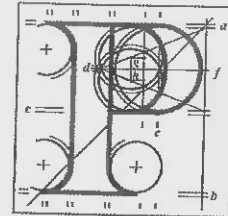


Our Case Number: ABP-316119-23

Planning Authority Reference Number:



**An
Bord
Pleanála**

Niall O'Byrne
Land Development Agency
2nd Floor Ashford House
Tara Street
Dublin 2
D02VX67

Date: 07 June 2023

Re: DART+ South West Electrified Heavy Railway Order - Hazelhatch & Celbridge Station to Heuston Station, and Hesuton Station to Glasnevin
County Dublin and County Kildare

Dear Sir / Madam,

An Bord Pleanála has received your recent submission (including your fee of €50) in relation to the above-mentioned proposed Railway Order and will take it into consideration in its determination of the matter.

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

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

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

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

Yours faithfully,



Niamh Thornton
Executive Officer
Direct Line: 01-8737247

Teil
Glao Áitiúil
Facs
Láithreán Gréasáin
Ríomhphost

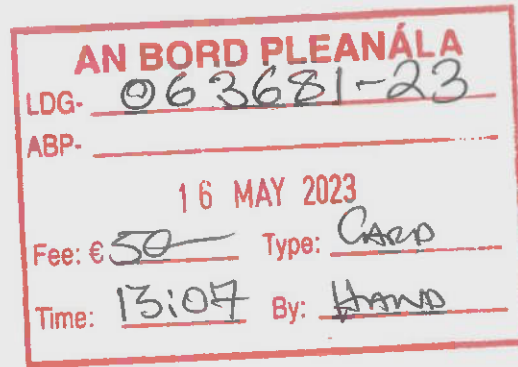
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16th May 2023

Re: DART+ South West Electrified Railway Order 2023 (An Bord Pleanála ref. 316119)

1.0 Introduction

- 1.1 The Land Development Agency (LDA) welcomes the application of a Railway Order by Córas Iompair Éireann (CIÉ) to An Bord Pleanála for the proposed Dart+ South West project. Subject to approval, the Railway Order will authorise CIÉ to carry out railway works to enable the construction and improvement of the railway between Hazelhatch and Celbridge Station to Heuston Station Dublin on the Cork Mainline, and Heuston Station to Glasnevin via the Phoenix Park Tunnel Branch Line.
- 1.2 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, four tracking between Park West & Cherry Orchard station and Heuston station, and providing a new station at Heuston West. The Dart+ South West Project will significantly increase 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 approximately 5,000 passengers per hour per direction to approximately 20,000 passengers per hour per direction.
- 1.3 The LDA and Dublin City Council (DCC) are currently progressing plans for significant residential development on Local Authority owned lands located at Park West Avenue, Dublin 10. The two sites in question are known as Sites 4 and 5 in the Park West-Cherry Orchard Local Area Plan 2019. A Phase 1 planning application will soon be submitted to An Bord Pleanála by the LDA comprising a significant proportion of Site 4 for approximately 700 homes. Further application phases will in turn be brought forward for the remainder of Site 4 and also Site 5 comprising an additional c.400 homes. Site 4 adjoins the Park West Railway Station and the Dublin to Cork railway line where the proposed Dart+ South West route will run. The below Figure 1 identifies the lands in question in context with the Dart+ South West route.
- 1.4 Representatives of the LDA, DCC and CIÉ held a series of meetings prior to submission of the Railway Order in order that all parties were aware of the respective proposals for Dart+ and housing development. The proposals brought forward in the Railway Order generally reflect the discussions held and ensure the construction of the Dart+ and first phases of the residential development for the DCC Cherry Orchard lands can proceed with minimal impact. DCC and the LDA look forward to additional engagement in subsequent phases of the Dart+

project with CIE. The LDA would request that the following be taken into consideration by An Bord Pleanála in their assessment of the Railway Order.

- 1.5 Submission fee of €50 is enclosed (paid by card). However, the project proposes permanent land take on part of the Dublin City Council owned 'Site 4', Park West Avenue. It is noted that the submission fee is not payable by persons whose lands may be acquired under the draft Railway Order.

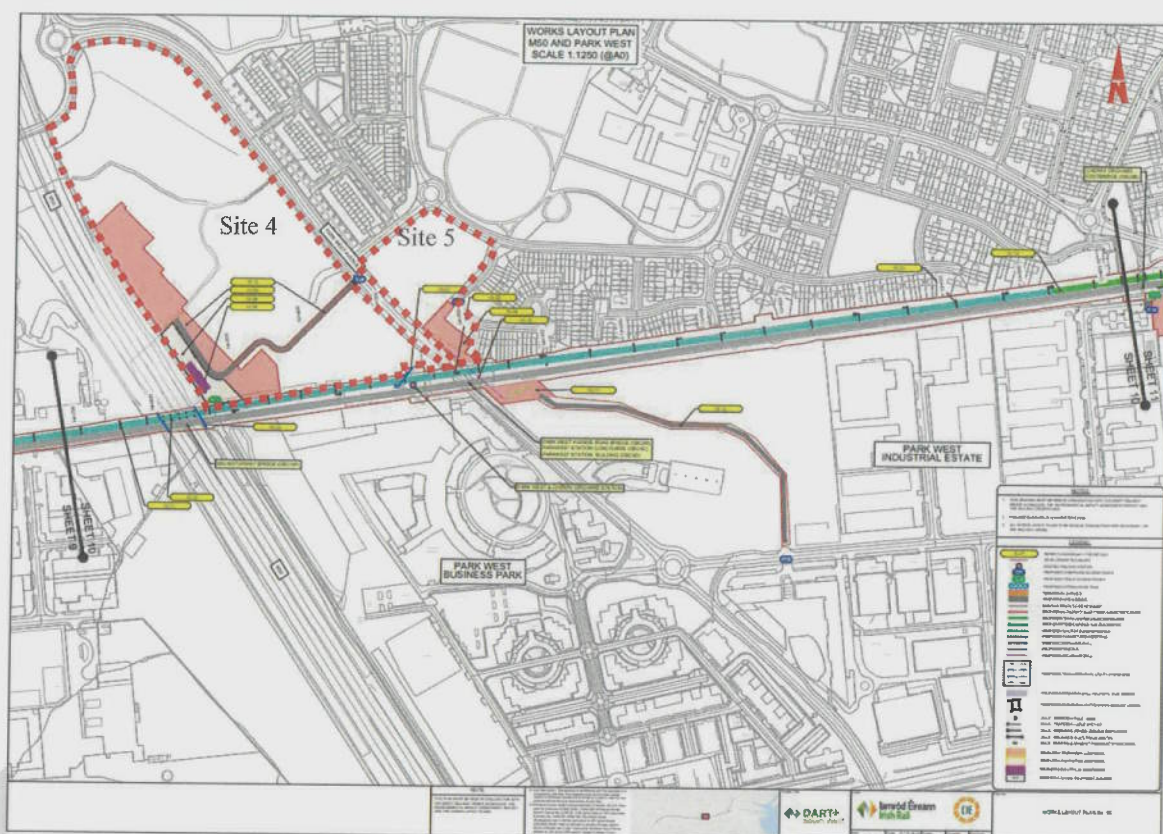


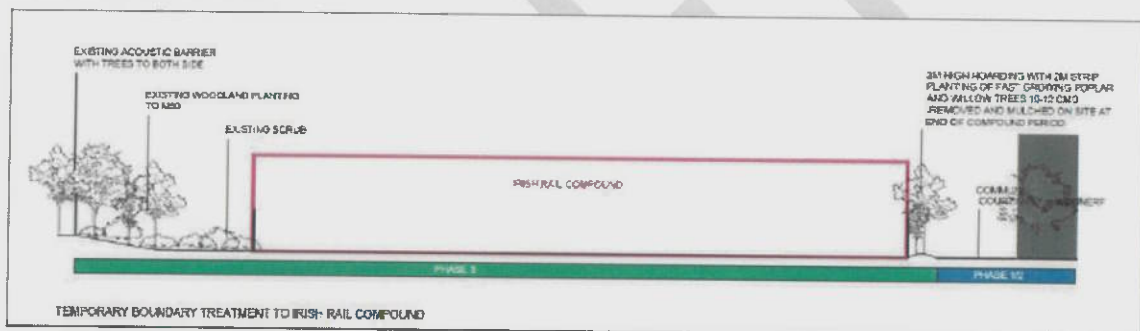
Figure 1: Extract from Works Layout Plan No. 10 submitted with Dart+ South West Railway Order. Sites 4 and 5 being progressed for housing development by LDA & DCC highlighted in dotted red.

- 2.0 **Proposed temporary compound at Site 4**
- 2.1 Works Layout Drawing No. 10 submitted with the Railway Order shows a number of proposed works on the DCC/LDA Site 4. A proposed temporary construction compound is proposed along the west/south-west boundaries of Site 4 (Works No. 10.06). It is proposed that the temporary compounds will be required for the duration of the construction works/programme i.e. until 2029.
- 2.2 The LDA and CIÉ discussed and agreed the general location and size of the compound prior to submission of the Railway Order. This location will ensure the Phase 1 housing development site is not compromised. The LDA request that the location of the temporary compound as proposed on Works Layout Drawing No. 10 is retained as significant changes to this location will impact the LDA's mandate to deliver affordable housing at this site.

- 2.3 The LDA request that further consultation be carried out between LDA, DCC & CIÉ before and during the construction process to ensure the location of the temporary compound is appropriately located to ensure the construction of both projects can proceed with minimal impact to each other.

3.0 Proposed temporary landscaping treatment to Site 4 temporary compound

- 3.1 The temporary construction compound on Site 4 is to be in place for the duration of the Dart+ construction period (See Works No. 10.06 on Works Layout No. 10). As a result, it is likely that housing development proposed as part of phase 1 on Site 4 will be delivered in advance of completion of the railway works and will therefore be facing the temporary compound and construction hoarding. As a result, DCC and LDA would request that temporary landscaping on the outside of the compound hoarding be delivered to address the visual and noise impact likely to be caused to the phase one residential units. DCC/LDA request a high quality 3-metre-high hoarding with 2 metre strip of planting of fast-growing poplar and willow trees (10-12 cmg [Centimetre Girth]) be planted for the duration of the construction period and following this that they be removed and mulched on site at the end of construction.



Precedent image of hoarding in Kilkenny Riverside Gardens.

Figure 2: Suggested temporary landscaping to temporary Dart+ construction compound to Site 4 (Mitchell & Associates on behalf of LDA)

4.0 Proposed temporary access road and electricity supply route through Site 4

4.1 Works Layout Drawing No. 10 submitted with the Railway Order shows a proposed gravel access road to service the proposed Park West Substation Compound and temporary construction compound. The road is to include the substation electricity cable supply (38KV infrastructure) route (Works No. 10.14). The proposed road and cable route follows the line of the permanent development internal road network proposed as part of the forthcoming Phase 1 planning application at Site 4 proposed by the LDA and DCC. Given this proposed internal road will be subject to a forthcoming planning application, the LDA are seeking to ensure that further engagement with CIÉ and other necessary stakeholders be ensured throughout the construction period. The LDA seek 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 both the Dart+ and residential led development at Site 4 can proceed without conflict.

4.2 On behalf of the LDA, Waterman Moylan, Consultant Engineers, have reviewed the information submitted with the Railway Order and understand the 38KV substation proposed on Site 4 to serve Dart+ South West will require a two-circuit network connection. The drawings submitted show the proposed substation to the south west of Site 4 at Park West and only a short section of ducting which is noted as "possible route of 2 x 38KV incoming supplies from ESB – To Be Confirmed" (See Drawing title Park West Substation Location Plan and Layout - DP-04-23-DWG-RO-TTA-18856). The ongoing route of the 38KV infrastructure will likely have to be provided through the DCC lands (Site 4) to extend as far as Park West Avenue. Furthermore, it would also suggest that additional ducting will have to be provided through existing roads beyond the ownership of CIE/Irish Rail. Waterman Moylan understand a twin circuit 38KV duct cross section will require a 900mm wide and 1200mm deep service trench through which other services will not be allowed to run (see example of service trench below in Figure 4). Other services may run alongside the 38KV twin circuit cross section, however. The LDA would request that the final alignment of the proposed electricity infrastructure routing follow the proposed road centreline in order to minimise impact on and allow space for additional necessary infrastructure to serve the overall development of Site 4.



Figure 3: Extract from drawing submitted with Dart+ South West (Drawing title Park West Substation Location Plan and Layout - DP-04-23-DWG-RO-TTA-18856). Only a short section of electricity supply routing is shown on the drawing (terminating at the 'X' denoted by LDA).

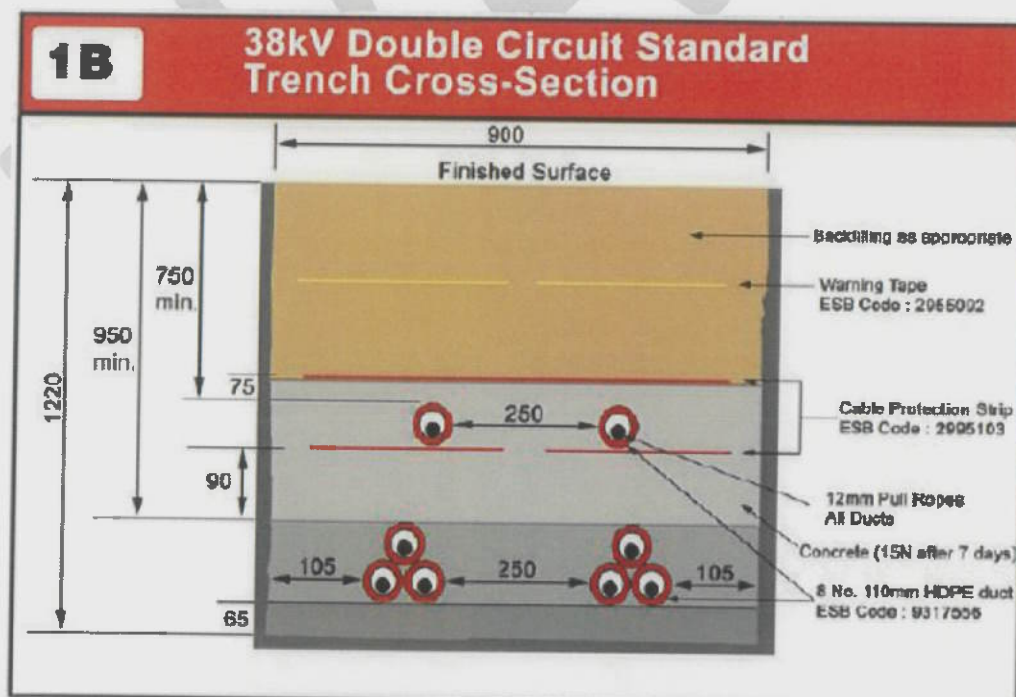


Figure 4: Example of ESB 38V Twin Circuit Cross Section which will likely run through Site 4 roadway (Waterman Moylan on behalf of LDA).

5.0 Proposed substation and permanent compound on Site 4

5.1 The proposed Dart+ South West works include a proposed permanent land acquisition to provide an electrical sub-station for the Dart+ Southwest project at the southwest corner of Site 4. The proposed location of the substation was revised following discussions between the LDA, DCC and CIÉ prior to submission of the railway order. The location adjacent to the M50 and proximate to the railway line is mutually acceptable to all parties in ensuring servicing to the Dart+ route and also ensuring the development potential of Site 4 (as sought by the park West-Cherry Orchard Local Area Plan) is retained.

5.2 The LDA wish to make a number of comments regarding the proposed substation and permanent compound. Presently, the existing tree planting along the M50 within Site 4 provide a landscaped buffer to the site. The LAP also seeks a 'green buffer zone' along this boundary with the M50 as part of a 'green corridor'. The proposed substation will permanently remove some of the existing trees and hedgerows. The LDA would request that some form of permanent tree and/or landscape planting be proposed either outside or inside the eastern and northeastern boundary fences of the 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 housing and commercial development at Site 4. The following options are suggested (see Figure 5 for illustration):

Option 1: Consider moving the proposed boundary palisade fence 2 metres inside the ESB compound on the eastern side to allow for widening of the bio retention planting strip to 3.5 metres to accommodate tree planting to mitigate the visual impact of the compound and loss of existing trees in that zone.

Option 2: If no opportunity for planting within compound area, consider at least a 1 metre wide planting space along the fence line to the inside of the compound to allow for hedge planting (hedge to be planted on the inside of the compound to prevent people from climbing on the hedge and over the fence).

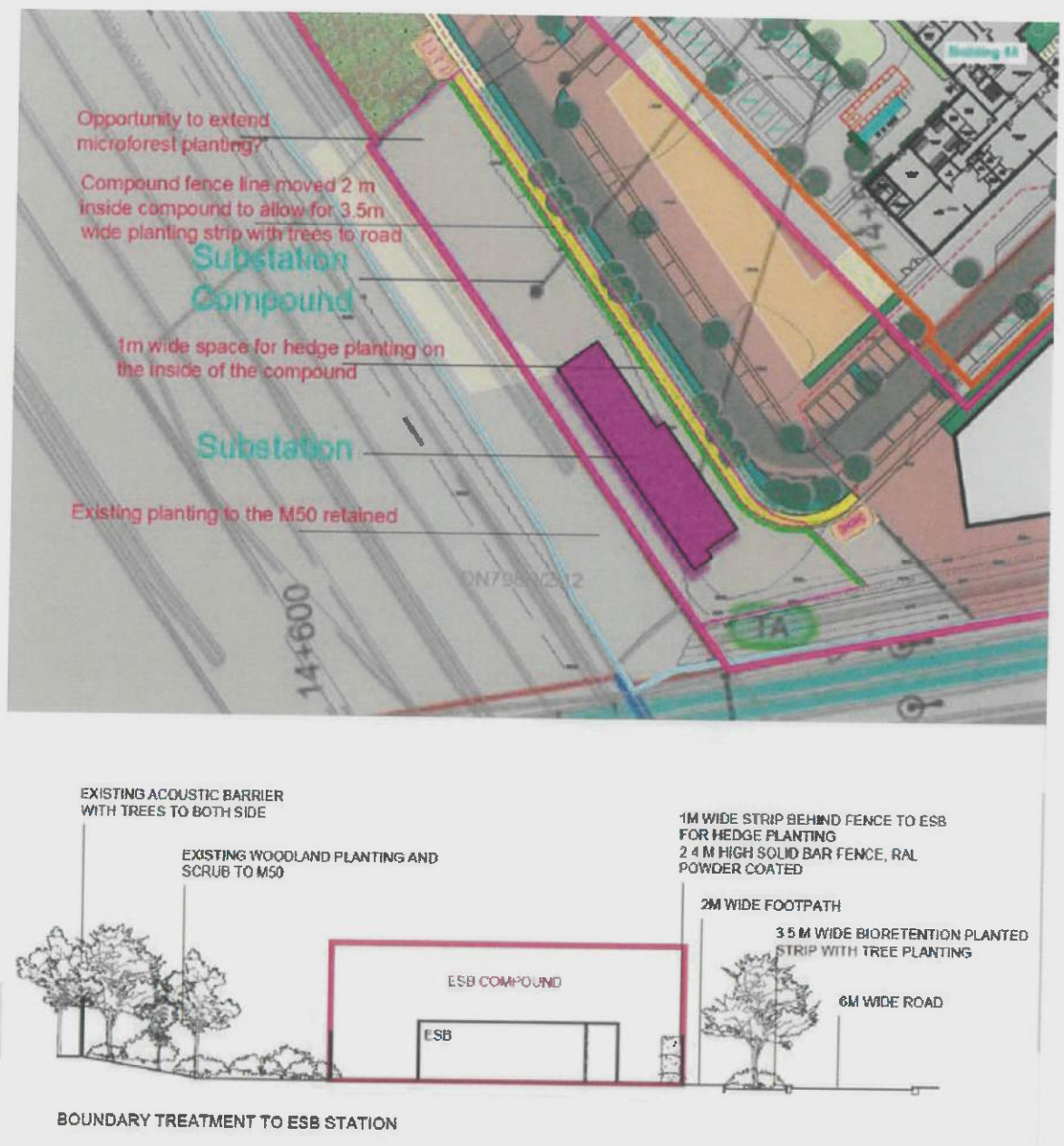


Figure 5: Proposed planting options for substation boundary proposed by LDA and DCC (Mitchell & Associates)

- 5.3 Chapter 5 of the Environmental Impact Assessment Report outlines the Construction Strategy for the project. Section 5.2.7.1 outlines details of the proposed substations and states the compound will be secured with a palisade fence or similar. It is also stated that the 'architectural finish will be grey brick/blocks, however there may be site specific areas where a high architectural finish is required'. The LDA would request that high-quality boundary fencing is delivered at this location given the future proposed adjacencies to housing and commercial development on the DCC/LDA site. The LDA would request that the eastern, southern, and northern facades of this substation are finished to a high standard for the same reasons.

6.0 Temporary Construction Compound at Site 5

- 6.1 Works Layout Plan No. 10 proposes a temporary construction compound at Site 5 of the Park West-Cherry Orchard LAP. Site 5 is to be brought forward in a further planning application phase following the submission of the phase one planning application at Site 4. The temporary compound is required for directional drilling works. The location of this temporary compound conflicts with a proposed block shown in the on the Site 5 'Site Brief' within the LAP. DCC and the LDA would request that the location, extent, access arrangements and duration for this temporary compound are discussed prior to construction of the Dart+ project. This is to ensure that detailed proposals and a planning application for Site 5 housing development can be development while ensuring minimal conflict with the Dart+ proposal.

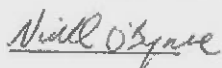
7.0 Park West Railway Station

- 7.1 DCC and the LDA note that the proposed railway works do not include details for any potential upgrades regarding cycle and car parking, cycle access, pedestrian access at Park West railway station. It is considered that this is a missed opportunity to provide for improved access and sustainable mobility measures to ensure that access to the station is prioritised for pedestrians and cyclists. Access to the station is currently very poor and it is considered that the suggested improvements should be provided as part of the Dart+ South West project.

8.0 Conclusions

- 8.1 The LDA welcomes submission of the Dart+ South West railway order. The project will provide increased rail frequency and capacity which will support the sustainable and transport orientated development along its route including at Park West station. DCC and the LDA are progressing housing led development proposals to the north of Park West station and request that issues in relation to consultation, compounds, landscaping, electricity supply routing and proposals at Park West station be considered and assessed by An Bord Pleanála.
- 8.2 The LDA request that the above submission be considered by An Bord Pleanála.

Yours faithfully,



Niall O'Byrne

Town Planner

Land Development Agency

Encl: €50 submission fee (paid by card).