.
- Queried whether the latest designs of railway line dampers are being fitted.
- Loss of privacy with removal of trees.
- Health and safety risks from overhead electrical lines and EMF radiation.
- Query the impact of the rods on structural integrity of dwelling. Concern that these rods will increase vibrations.
- Health and safety concerns about the substation.
- Rodent control.

Eliza Palumbo (293 Landen Road)

Note: 38.9 sq.m. substratum to be acquired – soil nailing

- Do not agree to any works around the property.
- The amenities of her garden is impacted by the current frequency of trains.

Alan and Shane O'Callaghan (313 Landen Road)

Note: 54.2 sq.m. substratum to be acquired – soil nailing.

- Noise and pollution levels including rodent infestation during the construction phase will have adverse impacts including use of rear gardens.
- Proximity of line to dwelling and structural impacts arising from vibration. Anchors being placed underground could affect the foundations of their extension. Potential impacts to garden and shed. House insurance impacts arising.
- Health risk concerns associated with the proximity of the power lines.

Breda and Patrick Curran (409 Landen Road)

Note: 58.8 sq.m. substratum to be acquired – retaining wall anchors

- Adverse impact of noise and disturbance during construction.
- Security concerns regarding the gap of nearly 2 metres between the existing boundary wall and the retaining wall.
- Concerns re. substratum being acquired and works impacting on their property.
- Traffic disturbance arising from taking down of Kylemore road bridge.
- Health impacts
- Rodent control

Karen Balfe (413 Landen Road) OH referenced

Note: 71.3 sq.m. substratum to be acquired - retaining wall anchors

- Impact on light and amenity of her property from the high wall.
- Adverse impacts on residential amenities during the construction phase including noise, dust and rodents.

- Health concerns during the construction phase and increased train frequency during the operational phase.
- Structural impacts on her dwelling.

Mairead Kirby (419 Landen Road)

Note: 53.8 sq.m. substratum to be acquired - retaining wall anchors.

- Stability of dwelling and possible structural damage from the proposed retaining wall anchors and impact on boundary wall and trees.
- Impact on future extension to her house and construction in rear garden.
- Impact on house insurance.
- Devaluation of property.
- Health impacts from high voltage electrical cable and substation.
- Noise during construction and operational phases.
- Air pollution.
- Traffic disturbance on Landen Road and Kylemore Road due to construction works.
- Loss of earnings from room rental.
- Rodent control

Catherine Malone (449 Landen Road) OH referenced

Note: 94.7 sq.m. substratum to be acquired – retaining wall anchors

- Adverse impact of the metal rods on the property's foundations and responsibility should structural issues arise.
- Adverse impacts of construction phase.
- Increased noise and vibration arising from increased frequency of trains. Impact on amenities and structure of dwelling.
- Gap between secant piled wall and rear garden walls will lead to dumping and anti-social behaviour.
- Impact on property deeds and devaluation of property.
- Traffic impacts
- No station serving the area.

John and Veronica Bolger (453 Landen Road) OH referenced

Note: 261.1 sq.m. substratum to be acquired – retaining wall anchors

- Will be surrounded on two sides by construction works with supporting rods going from the rear wall to just under the front garden wall. At the rear there will be a secant piled wall with a compound to the side with track access for heavy machinery.
- If there is a gap between the railway wall and new secant piled wall it will become a rat run, area for dumping and a means to access property.
- Noise, dust, nuisance and damage to property during construction.
- Adverse impact on amenities of rear garden.
- Health concerns with proximity of high voltage electric cable.
- Applicant's responsibility for future damage to property including house foundations from vibrations.
- Visual impact.
- Access restrictions during construction.
- Noise from increased train frequency.
- Change to the house deeds and devaluation of property and implications for house insurance.
- No benefit to the community with no station in the area. The station at Kylemore should be constructed at the same time.

Lally Road

Joe Finn (The Horse Sanctuary, 70, Lally Road) OH referenced

Note: 3969.9 sq.m. temporary possession

- It is not clear what and for how long the lands will be required.
- No provision has been made for the relocation to an alternative site during the works, nor has there been any consideration given as to where the horses will be accommodated while the lands are unavailable.

Seven Oaks, Sarsfield Road

Seven Oaks Owners' Management Company

Note: 64.2 sq.m. to be acquired within the site - bridge structure.

348.6 sq.m. temporary possession

- The mitigation measures to address noise will not be sufficient. Replacement of windows on every floor will be a minimum requirement.
- If the Railway Order is confirmed it is recommended that CPO compensation be directed to the management company's sinking fund.

Mary Kinane (Block A, Apt. 32)

- Increased train frequency strengthens the case for noise mitigation.
- Support replacement of windows on every floor.
- CPO compensation should be directed to Sven Oaks Management Company sinking fund.

Margaret & Kiran Bul (Apt. 33, Block B)

- Queries who will be responsible for the upgrading of the windows.

Eoghan McIlwaine (Apt. 55, Block B)

- A construction compound accessed via the Khyber Pass laneway which runs directly alongside blocks A, B and C is proposed. Concerns about noise.
- No station proposed serving the area.

Fiona Taylor (Apt. 59, Block B)

- Noise, access and transport disruption during construction.
- Noise and disruption with increased train frequency.
- Loss of access to/and ownership of commonly owned land as a result of CPO (temporary and permanent).
- Replacement windows and door should be provided.
- Advance notification of when works are to take place at night should be provided.
- Mitigation measures to address noise to form part of the project.

- Compensation for land that is being acquired.

Alicia Doyle (Apt.61. Block C)

- Impact on residential amenity from noise during the construction and operational phases.

Trevor Woods (Apt. 66, Block C)

- Noise during construction and operational phases.
- New windows and doors required for sound insulation.
- Protection of trees.
- Query whether new bridge will impact on light to his apartment.
- Compensation queried.

Sean Smallhome (Apt. 80 Block C)

- Increased noise during construction and operational phases. Replacement of windows queried.
- Compensation queried.

Geraldine Doyle & Martin Morrisey (Apt. 85, Block C)

- The noise mitigation measures will not be sufficient. Replacement windows on each floor will be a minimum requirement.
- Compensation for CPO should be directed to the Seven Oaks Management Company sinking fund.

Gayle O'Brien (Apt. 109, Block D) (2 videos)

- Unacceptable noise during construction and operational phases will make her apartment uninhabitable.
- She has a ground floor apartment. Replacement windows, only, proposed from floor 2-4 in blocks facing the works.

Deborah Mahony (Apt. 114, Block D)

- Sound insulation required to address noise.

Deborah Sullivan (Apt.117 Block D)

- Need for noise cancelling windows and doors.

- Works at night would disrupt sleep

Lisa Reid (Magee) (Apt. 123, Block D)

- Adverse impact from noise. New windows and patio door will be required to reduce noise levels.
- Query how compensation will be dealt with in relation to the common area being acquired/used.

Patrick Walsh (Apt. 162, Block E)

- Disturbance during construction and maintenance phases would be unacceptable.
- Query re compensation.
- Devaluation of property.

Barry Kelly (Apt 165, Block E)

- Concern about the amount of works that will be carried out in the Seven Oaks complex and the land being taken by the project.
- Noise arising from increase in train frequency.

Ian Hill (Apt. 161, Block E)

- Funding should be provided to impacted householders to install noise mitigation measures.
- No station planned for Inchicore so that those impacted by the project cannot avail of its benefits.
- Devaluation of property.
- Need for the project post covid is queried. Working from home culture may invalidate the original business case.

Karen Lynch (Apt. 168, Block E)

- Adverse impacts from noise during the construction phase
- Windows and patio doors should be replaced.

Dan O'Neill (Apt. 169, Block E)

- Compensation for the installation of triple glazing on balcony and bedroom windows overlooking the track.

Maeve O'Sullivan (Apt. 177, Block E)

- Increase in noise from construction works and increased number of trains. It is queried what measures are being taken to reduce noise.

Aisling Redmond Healy (Apt. 191, Block F)

- Increased noise pollution and disruption with increased capacity.
- Query whether there would be sound insulation measures for apartments.
- Adverse impacts during construction including rodents.
- Compensation to residents queried. Impact on open space.
- Station should be provided.

Sarsfield Road

Dan Ryan Truck Rental Ltd. (79 Sarsfield Road) OH referenced

Note: 1716 sq.m. to be acquired

2257.1 sq.m. temporary possession

- The scheme will have a severe detrimental effect on the functioning and viability of the business.
- Buildings which are service centres for the business will be acquired and presumed closed for the duration of the construction phase.
- It is proposed to acquire a substantial area of land which is surplus to railway building requirements. This land is to be handed over for a use other than access purposes. This is considered to be the incorrect use of the compulsory purchase process and violates the landowner's rights.
- The development fails to supply accurate information regarding mitigation measures, design, and availability of the subject site during and/or post construction. It is not possible for the landowner to properly assess the impact and interference with its property and business.
- To confirm the order with such information would render it intrinsically flawed.

Kilmainham

Patrick & Una Manning (6 Murray's Cottages)

Note: 54.6 sq.m. substratum to be acquired - retaining wall anchors

31.3 sq.m. temporary possession

- Concern that the proposed drilling under their property would have an adverse impact on it.

Peter Byrne (7 Murray's Cottages) OH referenced

Note: 48.5 sq.m. substratum to be acquired - retaining wall anchors

22.2 sq.m. temporary possession - retaining and boundary wall construction

- It is unclear as to the exact nature of the acquisition; what works are to be carried out on his property and timeline for same.
- Given the age of the structure there are concerns for its structural integrity. Little detail has been provided.
- Monitoring and protection of the property during the works queried.
- There is insufficient detail before the Board to grant permission.
- Breach of constitutional rights to quiet enjoyment of his property.

Dermot Foley & Sinead Lanagan (8 Murray's Cottages Dublin 8)

Note: 155.9 sq.m. substratum to be acquired – retaining wall anchors

24 sq.m. temporary possession - retaining and boundary wall construction

- There is insufficient detail to describe the impact on their property.
- The document 'Zone B – Park West to Hueston Station' refers on pg. 15 (Earthworks Sheet 2) to a wayleave crossing their property. It is not clear as to whether this is intended as a wayleave during the limited period when works will occur adjacent to their property or if there are any long-term implications.
- The proposal will devalue their property with possibility of structural issues arising in the long term due to the proposed anchoring system.

Kieva McDermott (8 Woodfield Ave)

32.1 sq.m. substratum to be acquired - retaining wall anchors

- It is not known what depth the substratum being acquired is.
- Insufficient detail provided on impact to her property
- The ground anchors could potentially obstruct future development or damage existing structure within the garden.
- Insufficient details in relation to vibration monitoring which could cause damage to property.
- No plans to replace the wall to be demolished like for like, which would be damaging to the heritage of the area.
- Monitoring of noise levels and lack of mitigation during the construction phase.
- Engagement of local community required.
- Details required on scheduling of construction. Works on both sides of the line should be undertaken simultaneously to minimise disruption.
- Increased noise and vibration levels during operational phase and potential damage to structures.
- Loss of biodiversity.

Nuala Goodwin (9 Woodfield Avenue)

Note: 28.1 sq.m. substratum to be acquired - retaining wall anchors

- The depth of the substratum acquisition is not known. Greater detail on impact required.
- Insufficient detail provided on impact on her property.
- Potential future obstruction to development of her property or damage to existing structure within the garden
- Insufficient detail in relation to vibration monitoring re. ongoing or future damage.
- Ongoing noise monitoring.
- Disturbance during construction phase. Need for triple glazed windows and other safeguards.
- Increased noise and vibration during operational phase.

- Engagement with communities during construction phase.
- Lack of detailed conservation plans particularly in relation to bats using the rear wall.

Cliona Martyn (10 Woodfield Ave)

Note: 31.4 sq.m. substratum to be acquired - retaining wall anchors

- No detail as to depth of substratum to be acquired.
- Impact on her property and potential future development.
- Insufficient detail in relation to vibration monitoring which could cause ongoing damage.
- No plans to replace the boundary wall like for like which could impact on heritage of area.
- Concerns regarding noise monitoring and how the community will be engaged with during the construction phase.
- Further details are required on the scheduling of construction.
- Disturbance both during construction and operational phases. Noise and vibration. Further mitigation is required.
- Biodiversity loss. Bats use the wall as a feeding corridor along the railway tracks.

Gerard Greene (12 Woodfield Avenue)

Note: 31.5 sq.m. substratum to be acquired - retaining wall anchors

- The depth of the substratum depth is not known,
- Sufficient detail on the impact is not provided.
- The ground anchors could potentially obstruct future development or damage the existing structure and boundary.
- There is insufficient detail on vibration and impact on properties.
- No plans to replace the wall to be demolished like for like.
- Concerns regarding noise monitoring and how communities will be engaged with during the construction phase.
- Further details are required on scheduling of construction. Works on both sides of the line should occur simultaneously.

- Night time construction will result in significant disturbance. Further mitigation is needed e.g. installation of triple glazing.
- Permanent disturbance with increased frequency in trains and potential damage to structures.
- Biodiversity loss. Lack of detailed conservation plans particularly in relation to bats using the rear of the wall as a feeding corridor.

Aoife Lalor (16 Woodfield Ave.)

Note: 31.9 sq.m. substratum to be acquired - retaining wall anchors

- No details of depth of substratum to be acquired.
- Impact of ground anchors on potential future development and damage to existing structure.
- There is insufficient detail in relation to vibration which could cause ongoing or future damage.
- Structural survey required prior to construction.
- No details to replace boundary wall like with like which could impact on the heritage of the area.
- Noise monitoring with lack of mitigation plans. Triple glazed windows and other safeguards required.
- Biodiversity loss and lack of detailed conservation plans.
- Further details required on scheduling of construction.
- Queries whether drainage would be affected.

Residents of Kilmainham Square (The Old Chocolate Factory) OH requested

Seeking to:

- ensure no disruption to public access to the building including traffic diversion when upgrading the junction.
- No damage to the building and boundary. Pre and post construction surveys and monitoring required. The ground movement impact, as well as ground borne noise and vibration impact on the building during construction and operation has not been incorporated within the Draft Railway Order.
- That parts of the site (as identified) are subject to Stage 3 assessment and subsequent stages of assessment in liaison with the management company.

- Mitigation measures to maintain noise, vibration and dust to acceptable levels during construction and operational phases.
- No disruption and/or adverse impact on internet connection as well as fibre optic cables running along the line during construction and operational phases.
- Cumulative impacts with permitted developments to be considered in Construction Environmental Management Plan.
- Noise and vibration mitigation measures to be included for this section of the railway including sound barrier, sliding slabs, partial roofing of the railway, compensation measures to upgrade apartment openings facing onto the rail line etc. Issues arising with the noise assessments detailed in the submission
- Mitigation measures in relation to biodiversity and air quality.
- Precedent to be applied to the risk assessment to ensure utilising best industry practice within implementation of the project.
- Liaison with residents.

Leonard Hayes and Julien Joly (110 Kilmainham Square) OH referenced

- Concern regarding damage to their apartment during construction and operational phases.
- Sound level testing should be carried out in their apartment.
- A sound barrier the full length of the apartment development required.
- Increased train frequency will result in noise and vibration
- Measures such as a soundproof canopy, a sound and vibration proof barrier on the retaining wall, composite track implementation, anti-vibration mats, anti-vibration blankets, insulating chambers, under sleeper pads, silent track tuned rail dampers etc. should be investigated.
- Community engagement required.
- Links and references given to reports on rail noise and vibration.

Maria Gavin (Apt. 111 Kilmainham Square) OH requested

- Overnight works during construction phase.
- Increased noise and vibration.
- Chemical pollution.

- Disruption to quality of life.

Kate Joyce (220 Kilmainham Square)

- Construction phase impacts including noise will have an adverse impact on her property.
- Despite an invitation the applicant did not include lower level apartments in the noise level assessments (levels assessed for 3rd and 9th floors). The EIAR has not properly assessed the impact on residents. It should have provided for sampling during a period of night time maintenance works for a realistic comparison and included sampling from lower level apartments.
- The existing night time levels are above recommended WHO guidelines.
- The sampling of 3 apartments for vibration is not reflective of the impact. The statement that there will be no significant vibration during the operational phase is not accepted.
- Internet connection/fibre optic cabling interference. Currently there is internet disruption as trains pass the building. This will likely only deteriorate with increased train frequency.
- Poor public consultation and resident engagement.
- Irish Rail cannot rely on an Owner's Management Company as form of public consultation. Engagement must be directly with residents.
- Insufficient detail provided regarding noise, vibration and air pollution mitigation in both construction and operational phases.
- The possibility of an overhead canopy (tunnel) for the area of the line that immediately adjoins Kilmainham Square extending to South Circular Road Bridge should be given consideration.
- Mitigation measures such as sound/vibration proof barrier on the retaining wall along the length of the development, anti-vibration mats, anti-vibration blanket and silent track tuned rail dampers should be incorporated into the detailed design. There is also opportunity for an extended/additional tree barrier on land immediately adjacent to the railway line, along the length of the building.
- Need to ensure that there is no damage to the boundary wall or to Kilmainham Square buildings.

- Air pollution
- Biodiversity loss. The loss of an existing green embankment could be addressed through the design of a canopy/tunnel above the railway corridor which could be planted.

Michael Mara (Apt. 413 Kilmainham Square)

- Adverse impact on amenities during construction phase with noise and disruption. Measures to exclude, minimise or buffer the amount of noise at night time queried.
- The noise and vibration testing is insufficient.
- Vibration is a regular occurrence.
- No information on mitigation of potential damage to the building.
- No details, design or information is available on noise and air pollution mitigation.

Orla Cassin (Apt. 504, Old Chocolate Factory, Kilmainham Square) **OH requested**

- Increased noise and vibration. The testing undertaken in the complex was inadequate. The impacts have not been properly assessed.
- Insufficient details are provided on mitigation measures.
- Consideration should be given to overhead canopy.
- Potential for damage to boundary walls and buildings. Important that a management and cost plan be undertaken.
- Increased air pollution and issues arising with air quality.
- Inadequate public consultation.

Claire Flahavan (Apt 25 The Wellington, Riverpark Apartments, Conyngham Road)

- Impact of noise and vibration during construction and operational phases. No detail provided as to proposed engagement with community in advance of activities.
- Impact on wildlife and ecology. CIE should be required to keep the wildlife habitat along the river intact and to time the works so as to avoid bird nesting seasons.

Phoenix Park Property Management CLG (Sunnybank, Conynham Road) OH referenced

Note: 15.5 sq.m. to be acquired - OHLE mast requirements

53.1 sq.m. temporary possession – OHLE mast requirements

- Query as to what compensation is being offered
- Query as to process for remediation for subsequent damage within the apartment block.
- Query as to noise levels from electrification and whether noise impact assessment is to be undertaken.
- Steps to protect the building's integrity required.
- Query as to whether additional soundproofing is to be provided.

Pamela Benson (Apt. 9 Sunnybank, Conynham Road)

Acquisition as above

- Insufficient detail as to the consequences to her property during construction and in the long term. No details given as to the length of temporary possession and whether property will have to be vacated.
- Structural integrity of buildings close to rail line.
- No details provided on remediation process from damage caused by construction.
- Increased noise and pollution during construction and operational phases.
- Increased risk. The line is currently used very rarely.
- Visual impact of electrified lines.
- Compensation not detailed.

Angela Palmer (Apt. 10 Sunnybank Conyngham Road) OH requested

Acquisition as above

- The temporary acquisition order, construction period and finished project would adversely impact on the rental potential of the property.
- Impact of construction phase on noise, air quality, access, residential amenities and wildlife.

Cabra

Glenbeigh Road

Residents of Glenbeigh Road

- Have not been consulted about the works
- The proposal to construct a palisade fence on top of an existing low level masonry boundary wall will have a negative impact on the amenity enjoyed by residents of what was an unused area of land between the low level boundary wall and the edge the railway cutting for a long period of time. Irish Rail has long been aware of the use.
- There is no access to the gardens from the road. The laneway has been gated which has served to impact positively on the security of the railway. What little risk remains could be mitigated by some less intrusive means. New works will not achieve a greater level of protection than is already provided by the natural mature tree lined verge and boundary fencing.
- Alternative solution in consultation with residents is recommended.

Deirdre Joyce (36 Glenbeigh Road)

- The railway bank green verge and laneway behind the houses is a vital part of the amenity and culture of the neighbourhood. It has been used by the residents for a long period of time.
- She has not been consulted as part of the consultation process. The provisions of the Aarhus Convention have not been complied with.
- The railway line, itself, and site of the works is significantly below the level of the adjacent land embankment and wall (approx. 50 feet below the high embankment). While it is recognised that CIE is seeking to secure and protect the railway line by the boundary works, it will not achieve a greater level of protection than is already provided by the existing natural mature tree line and boundary fencing provided for by the residents over the years.
- Residents should be consulted on alternatives to the palisade fencing and repairs to the boundary wall as marked on Plan No.16 including choice of boundary materials to be used. State bodies should be demonstrating good design and ecological/green infrastructure when undertaking any works.

Lisa Fitzgerald & Jason Barron (48 Glenbeigh Road)

- Communications have been lacking.
- The residents have had access to the area behind the wall for 70 years.
- The proposal would have a long term negative impact on the community. The lands have been maintained to the benefit of the community and nature.
- Security is not an issue. The lane way is secured at each end with residents, only, having access.
- If a fence is required it should be 5 metres from the wall.

Mairead Cullen (56 Glenbeigh Road)

- The residents have had access to the area behind the wall for 70 years.
- The proposal would have a long term, negative impact on the community. The lands have been maintained to the benefit of the community and nature.
- Irish Rail have been long aware of the use of the land.
- Previous residents had an agreement with the railway operators (CIE) that allowed access for a fee. This might be considered precedent
- Security is not an issue. The laneway is secured at each end with residents, only, having access. This has served to improve the security of the railway.
- If a fence is required it should be 5 metres from the wall where it would run along the edge of the viaduct cutting.
- It is accepted that some formal agreement with residents might be necessary to protect Irish Rail's interest going forward.

John Blackman (58 Glenbeigh Road)

- The proposal to construct a palisade fence on top of existing low level masonry boundary wall will have a negative impact on the amenity enjoyed by residents of what was an unused area of land between the low level boundary wall and the edge the railway cutting. Irish Rail has long been aware of the use.
- There is no access to the garden from the road. The laneway has been gated which has served to impact the security of the railway. What little risk that remains could be mitigated by some less intrusive means.

- It is recommended that the palisade fence is erected 5 metres east of the low level wall where it will run along the edge of the viaduct cutting without detriment to existing amenity. It is accepted that some formal agreement with residents might be necessary to protect Irish Rail's interests going forward.
- There is anecdotal evidence that lease agreement and nominal rents have previously been agreed between the railway operator (CIE) and residents of Glenbeigh Road. This might be considered precedent.

Old Cabra Road

Flat Management Ltd. (The Gables, 78 Old Cabra Road) **OH referenced**

Note: substratum to be acquired for soil nailing - no area given

- Unopposed if fair compensation paid. Queries re. compensation.
- Drilling of soil anchors should be restricted to normal working hours. Works on both sides of the track should be scheduled to run concurrently.
- The use of steel rod soil anchors queried and whether there are alternative methods.
- Query what locations were soil tested in the vicinity of The Gables.
- Access to independent before and after surveys.
- Query whether other properties on Old Cabra Road are impacted by soil stabilisation proposals.
- Nuisance from noise, vibration, dust, lighting and sleep disturbance during construction and operational phases.
- Monitoring of noise and vibration.
- Provision of temporary off site residential accommodation.
- Acoustic screening is practicable.

Vasile & Audrey Mindrescu & Thomasina Farrington (Flat 4 The Gables, 78 Old Cabra Road) **OH referenced.**

Acquisition as above

- Nuisance from noise, vibration, dust, lighting and sleep disturbance during construction and operational phases.

- Monitoring of noise, vibration and dust.
- Acoustic screening is practicable.

Cabra Drive

Joan Giltinan (3 Cabra Drive) OH requested

Note: 44.3 sq.m. substratum to be acquired – soil nailing

- Impact of the substratum CPO on her property folio.
- No information on soil nails previously installed and whether a CPO was required.
- Communications packs were not satisfactory.
- Documents in information packs are inaccurate. Do not include all structures built on properties.
- Building condition surveys should be made available to residents prior to commencement of construction.
- Irish Rail should confirm the time period for which recourse will be available.
- Confirmation that the applicant will complete any remediation works on the boundary walls. Security of properties could be compromised.
- No information provided on the mesh fencing system to be installed.
- A community forum should be put in place.
- Rodent control measures required.
- Noise during construction. Soil nailing should be carried out on both sides of the track simultaneously. No clarity has been provided on what reduction measures will be implemented.
- Not clear which properties could be affected by flood risk and the mitigation measures to be put in place.
- Provision of station at Carnlough Road should be provided at the same time.

Deiric O Broin (4 Cabra Drive) OH requested

Note: 36.4 sq.m. substratum to be acquired – soil nailing

- The CPO for the substratum will have a direct impact on his property folio and potential to expand.
- Communications packs were not satisfactory.

- Documents in information packs are inaccurate and do not include all structures built on properties.
- Building condition surveys should be made available to residents prior to commencement of construction.
- Irish Rail should confirm the time period for which recourse will be available.
- Confirmation that Irish Rail will complete any remediation works on the boundary walls of the properties affected.
- Soil nailing should be carried on both sides of the rail line at the same time.
- A community forum should be put in place.
- Noise during construction and operational phases. No clarity has been provided on what reduction measures will be implemented.
- Health concerns
- Visual Impact
- Potential for subsidence
- Not clear which properties could be affected by flood risk and the mitigation measures to be put in place.
- Rodent control measures required.
- Provision of station at Carnlough Road should be provided at the same time.

Fassaugh Avenue

Deirdre Cullen (2 Fassaugh Avenue) OH requested

Note: 106.5 sq.m. substratum to be acquired – soil nailing

- The CPO for the substratum will have a direct impact on her property folio.
- Communications packs were not satisfactory.
- Documents in information packs are inaccurate and do not include all structures built on properties.
- Building condition surveys should be made available to residents prior to commencement of construction.
- Irish Rail should confirm the time period for which recourse will be available.
- A community forum should be put in place.
- Noise during construction and operational phases. No clarity has been provided on what reduction measures will be implemented.

- Details required on building works and any structures which may be erected in the line of sight of her property
- Potential for subsidence
- Rodent control measures required.
- Not clear which properties could be affected by flood risk and the mitigation measures to be put in place.
- Provision of station at Carnlough Road should be provided at the same time.

Robert Cullen (2 Fassaugh Avenue) OH requested

Acquisition as above

- The CPO will have a direct impact on his property folio.
- Communications packs were not satisfactory.
- Documents in information packs are inaccurate and do not include all structures built on properties.
- Building condition surveys should be made available to residents prior to commencement of construction.
- Irish Rail should confirm the time period for which recourse will be available.
- A community forum should be put in place.
- Noise during construction and operational phases. No clarity has been provided on what reduction measures will be implemented.
- Details required on building works and any structures which may be erected in the line of sight of her property
- Potential for subsidence
- Rodent control measures required.
- Not clear which properties could be affected by flood risk and the mitigation measures to be put in place.
- Provision of station at Carnlough Road should be provided at the same time.

R & D Development Ltd. (Matts of Cabra, 2A Fassaugh Ave)

Note: 1550.8 sq.m. substratum to be acquired - soil nailing

- The proposal has not had regard to the development capacity of its lands.

- A site specific solution for soil retaining works should be examined and implemented to ensure minimal interventions on the site. A generic solution is proposed. The use of soil nails will significantly reduce the developable lands and therefore impact on land value. Use of gabions to act as retaining walls is an alternative solution. This would be significantly less intrusive. Gabions can be implemented in a shorter timeframe and have high permeability providing for good drainage. The proposed works represent the worst case scenario.
- The Railway Order should be conditioned to mitigate the impacted.

Bannow Road

Ann Nolan & Others (38,36, 34, 32 & 28 Bannow Road) OH requested

- The CPO for the substratum will have a direct impact on their property folios*.
- Communications packs were not satisfactory.
- Documents in information packs are inaccurate and do not include all structures built on properties.
- Building condition surveys should be made available to residents prior to commencement of construction.
- Irish Rail should confirm the time period for which recourse will be available.
- A community forum should be put in place.
- Noise during construction and operational phases. No clarity has been provided on what reduction measures will be implemented.
- Health concerns
- Visual Impact
- Potential for subsidence
- Rodent control measures required.
- Not clear which properties could be affected by flood risk and the mitigation measures to be put in place.
- Provision of station at Carnlough Road should be provided at the same time.

*Not in Book of Reference

Anne, William & Caroline Cumiskey (44 Bannow Road) OH request

Note: 46.2 sq.m. substratum to be acquired – soil nailing

- The CPO for the substratum will have a direct impact on their property folio.
- Impact of construction on occupant with serious medical conditions.
- Communications packs were not satisfactory.
- Documents in information packs are inaccurate and do not include all structures built on properties.
- Building condition surveys should be made available to residents prior to commencement of construction.
- Irish Rail should confirm the time period for which recourse will be available.
- A community forum should be put in place.
- Noise during construction and operational phases. No clarity has been provided on what reduction measures will be implemented.
- Health concerns
- Visual Impact
- Potential for subsidence
- Rodent control measures required.
- Not clear which properties could be affected by flood risk and the mitigation measures to be put in place.
- Provision of station at Carnlough Road should be provided at the same time.

Jackie & David Donohoe (48 Bannow Road) OH requested

Note: 32.5 sq.m. substratum to be acquired– soil nailing

- Communications packs and communications with applicant were not satisfactory.
- Building condition surveys should be made available to residents prior to commencement of construction.
- Irish Rail should confirm the time period for which recourse will be available.
- A community forum should be put in place.
- Noise during construction and operational phases. No clarity has been provided on what reduction measures will be implemented.
- Dust emissions and air quality and impact on health

- Further details required on building works and structures which may be erected in the line of sight of their property.
- Rodent control measures required.
- Not clear which properties could be affected by flood risk and the mitigation measures to be put in place.
- Provision of station at Carnlough Road should be provided at the same time.

Barbara Carbury (53 Bannow Road) OH requested

- The CPO for the substratum will have a direct impact on her ability to build on her site.*
- Communications packs were not satisfactory.
- Documents in information packs are inaccurate. Incorrect address referenced. Do not include all structures built on properties.
- Building condition surveys should be made available to residents prior to commencement of construction.
- Irish Rail should confirm the time period for which recourse will be available.
- A community forum should be put in place.
- Noise during construction and operational phases. No clarity has been provided on what reduction measures will be implemented.
- Dust and health concerns
- Details required of building works visible from her property
- Rodent control measures required.
- Not clear which properties could be affected by flood risk and the mitigation measures to be put in place.
- Provision of station at Carnlough Road should be provided at the same time.

*Not in Book of Reference

Amanda Vaughan (56 Bannow Road) OH requested

Note: 65.6 sq.m. substratum to be acquired – soil nailing

- The CPO for the substratum will have a direct impact on her property folio, could impact on future potential to expand and ability to top up mortgage. It would depreciate the property value.
- Communications packs were not satisfactory. Lack of public consultation.

- Documents in information packs are inaccurate and do not include all structures built on properties.
- Building condition surveys should be made available to residents prior to commencement of construction. Annual surveys should be conducted for 5 year after completion of works.
- Irish Rail should confirm the time period for which recourse will be available.
- A community forum should be put in place.
- Noise during construction and operational phases. No clarity has been provided on what reduction measures will be implemented.
- Health concerns
- Visual Impact
- Potential for subsidence
- Rodent control measures required.
- Not clear which properties could be affected by flood risk and the mitigation measures to be put in place.
- Provision of station at Carnlough Road should be provided at the same time.

Michelle Moulder (nee Burke) (64 Bannow Road) OH requested

Note: 73.4 sq.m. substratum to be acquired - soil nailing

- The CPO for the substratum will have a direct impact on her property folio, ability to top up her mortgage and future ability to build on her land without consulting Irish Rail.
- Communications packs and communications with applicant were not satisfactory.
- Documents in information packs are inaccurate.
- Building condition surveys should be made available to residents prior to commencement of construction.
- Irish Rail should confirm the time period for which recourse will be available.
- A community forum should be put in place.
- Noise during construction and operational phases. No clarity has been provided on what reduction measures will be implemented. Soil nailing should only be undertaken during weekday working hours.

- Provision of further details regarding the building works and any structures which may be erected in the line of sight of her property.
- Concerns regarding possible subsidence. Her garden currently 'dips' in the centre and any works may lead to further 'dipping' of the garden.
- Rodent control measures required.
- Not clear which properties could be affected by flood risk and the mitigation measures to be put in place.
- The station at Carnlough Road should be provided at the same time.

Frances Moss (66 Bannow Road) OH requested

Note: 79.1 sq.m. substratum to be acquired – soil nailing

- The CPO for the substratum will have a direct impact on her property folio.
- Communications packs and communications with applicant were not satisfactory.
- Documents in information packs are inaccurate. She is the sole owner of the property.
- Building condition surveys should be made available to residents prior to commencement of construction.
- Irish Rail to confirm that it will complete any remediation work on the boundary walls that may be damaged during soil nailing. Security of properties could be compromised.
- Irish Rail should confirm the time period for which recourse will be available.
- A community forum should be put in place.
- Noise during construction and operational phases. No clarity has been provided on what reduction measures will be implemented.
- Soil nailing should be undertaken at both sides of the line at the same time.
- Dust emissions and air quality. The locations to be profoundly impacted as referenced in the EIAR are not identified.
- Rodent control measures required.
- Not clear which properties could be affected by flood risk and the mitigation measures to be put in place.
- Provision of station at Carnlough Road should be provided at the same time.

St. Attracta Road

Nicola Kelly (245 St. Attracta Road) OH requested

Note: 43.9 sq.m. substratum to be acquired – soil nailing

- The CPO on the substratum lands will have a direct impact on her property and will have an impact on her property folio. It will impact her ability to top up her mortgage and future ability to build on her site without 1st consulting Irish Rail
- Concerned re. acquisition and that the 43.9 sq.m. being acquired appears to be more than is needed. Queries the impact of the rods on her shed.
- Queries whether the boundary of her property will be affected.
- Communications have been insufficient.
- The documents are inaccurate including not displaying structures built on sites.
- Property condition surveys should be made available to residents prior to commencement of construction.
- Irish Rail to confirm the period for which recourse will be available on completion of works.
- Community forum should be put in place.
- Impact during construction including noise. No clarity has been provided on noise reduction measures.
- Health impact concerns from the construction and operational phases.
- Visual impact
- Potential for subsidence
- Rodent control. Impact of poison on her dogs.
- The potential for flood impact, which properties are directly affected and the mitigation measures that will be in place are unclear.
- The station at Carnlough should be constructed at the same time as the Dart + South West.

William Hyland (255 St. Attracta Road) OH requested

Note: 39.8 sq.m. substratum to be acquired – soil nailing

- The CPO on the substratum lands will have a direct impact on his property and will have an impact on his property folio.
- Communications have been insufficient.
- The documents are inaccurate including not displaying structures built on sites.
- Property condition surveys should be made available to residents prior to commencement of construction.
- Community forum should be put in place.
- Irish Rail to confirm the period for which recourse will be available on completion of works.
- Impact during construction including noise. No clarity has been provided on noise reduction measures.
- Health impact concerns from the construction and operational phases.
- Visual impact.
- Potential for subsidence.
- Rodent control.
- The potential for flood impact, which properties are directly affected and the mitigation measures that will be in place are unclear.
- The station at Carnlough should be constructed at the same time as the Dart + South West.

June Fitzgerald (257 St. Attracta Road) OH requested.

Note: 43 sq.m. substratum to be acquired – soil nailing

- The CPO for the substratum will impact on her property.
- No information on soil nails previously installed and whether a CPO was required.
- Communications packs were not satisfactory and not easily interpreted.
- A community forum should be put in place.
- Noise during construction. No clarity has been provided on what reduction measures will be implemented.

- Health concerns with dust and noise
- Rodent control measures required.
- Not clear which properties could be affected by flood risk and the mitigation measures to be put in place.
- Provision of station at Carnlough Road should be provided at the same time.

Aine Kelly & James McCarthy (267 St. Attracta Road) OH requested

Note: 41.1 sq.m. substratum to be acquired - soil nailing

- The CPO on the substratum lands will have a direct impact on her property and will be a registered burden on the Folio.
- Communications have been insufficient.
- Property condition surveys should be made available to residents prior to commencement of construction.
- Irish Rail to confirm the period for which recourse will be available on completion of works.
- Community forum should be put in place.
- Impact during construction phase including and noise. No clarity has been provided on noise reduction measures.
- Health impact concerns from the construction and operational phases.
- Rodent control.
- The potential for flood impact, which properties are directly affected and the mitigation measures that will be in place are unclear.
- The station at Carnlough should be constructed at the same time.

Jacqueline Kelly (275 St. Attracta Road) OH requested

Note: 18.4 sq.m. substratum to be acquired – soil nailing

- Concern about the extent of land required and the fact that it is going under a structure. It is queried how will this be affected.
- Query as to whether her boundary line will be reduced/affected.
- The CPO on the substratum lands will have a direct impact on her property and will have an impact on her property folio. It will impact her ability to top up her mortgage and future ability to build on her site without 1st consulting Irish Rail

- Communications have been insufficient.
- The documents are inaccurate including not displaying structures built on sites.
- Property condition surveys should be made available to residents prior to commencement of construction.
- Irish Rail to confirm the period for which recourse will be available on completion of works.
- Community forum should be put in place.
- Rodent control and impact of poison on other animals
- Impact during construction including noise. No clarity has been provided on noise reduction measures.
- Health impact concerns from the construction and operational phases.
- Visual impact
- Potential for subsidence
- The potential for flood impact, which properties are directly affected and the mitigation measures that will be in place are unclear.
- The station at Carnlough should be constructed at the same time.

James Temple & Others (287 St. Attracta Road, Cabra) OH requested

- Clarification required on station on Carnlough Road. Imperative that it is constructed at the same as the DART+ works.
- Community Forum should be established.
- Rodent control.
- Impact of noise. No clarity as to proposed mitigation measures.

Glasnevin

Dublin Cemeteries Trust OH requested

Note: 1180.4 sq.m. temporary possession – compound, works access and road works

Public and private rights of way to be temporarily interrupted - Glasnevin Cemetery
Bridge closure for reconstruction

42.4 sq.m. substratum to be acquired at 1 Claremont Lawns – soil nailing

- The documents provided are inconsistent and do not align with previous discussions regarding car parking spaces required and access for funeral services to St. Paul's section of Glasnevin cemetery.
- Areas identified for works compound are different and need to be agreed (Works Layout Plan No. 17 17.12).
- Clarification on dimensions of temporary pedestrian bridge to be constructed (Work Layout plan No. 17 (17.10)). It needs to be wide enough to facilitate remains being carried by families to the cemetery.
- Alternative location for car parking to be provided outside the gates to allow attendance at funerals.

Kieran Ebbs (4 Claremont Lawns, Glasnevin) OH referenced

Note: 40.9 sq.m. substratum to be acquired– soil nailing

- The drawing accompanying the CPO does not show an extension which is 1 metre from the railway boundary wall. The impact of the works on same is of concern.
- There should be written assurance that surveys to his property occur before and after the construction works and that the surveys be supplied to him. It may take years for problems to arise.
- The location of a construction compound beside St. Paul's cemetery is not optimum and will have major impacts on access, traffic and parking and amenities of adjoining property. An alternative location should be investigated
- Adverse impacts during the construction phase with reference to operating hours, noise, dust and nuisance.

- Potential for the project to be constructed at the same time as the Finglas/Ballymun Bus Corridor with a compound for same identified at the entrance to Claremount Lawns with similar issues arising.
- Community engagement is required.

Caroline McGrotty (5 Claremont Lawns, Glasnevin) OH requested

Note: 40.7 sq.m. substratum to be acquired – soil nailing

- Potential for substratum compulsory acquisition to impact future ability to build on her property, will be a registered burden on the folio, and will impact on her ability to top up her mortgage.
- No detail on depth of substratum nor mention of compensation.
- The maps received are not accurate and do not show all existing structures.
- Building condition surveys should be made available to residents prior to commencement of construction.
- Irish Rail should confirm the time period for which recourse will be available.
- A community forum should be put in place.
- Noise during construction and operational phases. No clarity has been provided on what reduction measures will be implemented.
- Health concerns
- Visual Impact
- Potential for subsidence
- Rodent control measures required.
- Not clear which properties could be affected by flood risk and the mitigation measures to be put in place.
- Provision of station at Carnlough Road should be provided at the same time.

Appendix 2 – Submissions by Others

Cllr. Cieran Perry OH requested

- Communications were insufficient.
- Maps provided are not an accurate reflection of the current built environment.
- Building condition surveys should be made available to residents prior to commencement of construction.
- Irish Rail should confirm the time period for which recourse will be available.
- Details should be provided of the legal effects of having a claim on part of a residential property due to the soil nailing or substratum lands.
- A community forum should be put in place.
- Noise during construction especially soil nailing should be completed during specified times.
- Rodent control measures required.
- Not clear which properties could be affected by flood risk and the mitigation measures to be put in place.
- Provision of station at Carnlough Road should be provided at the same time.

Cllr. Hazel de Nortúin and Brid Smith TD

- Welcome the proposed development.
- Absence of plans to provide stations in Inchicore and Ballyfermot.
- What measures are proposed to address noise and air pollution
- How will the works impact on rear boundary walls, trees, shed etc in each individual property.
- Rodent control measures
- Assurances required in respect of length of time of disruption to property.
- If there is possible impact on house insurance policies, how should this be dealt with.
- Clarification if there would be a gap between some gardens and the planning retaining walls.
- Clarification if any sound barriers will be installed.
- Impact of electrical cables on health.

- Impact of construction noise on children with special needs and elderly residents.
- Need for a monitoring committee to be established.

Proinsias Mac Fhlannchadha

- Supportive of the project but it fails to provide benefit for major tracts of Dublin City by not providing for rail stations at Kylemore, Ballyfermot and Cabra. Such stations would be supported by national, regional and local policies.

Dublin Chamber (OH referenced)

- Support the proposed development. Such projects are vital to sustaining growth and maintaining Dublin's competitiveness.
- A fast and reliable rail link from the commuter belt in Kildare directly to the city centre at Heuston Station would foster a major modal shift away from cars to public transport.
- This project, in isolation, will have a small impact. Implementation of the full DART + programme alongside MetroLink, BusConnects and the Greater Dublin Area Cycling Network Plan is required.
- It could assist in enabling community transformation by opening up areas to new opportunities. The increased capacity of the DART and its ability to create modal change can act as a catalyst for local regeneration.

Dublin Commuter Coalition

- The new station at Heuston West is welcomed. Stations at both Cabra and Kylemore are included in the Greater Dublin Area Transport Strategy 2022-2042 (Measures RAIL6). Their omission is inexcusable.
- There should be a programme to build the stations in parallel with DART + South West to avoid future disruption to the rail line. The Board is requested to attach a condition requiring their construction before the DART + South West line is operational.
- Lifts are required in the stations to allow for accessibility. Measure INT15 of the Greater Dublin Area Transport Strategy is relevant.
- The applicant should liaise with accessibility groups on the design of all stations to get a greater understanding of the design impact.

- A convenient and safe walking and cycling route is required to connect Heuston West station to the Heuston Station.
- Public access through Clancy Quay is crucial for increasing access to the station from both sides of the river.
- The absence of a pedestrian access from Conyngham Road to Heuston West is a missed opportunity to link the residential and commercial developments along Conyngham Road with high frequency public transport.
- The CIE masterplan for Heuston includes the Liffey Railway Bridge Link as a potential pedestrian/cycle link. Including this as part of the Dart+ South West would expand the catchment population and would not preclude other options being pursued.
- The impediments to higher speeds between Heuston West and Glasnevin, with no stations in between, should be investigated to enable a higher speed and, therefore, higher capacity services.
- It is imperative that passive provision for electrification of the Dublin – Cork line is included as part of this project.
- The reinstatement of the Chapelizod and South Circular Road Bypass to the same road design is a missed opportunity to enhance active travel infrastructure linking Kilmainham and Islandbridge and to improve active travel connectivity to Heuston Station.
- The new pedestrian bridge at Inchicore Works should allow for public access to improve permeability in the area.
- Bike lockers should be included at the Heuston West Station. Bicycle parking provision could be improved.
- The absence of plans to enhance the amenities at existing stations along the line is a missed opportunity to enhance passenger experience.
- The new Heuston West station only includes small shelters when a roof the length of the platform would be preferable. There is no retail space meaning that passive surveillance within the station will be limited and commercial revenue which would support station operation/improvement are foregone.
- The proposed access to Heuston West station through to Heuston Station Road does not comply with the DMURs and needs redesign.

- Car parking spaces at the station should be limited to service vehicles and blue badge holders.
- The road design proposed for Kylemore Road and Memorial Road fails to meet the minimum requirements of DMURS.

Appendix 3 – Prescribed Bodies and Planning Authorities

Dublin City Council

Introduction

Supportive of the project.

Description of Proposed Development

(see above)

Relevant Planning History

Applications close to the area of works are provided in Appendix B of the NIS (not exhaustive).

Assessment

Planning Policy

Relevant policies and objectives of the current Dublin City Development Plan 2022 set out.

Environmental Impact Assessment Report

Notes that EIAR is provided

Natura Impact Assessment

- The NIS is generally satisfactory. There is considered to be sufficient distance from the intended route of the DART + to SAC and SPA sites with avoidance, design requirements and mitigation measures set out in the NIS so as to ensure that any impacts on the conservation objectives of European Sites will be avoided during the construction and operation stages.

Zoning

- Notes the zoning objectives of lands within the application boundary along the route.
- The secondary elements/structures associated with the project fall within the definition of public service installation as defined in Appendix 15.

Amenity Impacts

- Subject to appropriate amenity safeguards, and the application of appropriate conditions, the elements of the development which fall within the DCC boundary would not have any excessive or undue impact on the amenities of the area. Whilst there will be a degree of disruption during construction there is unlikely to be an adverse impact on amenities provided appropriate safeguards are in place.

Strategic Planning

- The proposal aligns with development plan policies. The new station at Heuston West is welcomed.
- The general arrangement and layout at Kylemore should be future proofed to accommodate a new station having regard to the potential future population associated with the 'City Edge' regeneration project.

Interaction with Other Infrastructure Projects

- There are locations where projects overlap and will be required to take cognisance of one another. Coordination of timelines and phasing at the implementation stage will be important.

Environment and Transportation Department

- Access to Heuston West Station is to be from Clancy Quay which is in private ownership and direct engagement with the landowner will be necessary. There will be a need for a clear and legible pedestrian and cyclist route from South Circular Road. A lift at the station is desirable from an accessibility point of view. Regard is required to the quality and functionality of the connection between the station and main Heuston Station. It should be an attractive secure route for pedestrians.
- The passive provision for potential future stations at Kylemore and Cabra is welcomed.
- The applicant should collaborate closely with relevant stakeholders to ensure that the design of stations and surrounding public realm has taken cognisance of the potential future development above.
- Interaction with other Infrastructure Projects

- At interchange hubs direct connectivity should be provided, where possible, between different modes, particularly between DART, mainline stations and LUAS.
- Important that new/upgraded bridges and infrastructure are not seen in isolation but are futureproofed to take into account other strategic public transport improvements planned such as LUAS extensions, BusConnects and Metrolink.
- Where possible direct connectivity should be provided between stations and high density development.
- High quality connections and environments for pedestrians and cyclists in and around stations are an important consideration. Public realm improvements including greening and public lighting, should be considered in line with street/bridge works where possible.
- Footpaths should meet the 2 metre minimum.
- Where roads are being impacted provision must be made to ensure that the GDA cycle network can be accommodated and all road bridges designed to provide the necessary width required. Where an overpass or underpass of the railway line is currently substandard resulting in suboptimal pedestrian or cycling provision the opportunity to rectify the situation should be taken.
- Cycle parking should be provided
- The cumulative impacts of construction traffic will need to be addressed in a Strategic Citywide Traffic Plan.
- Consideration to be given to public lighting in the detailed design process.

Drainage Planning Section

- Surface water to be managed so that discharge to public sewers is avoided, whenever possible, in line with DCCs Sustainable Drainage Design and Evaluation Guide 2021.
- Given the nature of the development which includes large sections of tracks located in deep cutting the risk of flooding during construction and operational phases will need to be carefully considered.
- A clear minimum distance of 3 metres (or greater for deep sewers) to be maintained between public sewers and all structures on site.

Conservation and Heritage Division

- The predicted impact on architectural heritage is relatively small.
- The requirement for OHLE are not flexible and there is no practical way of mitigating the impact. Similarly the raising of parapets on bridges is a safety requirement.
- The recording of structures that are to be demolished can ensure that knowledge of their existence and character is preserved.
- Project impacts to be continuously monitored to inform and mitigate against any adverse impacts on architectural heritage during, rather than after the design process. Whilst elements of the historic railway infrastructure such as some bridge and stone embankment walls are not protected structures or recorded in the NIAH they are considered to be of heritage significance within the surviving 19th century railway infrastructure of the city.

Zone B

- The total length of wall to be demolished and rebuilt in the Inchicore Railway works (RPS 8744; BN-37) to be clarified.
- Recording, dismantling and relocation of the signal box (RPS 8866: BH-33) at the Inchicore Railway Works to be carried out under the supervision of the Conservation Architect with input from a relevant specialist should signalling equipment survive to the interior.
- The impact of the widening of the deck of Sarsfield Road Bridge (BH-43) on the surviving stone abutment walls of the bridge is not sufficiently detailed. Any interventions/repair of the historic abutments and associated retaining walls be supervised by conservation professional.
- The total extent of historic stone retaining walls which will be removed along the south side of the track to the east of Inchicore is not provided (BH-42).

Zone D

- The impact of lowering the railway track beneath Conyngham Road (BH-81), the Phoenix park Tunnel (BH-82), the Royal Canal and LUAS Twin Arch Bridge (BH-12) and the Maynooth Line Twin Arch (BH-115) is not fully quantified including the necessity of any underpinning to the historic walls.

Any related required underpinning works to be fully agreed. It is recommended that historic construction methods of the bridge at the foundation level be recorded during the works.

- The use of painted black metal railing with mesh incorporated into the additional bridge parapet walls is of concern. The design of all interventions to bridge parapets should have input from the Conservation Architect. The proposed raising of the parapets to the bridge at McKee barracks (BH -105) has the potential to be an adverse visual insertion within the curtilage of McKee Barracks which is a proposed structure (RPS 768).

Housing Department

- Comments re. lands at Park West comparable to those set out in the Land Development Agency's submission summarised above.

Archaeology Division

- Although the route overall is not subject to overt statutory protection under section 12 of the National Monuments (Amendment) Act 1994, the experience of other urban rail projects demonstrates that there is highly likely to be an impact on unrecorded archaeology as well as upstanding industrial heritage features listed on the Dublin City Industrial Heritage Record.
- Preference for the policy of preservation in situ as outlined in section 3.4 of the Framework and Principles for the Protection of the Archaeological Heritage (1999).
- Appointment of project archaeologist recommended.

City Architect's Department

- Locations for emergency vehicle access need to be identified.
- Finishes and materials proposed for surface treatments require clarity.
- The electrification of the line presents an opportunity to source renewable, green energy, where possible.
- Any trees or plants to be removed should be replaced.
- Equal access for all
- Percent for Art Scheme may apply.

- The proposed new Le Fanu road bridge should be designed to accommodate pedestrians and cyclists and should be of contemporary design.
- Requirements for bridge at Kylemore Road and Memorial Road including accommodation of pedestrians and cyclists.
- Modifications to bridge parapets need to be carefully detailed to minimise both the visual and physical impact on the industrial heritage fabric.
- The station bridge and ramps at the new Heuston West station provide for a long and convoluted route. Lifts should be provided. The proposed pedestrian transfer route has narrow and non-continuous footpaths. The proposed public right of way along Waterloo Avenue through the Clancy Quay residential area is of critical importance to the success of the platforms. Public access to the station from the west should be facilitated as an integral part of the station. As the station is proposed to be unstaffed with station access closed during non-operation hours, clarification on how access will be controlled, positions of gate etc. is required.

Air Quality Monitoring and Noise Control Unit

- Noise Management Plan required before any night time works commence.

Note: An appendix of recommended conditions attached.

South Dublin County Council

- The proposal is welcomed as it will support more efficient and intensive use of brownfield serviced urban sites, sustainable and vibrant communities as well as housing delivery and plan-led development.
- It will be an important contributor to the delivery of housing, compact growth, employment, reduction in carbon emissions and facilitating a modal shift.
- The pertinent statutory planning policy documents are the Development Plan (including policy framework for Newcastle), Clonburris SDZ (from 2022 – c.7000-11000 dwellings) and Adamstown SDZ (from 2022 – 5240 dwellings). The non-statutory City Edge Plan (joint with Dublin City Council) would also benefit from Dart+ South West as Park West Station is located close to this area. Up to 2050 a build out of 400,000 dwellings and 75,000 jobs is anticipated.

- It is requested that the project is implemented at the earliest opportunity in order to ensure adequate capacity and modal choice is available for future and existing residents. It supports the opening of Kishoge train station at the earliest opportunity and that its opening ties in with the delivery of homes in the vicinity in 2023/2024.
- Need for close co-ordination in terms of provision of watermain and ESB diversions in Clonburris SDZ including temporary land take which coincides with an area on which consent has been secured for housing.
- Location of substation at Kishoge acceptable in principle.
- Given the level of delivery of both housing and retail/commercial in and around the Adamstown District Centre and station it is important to consider the ongoing levels of construction in the area.
- Coordination of works with services. Existing and proposed utility corridors need to be protected or facilitated. Important that any additional utility links or upgrades across the railway line are constructed prior to the electrification of the route. This will be particularly relevant in the Clonburris SDZ and Ballymount/Naas Road regeneration lands.
- The future proofing of the design of the Kylemore Road bridge to take the loading of a future LUAS and passive provision for a station at Kylemore are critically important elements for the City Edge Project.
- Reconsideration of inclusion of the Kylemore Station into Dart + South West and to make provision for an interchange with the LUAS line to Lucan. A station and interchange at this location would make optimal use of the opportunity afforded by the future rail infrastructure and would be a critical intervention to facilitate the sustainable delivery of City Edge.
- It is important that the project links to existing public transport and active travel networks.
- Important that improvements to areas immediately surrounding stations are also undertaken to ensure integration with existing and planned transport including walking, cycling, bus and taxi. Local public realm and public transport integration schemes should be progressed at each station. This should include a package of localised works to achieve these aims.

- Any bridges that require changes to the parapets and walls should be designed in an aesthetically pleasing fashion. If amendable, bridges should be 'future proofed' to handle the further expansion of cycle and pedestrian paths.
- Project should not preclude future pedestrian and vehicle links across the rail line at Clonburris and as part of the Naas Road regeneration project.
- Substations should be cognisant of pre-existing planning proposals and should be sensitively sited.
- Details on working hours required.
- Requirements in terms of traffic management plan, construction waste, working hours, noise surveys
- Sufficient archaeological, heritage and architectural studies and investigations to be undertaken.
- Impact of additional security fencing on both sides of the line on mature trees and significant hedgerows need to be assessed.
- The submission provides specific comments from Water and Environment Section with regard to interface of project with services.

Kildare County Council

The submission which is accompanied by report from internal departments (appendix 1) can be summarised as follows:

- The proposal is welcomed. It has long been identified as one of the key determinants for growth in north Kildare and across the broader MASP area.
- The additional pressure on access and parking facilities at Hazelhatch and Celbridge station needs to be quantified. Additional parking should be provided as part of the project and delivered concurrently with the commencement of operations. A robust analysis is required where the parking proposals deviate from the County Development Plan.
- The upgrading of the facilities at Hazelhatch and Celbridge station should be included in the project which should include improved access for all road users, additional parking bays, electric charging and cycle parking.
- The planning for the provision for a park and ride should be investigated.

- If additional parking is not provided and improved access arrangements and active travel measures not put in place, haphazard parking in the vicinity of the station will arise, potentially creating traffic hazard.
- Design details including CEMP to be submitted prior to commencement of development detailed.
- Additional tree planting/screening is required at the lime kiln at Stacummy (protected structure) to lessen the visual impact.
- Ecological Clery of Works to be retained.
- Invasive Species Management programme to be put in place.
- Preconstruction bat and badger surveys.
- Against planting of wildflower mixes.
- Qualified arborist should be engaged. Arboricultural Assessment report required.
- A final drainage and SuDS strategy should be completed prior to commencement.
- Irish Rail should actively engage with the OPW to implement the proposed Hazelhatch Flood Relief Scheme and amend the proposed flood risk mitigation measures accordingly.

Recommended conditions are set out in each of the internal reports.

Geological Survey of Ireland

- There are no envisaged impacts on the integrity of the County Geological Site in the vicinity of the project at Phoenix Park.
- The Groundwater Data Viewer indicates 'Locally Important Aquifer – Bedrock which is Moderately Productive only in Local Zones' underlies the site. The Groundwater Vulnerability map indicates the area covered is variable. Use of the Groundwater Viewer is recommended to identify areas of High to Extreme Vulnerability and 'Rock at or near Surface' which can inform appropriate mitigation measures.
- The sources of information available detailed.
- Should any significant bedrock cuttings be created it is requested that they be designed to remain visible as rock exposure rather than covered with soil and vegetated, in accordance with safety guidelines and engineering constraints.

Department of Housing, Local Government and Heritage

Archaeology

- Is broadly in agreement with the findings. Conditions recommended.

Nature Conservation

- It appears that no oil separators or other filtration devices are to be installed on the inflows to the
- Having regard to the precautionary principle oil interceptors or other filtration devices should be installed on the inflows to the attenuation tanks which are to be constructed in Inchicore and Heuston Station and to the Phoenix Park Tunnel drainage system which will outfall to the Liffey. Such an approach should assist in maintaining water quality in the Liffey.
- Mitigation measures for bats set out in EIAR are generally satisfactory. It is not clear whether any bat roost survey was carried out of the mature trees present at Heuston Station which are to be removed to facilitate the new station. If not carried out they should be done as soon as possible. Landscaping of this area should also take account of the need to maintain/restore a mature tree belt along the Liffey in this area to minimise light.
- An otter holt has been identified in the vicinity of where works are to be undertaken as part of the Phoenix Park branch Line as it runs under the Royal Canal Twin Arch Bridge. Account will have to be had of this holt during works and should be co-ordinated with the works on other transport infrastructure projects planned for this area including Royal Canal Greenway and Dart+ West.
- Clarification as to presence of certain orchid and other relatively rare plant species are still present on the Phoenix Park Tunnel Line with provision made for their retention in its landscaping.
- The All Ireland Pollinator Plan advises against planting wildflower outside a garden setting. The Department agrees.

Transport Infrastructure Ireland

- The proposed works include physical works capable of impacting the national road and light rail networks directly or indirectly and the electrification of railway lines running alongside, under or over the national road and, or the light rail network will require electromagnetic compatibility (EMC).
- It is appropriate that mitigation for the protection of the national road and light rail networks are recorded in a review of the CEMP.
- Boundary fence line treatments are indicated for both a temporary construction compound and a substation compound alongside the M50 at Park West but it is unclear where and how these will be installed relative to the existing boundary treatment of the M50 at this location which is part of the motorway and must be protected.
- Unable to ascertain or evaluate whether national road interactions within the PPP M50 maintained area, and all associated infrastructure assets including lighting, signage, boundary treatments and drainage arrangements have been considered appropriately. Construction management and maintenance to be outlined in sufficient detail prior to a decision being made on the Order.
- Access for the construction period and any subsequent monitoring and maintenance in relation to any works proposed, including temporary and permanent signage that affect the national road and associated junctions in terms of operational requirements, timetabling etc. will require prior consultation.
- Separate structure approvals/permits and other licences may be required in connection with the proposed works.
- The applicant should be required to outline specific mitigation and monitoring commitments for potential impact on the national road network with revisions to the EIAR at Chapter 5 Construction Strategy and in the proposed CEMP in Appendix 5.1.
- Reference to and demonstration of compliance with TII requirements and publications should be reflected in revised drawings and documentation for both construction and operation phases of the development.
- Construction traffic management plan to be submitted prior to commencement of development.

- Matter related to LUAS Electromagnetic Compatibility and Stray Current are not addressed. LUAS does not appear to be considered amongst land uses identified in the EMF study area.
- The EIAR does not appear to contain any specific mitigation for the protection of LUAS during construction and operational phases. Revised documentation is required including detailed EMI compatibility studies that consider both operational and sensitive equipment.
- Subject to resolution of the matters detailed conditions are recommended,

The proposed Railway Order will interact with the national road network schemes carriageways and structures, and the light rail networks tramways, tram stops and associated under and overground services at 3 no. locations: -

At the M50 between Junctions 7 (with the N4) and 9 (with the N7).

- Ownership of lands in Railway Order noted.
- Occupiers are not recorded.
- The bridge may be subject to temporary possession. As M50 is a PPP, consultations with PPP contractors is required in relation to any works proposed.
- Potential construction and operation stage impacts on the safety, capacity and efficiency of the national road network must be carefully coordinated and managed in consultation with the Network Management section of TII.
- The application does not appear to include depictions or descriptions of the methodology for, or the type of fixings proposed to the underside of the M50 Ronanstown Railway Bridge. TII is not able to assess potential impact from fixings.

At the eastern side of Heuston Station where LUAS Red Line runs and Heuston Tram stop is location.

- In accordance with TII code of practice for engineering works on or near the LUAS, works will require specific construction methodology approach, co-ordinated with TII and the Luas operator.

- It is not apparent in the EIAR that dedicated mitigation for construction traffic and associated traffic management are identified or reflected in chapters 5 or 6 of the EIAR or in the CEMP. They should be revised accordingly.

At the Royal Canal and LUAS twin Arch bridge under which the rail line travels and over which LUAS Green Line, the Royal Canal and Royal Canal Way travel.

- Electrification upgrade of the railway line will occur under the bridge over which LUAS travels and substratum of land to the edge of that bridge and the tramway is indicated to be acquired as part of the scheme. It will have direct, indirect and cumulative impacts on LUAS infrastructure and services.
- The EIAR does not appear to contain any specific mitigation for the protection of LUAS and its associated services during traffic lowering and retaining structures installation in chapter 5 of the CEMP.
- The works will require the preparation of a specific construction methodology approach co-ordinated with TII and LUAS operator.
- The location of existing LUAS underground and overground equipment require adequate clearances from electromagnetic interference (EMI), accessibility and fault scenario perspective. Careful consideration need to be given to potential failure scenarios of the rail OHLE and/or LUAS OCS at structure OB08 and its vicinity and any associated impacts to the safety of people, staff and infrastructure and any adjacent equipment.
- Any temporary or permanent potential impacts to LUAS infrastructure will require full plans and details.
- Monitoring and appropriate mitigation of potential operational impacts should be identified and recorded as part of the EIAR and Order.
- Works adjacent to or interfacing with LUAS infrastructure to be carried in accordance with TII's code of engineering practice. There is a requirement to obtain a permit from the LUAS operator.

Appendix 4

Oral Hearing Recommendation

File Ref: ABP 316119 - 23

Project Title Dart + South West

In light of the application documentation, third party observations and response received from the applicant:

- | | |
|---|-----------|
| 1. Is there a lack of clarity or detail in the information available that would require a hearing ? | No |
| 2. Are there outstanding issues relating to the design approach or alternatives such as would merit a hearing ? | No |
| 3. Are the number of submissions / complexity of issues raised in submissions such as to require a hearing ? | No |
| 4. Are there outstanding issues relating to the justification / need for the project that would require a hearing? | No |
| 5. Are the nature and extent of impacts on third party properties uncertain or otherwise such as to justify a hearing ? | No |

Recommendation

Having regard to the above and as per the attached memo I –

- Recommend that no oral hearing be held.

I recommend that the response submission received from the first party be circulated to all other parties for comment.



Pauline Fitzpatrick

Senior Planning Inspector

Agreed - 

Paul Caprahi

Assistant Director of Planning