
Appendix 1.4
PC2 Findings Report (2022)

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1. Introduction

1.1. DART+ Programme

The DART+ Programme is a key transportation improvement to form a high quality and integrated public transport system. It will have benefits for the residents of the Greater Dublin Area and also those living in the other regions. It will assist in providing a sustainable transport system and a societal benefit for current and future generations.

The current electrified DART network is circa 50km long, extending from Malahide / Howth to Bray / Greystones, and the DART+ Programme seeks to increase the high capacity and electrified network to 150km. The DART+ Programme is required to facilitate increased train capacity to meet current and future demands, which will be achieved through a modernisation of the existing railway corridors. This modernisation includes electrification, re-signalling and certain interventions to remove constraints across the four main rail corridors within the Greater Dublin Area, as per below:

- DART+ South West (this Project) – circa 16km between Hazelhatch & Celbridge Station to Heuston Station and also circa 4km between Heuston Station to Glasnevin, via the Phoenix Park Tunnel Branch Line.
- DART+ West – circa 40km from Maynooth & M3 Parkway Stations to the City Centre.
- DART+ Coastal North – circa 50km from Drogheda to the City Centre.
- DART+ Coastal South – circa 30km from Greystones to the City Centre.
- DART+ Fleet – purchase of new electric and battery-electric fleet to serve new and existing routes.

The DART+ Programme is a key element to the national public transportation network, as it will provide a high-capacity transit system for the Greater Dublin Area and better connectivity to outer regional cities and towns. This will benefit all public transport users.

Delivery of the DART+ Programme will promote transport migration away from the private car and on to public transport. This transition will be achieved through a more frequent and accessible electrified service, which will result in reduced road congestion, especially during peak commuter periods.

The DART+ Programme will provide enhanced, greener public transport to communities along the DART+ Programme routes delivering economic and societal benefits for current and future generations.



Figure 1.1 - Schematic diagram of DART+ Programme extent

1.2. DART+ South West

The DART+ South West Project will deliver an electrified network, with increased passenger capacity and enhanced train service between Hazelhatch & Celbridge Station to Heuston Station (circa 16km) on the Cork Mainline, and to Glasnevin on the Phoenix Park Tunnel Branch Line (circa 4km).

DART+ South West Project will complete four tracking between Park West & Cherry Orchard Station and Heuston Station and will also re-signal and electrify the route. The completion of the four tracking will remove a significant existing constraint on the line, which is currently limiting the number of train services that can operate on this route. DART+ South West will also deliver track improvements along the Phoenix Park Tunnel Branch Line, which will allow a greater number of trains to access the city centre.

Upon completion of the electrification of the DART+ South West route, new DART trains will be used on this railway corridor, similar to those currently operating on the Malahide / Howth to Bray / Greystones Line.

1.2.1. Capacity Increases Associated with DART+ South West

The operating capacity of services in the Heuston area is currently constrained by railway infrastructure limitations and the ability of Heuston Station to accommodate terminating trains. Iarnród Éireann currently operates at a maximum capacity of 12 inbound trains in the AM peak hour and 12 outbound trains in the PM peak hour along the Cork Mainline. This provides a peak capacity of approximately 5,000 passengers per hour per direction during the AM and PM peak hours: operating inbound and outbound, respectively. DART+ South West aims to improve train service and increase train and passenger capacity on the route between Hazelhatch & Celbridge Station to

Heuston Station and through the Phoenix Park Tunnel Branch Line to the City Centre, covering a distance of circa 20km.

DART+ South West will significantly increase train capacity from the current 12 trains per hour per direction to 23 trains per hour per direction (i.e., maintain the existing 12 services, with an additional 11 train services provided by DART+ South West). 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.



Figure 1.2 - DART+ South West Capacity Increase

1.2.2. Key infrastructural elements of DART+ South West

The key elements of DART+ South West include:

- Completion of four-tracking from Park West & Cherry Orchard Station to Heuston Station, extending the works completed on the route in 2009.
- Electrification and re-signalling of the line from Hazelhatch & Celbridge Station to Heuston Station and also from Heuston Station to Glasnevin, via the Phoenix Park Tunnel Branch Line, where it will link with the proposed DART+ West.
- Undertaking improvements/reconstructions of bridges to achieve vertical and horizontal clearances.
- Remove rail constraints along the Phoenix Park Tunnel Branch Line.
- Delivery of a new Heuston West Station¹.

The Preferred Option will be compatible with future stations at Kylemore and Cabra, as identified in the National Transport Authority's Greater Dublin Area Transport Strategy 2022 – 2042, although the construction of these stations is not part of the DART+ South West Project.

Figure 1-3 below shows a map of the extent of the DART+ South West project.

¹ For PC1 the scope of the project involved feasibility of a new Heuston West Station. As a result of stakeholder feedback, the new station was included in PC2 will now be included in the Railway Order application. Refer to **Section 4**.



Figure 1.3 - Map of proposed DART+ South West project

1.3. Public Consultation

Public participation is a key element to the delivery of major infrastructure projects, such as the DART+ South West project. The purpose of public consultation is to engage the public in the scheme delivery process; inform the public of the statutory process and the likely timescales; seek the public's cooperation and understanding of the project; and to capture local knowledge to inform the Environmental Impact Assessment (EIA) and Railway Order (RO) process.

Public participation is welcomed and encouraged throughout the design development process. This project provides for three focused periods of public consultation. Consultation provides opportunities for stakeholders to learn about the design development, and to provide feedback to inform the project team. The main public participation stages provided for as part of the project development are:

- Non-Statutory Public Consultation No. 1 The Emerging Preferred Option (Summer 2021) - **Completed**
- Non-Statutory Public Consultation No. 2 The Preferred Option (Winter 2021) - **Completed**
- Statutory Consultation Period as part of the Railway Order application process - (Summer/Autumn 2022)

This report details the process and records and analyses the feedback from Public Consultation No. 2 focussed on The Preferred Option.

1.3.1. COVID-19

Due to ongoing COVID-19 restrictions, which limited the number of people that could attend events, Public Consultation No. 2 focused predominantly on digital / online consultation. In order to comply with the public health restrictions consultation, including meetings with affected landowners / residents were predominantly conducted online (website / email / Microsoft Teams / telephone). The project team held four online public webinars for residents local to the affected areas, including: Cabra to Heuston Area, Islandbridge to Inchicore Area, Kylemore to Park West / Cherry Orchard Area, Clondalkin to Hazelhatch / Celbridge Area and further meetings for all surrounding communities (see **Table 2.1**).

2. Public Consultation No. 2: The Preferred Option

2.1. Overview of Public Consultation Process

This public consultation findings report has been prepared to summarise and assess the feedback received from Public Consultation No. 2 on the Preferred Option. The consultation period commenced on 10th November 2021 and ran for five weeks until 17th December 2021 inclusive.

As described in the public consultation brochure, Public Consultation No. 2 was an opportunity for all stakeholders, including potential users of the services, those likely to be impacted by its development and all members of the general public, to express their views on the project plans at an early stage in the design process. On projects such as DART+ South West, local knowledge communicated through submissions of all types, positive, negative or neutral, informs the design development process.

The feedback and engagement, summarised in this report, will ultimately assist the project team in improving the project and will ensure the successful delivery of a project that best meets the needs of its users and the local communities. Throughout Public Consultation No. 2, the project team responded to all queries raised in a timely manner. The objective was to assist the public in gaining a better understanding of the project and to encourage engagement in the non-statutory consultation process. The following sections describe the various channels of communication used to notify and inform the public of Public Consultation No. 2.

2.2. Public Consultation No. 2 Launch & Media Coverage

Public Consultation No. 2 was launched on 10th November 2021. The Iarnród Éireann Corporate Communications and Media team issued a press release to all major media outlets. The launch was well covered both nationally and locally throughout the consultation period, including mentions in The Irish Times, Irish Examiner, Irish Independent, Liffey Champion and the Fingal Independent, among others.

A selection of press clippings in relation to the launch are provided in **Appendix A**.

2.2.1. Advertising

Adverts were featured on posters at train stations along the DART+ South West project route (**Figure 2.1**). In addition, social media posts advertising the public consultation period were published on the Iarnród Éireann Facebook and Twitter social media accounts. (**Figure 2.2**). These posts were shared by interested parties. Furthermore, a newsletter detailing the public consultation was sent to Irish Rail subscribers (**Figure 2.3**)

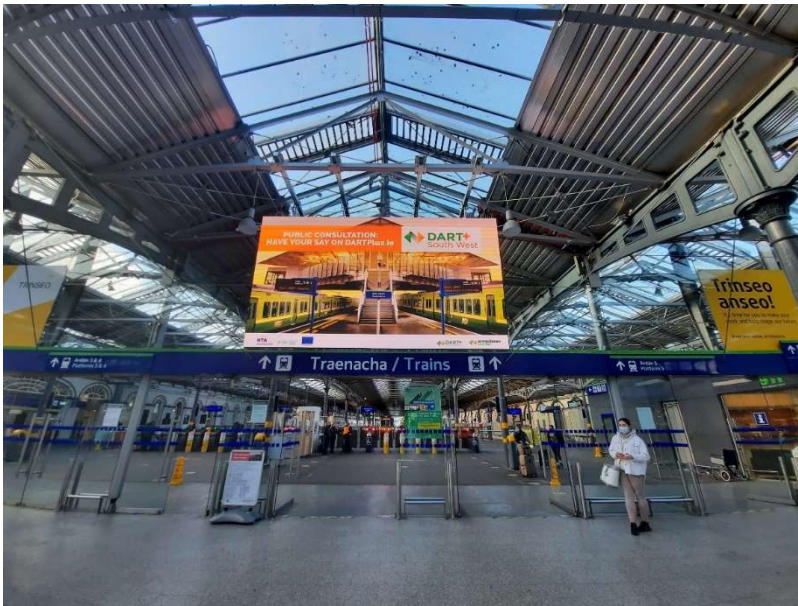


Figure 2.1 - Advert displayed on the big screen at Heuston Station (Left) and poster featured throughout stations along the proposed route (Right).

Iarnród Éireann Irish Rail
14 November 2021 · 🌐

DART+ South West - We Want Your Feedback

The DART+ South West Public Consultation 2 is now Live

The second of the infrastructural projects of the DART+ Programme to be delivered will be the DART+ South West Project. This rail improvement project will provide a sustainable, electrified, reliable and more frequent rail service to our customers, revolutionising capacity between Hazelhatch & Celbridge station and Dublin City Centre, whilst also increasing capacity and reducing journey times for non-electrified InterCity and Commuter services.

For more information or to submit feedback on the DART+ South West Project please see the below link -
<https://www.dartplus.ie/en-ie/projects/dart-south-west>



Iarnród Éireann #StaySafe @IrishRail · Dec 13, 2021

2nd round of public consultation on DART+ South West closes Fri 17 December. The project will provide a sustainable, electrified, reliable & more frequent service, revolutionising capacity between Hazelhatch & Celbridge station & Dublin City Centre. [dartplus.ie](https://www.dartplus.ie)

Transport for Ireland

2 4 15

See ad details

Iarnród Éireann Irish Rail
Sponsored

DART+ South West Public Consultation 2 is now live until December 17th: project to bring DART to Heuston to Hazelhatch line and Phoenix Park Tunnel, and quadruple capacity of service. Visit [dartplus.ie](https://www.dartplus.ie) to get involved #dartplus #irishrail #iarnrodeireann #sustainablemobility #publictransport #railway #railtransport

NTA Tionscadal Éireann 2040 Iarnród Éireann Irish Rail

See ad details

Iarnród Éireann Irish Rail
Sponsored

The second round of Public Consultation for DART+ South West is now open until Friday 17th December. DART+ South West will provide a sustainable, electrified, reliable and more frequent rail service to our customers between Hazelhatch & Celbridge Station and Dublin City Centre. Your Feedback is important – See how you can get involved ...

NTA Tionscadal Éireann 2040 Iarnród Éireann Irish Rail

Figure 2.2 - Samples of geo-targeted digital advertising on Facebook and Twitter that was live during the public consultation

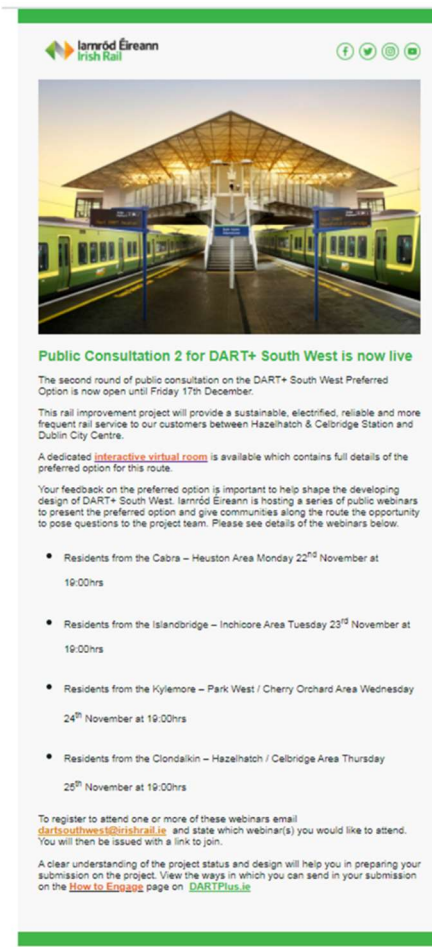


Figure 2.3 – Information contained within Irish Rail’s newsletter advertising the public consultation

2.3. Elected Member Briefings

On the morning and afternoon of the 10th November 2021, a series of online briefing sessions were held for elected representatives from Dublin City Council (DCC), South Dublin County Council (SDCC) and Kildare County Council (KCC).

The presentation provided during the online briefing sessions can be found in **Appendix B**.

2.4. Stakeholder & Community Briefings

Four online public webinars were held during Public Consultation No. 2. The purpose of the webinars was to answer any questions the public had on the project, to assist them in writing a formal submission. During each webinar a presentation on the Preferred Option and the public consultation process was given, followed by a question-and-answer section for attendees to raise their questions with the project team. The presentations followed a general format but were tailored for specific geographic locations. Participants of the webinars were encouraged to make a formal submission via email, post or website channels, as part of the consultation process. **Table 2.1** provides a list of webinars and presentations held.

Table 2.1 - Public Consultation No. 2 webinar meetings

Date (2021)	Communities
Monday, 22 nd November at 19:00hrs	Cabra – Heuston Area
Tuesday, 23 rd November at 19:00hrs	Islandbridge – Inchicore Area
Wednesday, 24 th November at 19:00hrs	Kylemore – Park West / Cherry Orchard Area
Thursday, 25 th November at 19:00hrs	Clondalkin - Hazelhatch / Celbridge Area

2.5. Public Consultation No. 2 Leaflet

An information leaflet, highlighting the key elements of the project, was delivered to residents in the project areas. The leaflet was presented in both English and Irish. Over 24,000 properties along the project corridor received a leaflet which notified the local communities of the consultation period and how to contact the project team. The leaflet was also published on the project website.

The leaflet can be found in **Appendix C**.

2.6. Public Consultation No. 2 Brochure

A 68-page non-technical public consultation brochure, presenting the key details of the DART+ South West project, the benefits, the option selection process, and the Preferred Option was developed and published online in both Irish and English. The brochure was made available on the dedicated project webpage and hard copies were issued to the elected representatives in areas along the proposed route following the launch.

The English brochure can be found in **Appendix C**.

2.7. Letters to Potentially Affected Landowners

Letters were sent via registered post to identified properties likely to be affected by the permanent footprint of the Preferred Option (158 in total), notifying them in advance of the commencement of Public Consultation No. 2.

The letter contained a brief overview of the project, a notification that the property had been identified as likely to be impacted by the Preferred Option and an invitation for the recipient to contact the project team to arrange a meeting and receive further information. Engagement with the potentially affected landowners is ongoing.

Furthermore, because a number of potentially affected landowners did not respond to initial correspondence, another letter was sent by certified post on 25th January 2022 to 122 addresses.

2.8. Project Website

A dedicated project webpage was established on the DART+ Programme website (www.DARTplus.ie) which presented all of the project information published as part of Public Consultation No. 2, including the project leaflet (English and Irish), brochure (English and Irish), the feedback form, the Preferred Option Reports and associated annexes and drawings. Similar to Public Consultation No. 1, a Frequently Asked Questions (FAQ) sheet was updated to reflect the initial submissions received and this was also published on the project website. The FAQ document was regularly updated throughout the consultation period to reflect additional issues that were raised during the process. In addition, the Public Consultation No. 1 - Consultation Findings Report on the Emerging Preferred Option, was published on the project website.

Screenshots of the project website, along with the FAQ sheet published for the consultation, can be found in **Appendix D**.

2.8.1. Virtual Consultation Room

Due to the COVID-19 restrictions in place at the time of Public Consultation No. 2, an in-person public consultation event was unable to be held. Instead, a virtual consultation room containing all the information that would normally be displayed at a live event was developed and made available on the project website as part of the online public consultation experience. The virtual consultation room allowed the public and other stakeholders to view maps, project information and other relevant information in a safe and accessible environment. **Figure 2.4** shows an image of the virtual consultation room which can be accessed via: <https://www.DARTplusvr.ie/>. The panels are included in **Appendix E**.

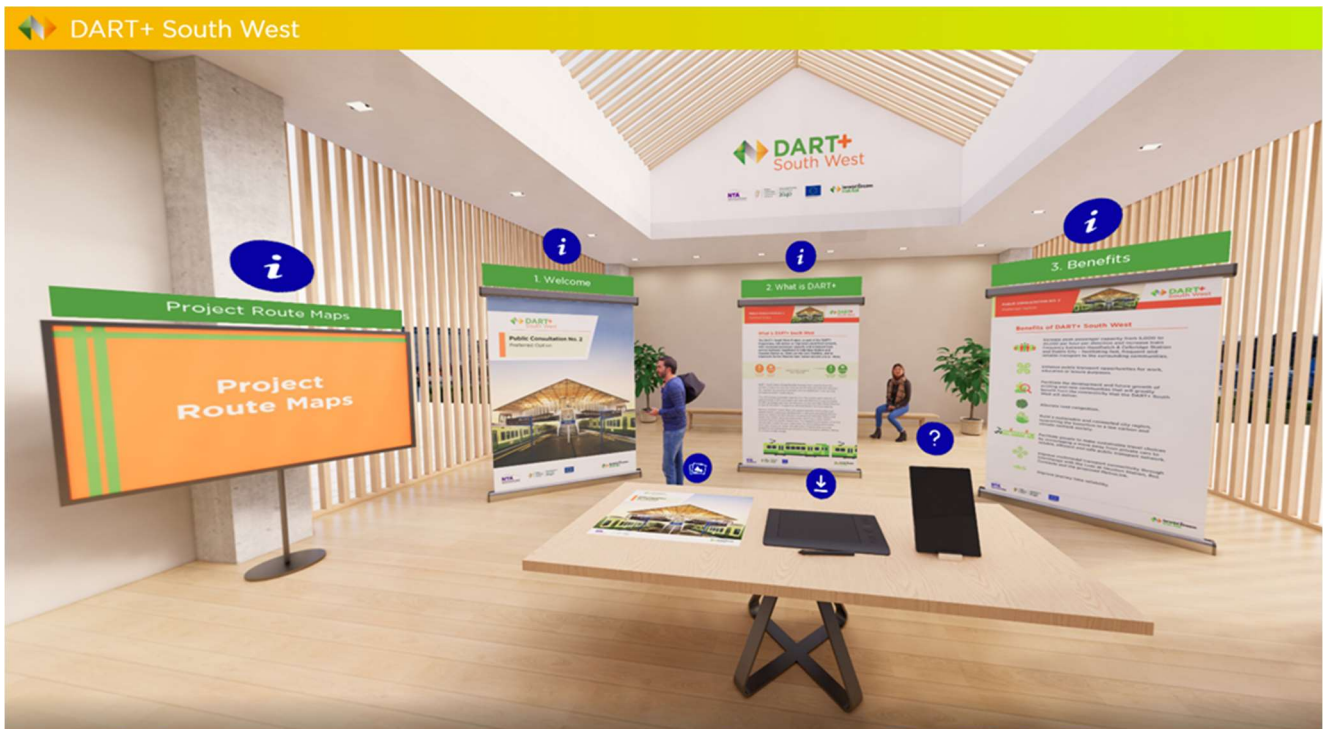


Figure 2.4 - Virtual consultation room developed for Public Consultation No. 2

2.8.2. Project Webpage Analytics

The webpage analytics measures the 'hit' rate on the public consultation webpage and the areas of the webpage where the most traffic was received. The use of these analytics complied with GDPR.

The analytics demonstrated that the project webpage had a total of **24,653** separate page views between the 10th November 2021 and the 17th December 2021.

The materials that were downloaded the most from the project website during this public consultation were the Public Consultation No. 2 Project Brochure; Public Consultation No. 2 Project Leaflet; Public Consultation No. 1 – Consultation Findings Report; Volume 1: Option Selection Report - Preferred Option Report and Schematic Layouts; and Volume 2: Option Selection - Technical Report.

2.9. Direct Correspondence via Emails, Online Forms and Project Helpline

A project email address (DARTSouthWest@irishrail.ie) and a project postal address were provided on all project materials. An online feedback form was provided on the project webpage to allow the public to make submissions on the project. The online feedback form posed questions to respondents relating to the project, asking them to provide comments, suggestions, ideas and to detail what aspects of the project were of interest to them.

A dedicated project phoneline (01 284 1029) was established and the project team ensured that all calls received during the consultation period were answered, documented, notified to the dedicated Community Liaison Officer (CLO), and promptly responded to. A postal address was also provided for stakeholders to make submissions in hard copy. A breakdown of the correspondence received is included in **Table 3.1** below.

All of the above measures were promoted to ensure opportunities for stakeholders to participate in the public consultation could proceed in adherence with the public health advice in relation to COVID-19.

2.10. Potentially Affected Landowner Interaction

Meetings were arranged with any potentially affected landowners (permanent / temporary) who required further discussion on the proposals. These were attended by the CLO, the design team and CIÉ Group Property Representatives. Meetings were held virtually on Microsoft Teams due to safety precautions as a result of COVID-19. In addition to outgoing phone calls made to and incoming calls received from affected landowners, a total of 19 landowner interactions took place during Public Consultation No. 2.

3. Feedback Received in Public Consultation No. 2

3.1. Assessment Methodology

All submissions received either via email, post, telephone, or through the online feedback form were analysed and recorded by the project team on a dedicated consultation database and managed in line with GDPR. Each individual submission was analysed to identify the theme(s) raised by the respondent, and then classified accordingly. All feedback provided was then anonymised before being analysed under each of the themes. A detailed summary of the feedback provided by stakeholders is presented below in **Section 4** of this report.

The online feedback forms posed specific questions in relation to the proposed project. The questions and associated responses are assessed in **Section 3.4** below.

3.2. Overview of Submissions Received

During Public Consultation No. 2, submissions were received across all available consultation channels made available, including orally on the telephone, digital methods and traditional post. A breakdown of the engagement by channel is provided in **Table 3.1** below.

In total, the project team received 356 unique submissions from stakeholders.

In addition, a petition supported by 243 stakeholders was received which set out specific local considerations in respect of the need for a station at Kylemore and Inchicore. The project team met with a local resident to collect this submission (243 petitions) in person at Iarnród Éireann's Inchicore Railway Works (**Figure 3.1**).

Table 3.1 - Level of Engagement with Public Consultation No. 2

Channel	Number of Submissions / Interactions
Phone Calls	35
Emails	161
Feedback Forms	161
Post	0
Signed Template Letters	243*
Virtual Consultation Room Visits	9,820
Website Views	24,653

*243 identical letters in support of stations at Kylemore and Inchicore each signed by individuals

In addition, further engagement with relevant Local Authorities and prescribed bodies has been ongoing.

Continued engagement with potentially affected landowners (permanent / temporary) has also continued since the commencement of Public Consultation No. 1 (PC1).

Public appreciation post for the amazing @zoeobeimhen who personally delivered hundreds of requests for Inchicore & Kylemore stations to @IrishRail today.
tinyurl.com/dartSW
dartplus.ie/en-ie/projects...



Figure 3.1. Twitter post by Irish Pedestrian Network after Project Team members met a Local Resident and Elected Representative to collect petitions at Irish Rail, Inchicore Railway Works on 17-12-2021

3.3. General Themes Raised During Consultation Process

Feedback received during the consultation has been collated into 15 themes in order to present the information in an accessible manner. **Table 3.2** below provides an overview of the themes that arose in stakeholders' feedback, and the number of references to each theme.

The stakeholder feedback received under each theme is summarised in **Section 4** of this report.

Section 3 and Section 4 of this Findings Report contains information as it was provided by stakeholders in their public consultation responses, some of which is subject to verification by the project team.

Table 3.2 - Themes of Feedback and Number of References Received

Feedback Theme	Number of References in Feedback
Stations	585 (incl. 243 identical template letters)
Operational Phase / Post-Construction	213
Environmental Impact Assessment	157
Project Need	118
Project Scope	115
Public Realm	76
Climate Change	61
Landownership	57
Safety	41
Consultation and Engagement	37
Bridges	34
Construction	30
Electrification	22
Policy and Planning	18
Permanent Way and Four-tracking	14
Surveys and Site investigations	9

3.4. Specific Responses from the Feedback Form

As part of Public Consultation No. 2, a feedback form was provided on the project website to encourage participation in the public consultation. The form sought feedback on two specific questions. In addition, free space was available for stakeholders to provide additional views and this was assessed by the project team and is included in the feedback summary at **Section 4** below.

The two specific queries were asked in the feedback form and the responses received are set out below:

Question 2A: Do you Support the principle of the DART+ South West project?

Figure 3.2 below, shows that of the 161 respondents, 153 or 95% were in support of the principle of the project. six respondents, or 4% indicated that they did not support the scheme, while two respondents, or 1%, chose not to answer.

Do you support the principle of the DART+ South West project?

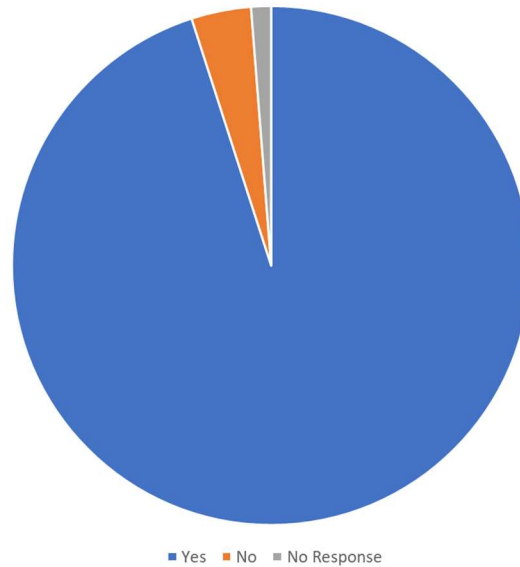


Figure 3.2 - Response to Question 2A

Question 6A: Will the improved services encourage you to change from travelling by private car to public transport?

Figure 3-2 below, shows that of the 161 respondents, 122 or 76% said that improved services would encourage them to change from travelling by private car to public transport. A further 34 respondents, or 21% indicated that the scheme would not encourage such a change. Finally, five respondents, or 3%, chose not to answer.

Will the improved services encourage you to change from travelling by private car to public transport?

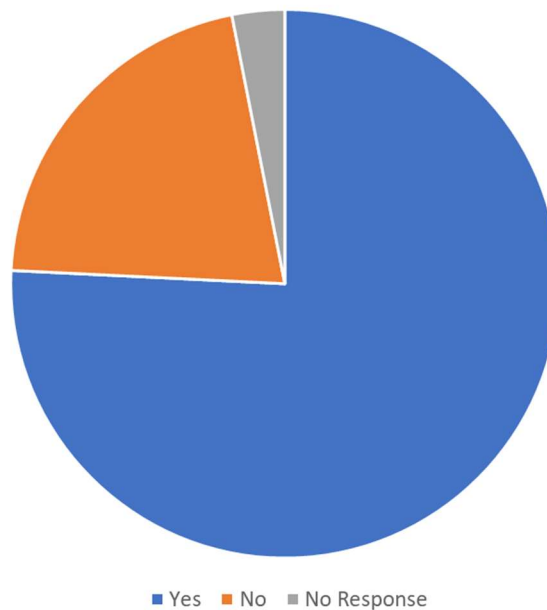


Figure 3.3 - Response to Question 6A

4. Summary of Feedback from Public Consultation No. 2

Feedback received during the consultation has been collated into the following 16 themes and is summarised in this section of the report:

- Stations
- Operational Phase / Post-Construction
- Environmental Impact Assessment
- Project Need
- Project Scope
- Public Realm
- Climate Change
- Landownership
- Safety
- Consultation and Engagement
- Bridges
- Construction
- Electrification
- Policy and Planning
- Permanent Way and Four-tracking
- Surveys and Site investigations

The feedback presented in **Section 4** reflects the comments received by the project team and does not represent Iarnród Éireann's views on the particular issues. It is presented to show the broad nature of feedback provided and to ensure that the project has regard to the views presented during the consultation.

4.1. Stations

Stations received the highest number of references within the feedback submitted in Public Consultation No. 2. A significant number of submissions called for additional stations to be included within the scope of the DART+ South West project. Suggestions regarding various design elements of stations, including station's accessibility and facilities were also made in submissions.

4.1.1. Station Design

Stakeholders noted that any new station entrances should be clearly identified in the plans so that 'their interface and impact on the public realm can be assessed'. Feedback highlighted that, if possible, stations should have multiple exits to maximise local access. Respondents raised a question as to whether travelators could be installed at the main stations. Additionally, stakeholders noted that 'open plan stations without turnstile barriers' are desirable, to improve passenger flows.

Design suggestions specific to various stations along the proposed route are presented in **Sections 4.1.2** and **4.1.3** of this report.

4.1.1.1. Accessibility

Submissions cited that all passengers should be treated with equal importance in accordance with universal design principles and stated that a 'Universal Access Audit' on the design should be prepared. Stakeholders welcomed the consideration given to accessibility in the new DART+ Fleet.

It was highlighted in submissions that stations should have level or step-free access on all sides. While some respondents stated that ramps are preferable to lifts, other stakeholders criticised ramp-only design and raised concerns regarding 'the use of ramps causing an accessibility problem for people at the new IÉ station at Pelletstown'. Feedback cited that it is vital that lifts are provided in any future stations. Stakeholders urged the project team to liaise with accessibility and disability groups to understand the varied range of needs to be considered.

4.1.1.2. Station facilities

Submissions suggested that existing stations along the proposed route should be modernised. Stakeholders particularly requested improved lighting, security, toilet facilities and eateries in stations.

Stakeholders highlighted the need for secure, well-lit and covered bicycle parking at stations. Submissions urged the project team to work closely with pedestrian and cycling groups when designing any future stations.

It was noted in Dublin City Council's City Architects' submission that new cycle provisions should be included in the proposals, in addition to justification of the quantities required and how the City Development Plan requirements are being met. Submissions further noted that a study of the broader station area including 'movement routes and volumes of pedestrians and cyclist accessing each station' is required and that a report of the 'Social and Commercial impacts of the proposal' should be prepared. Stakeholders stated that more detail is required regarding works that will happen to the surrounding road network to allow better access for pedestrians and cyclists to stations.

Stakeholders further requested that charge points for electric vehicles are installed at stations and for Park and Ride facilities to be developed.

Additionally, feedback cited the need for pest management programs to be implemented at each station.

4.1.2. Existing Stations

4.1.2.1. Hazelhatch & Celbridge

Stakeholders questioned what additional facilities are planned for Hazelhatch & Celbridge station, such as improved access for all road users, electric charging points, bicycle parking, toilets and park and ride facilities. Concern was raised that the station's current facilities will be insufficient to cater to the additional footfall that this project will bring and that this should be quantified in an assessment. A particular submission from Kildare County Council (KCC) stated that if additional parking facilities are not provided some customers may have no option but to park outside the station and on the nearby public road which will create a traffic hazard.

One stakeholder asked if overnight stabling for trains immediately west of Hazelhatch station would be included.

4.1.2.2. Adamstown

Submissions requested 'a massive expansion' to the park and ride facilities at Adamstown station. Additionally, it was noted that Adamstown station is not easily accessible to residents in Lucan and respondents thus questioned whether an additional station could be considered on the R120 road bridge between Adamstown and Kishoge station.

4.1.2.3. Kishoge

While Kishoge station is not part of the DART+ South West project - and stakeholders noted this - submissions asked when it will open. Feedback highlighted that the Kishoge station is 'critical' for the Clonburris Planning Scheme and that it will be an 'important transport link for a growing community'. Submissions about Kishoge station also included references to the climate emergency and sought project updates from Iarnród Éireann. A response to this is included in **Section 5** of this report.

4.1.2.4. Clondalkin / Fonthill

Submissions noted that Clondalkin / Fonthill station is at present partially open and stated that the station needs to be fully operational as part of the Clonburris Planning Scheme. Stakeholders requested further information and details in relation to the full opening of the station.

Respondents questioned whether the line could be re-routed to pass through Clondalkin village.

4.1.2.5. Connolly

Respondents raised questions as to whether or not the DART+ South West line will finish at Connolly station. Respondents questioned current proposals for the DART lines and subsequent splits, suggesting that all trains on the South West line should go to Connolly and all trains on the West line should go to the Docklands.

Concern was raised that the increased frequency of trains will worsen delays waiting for a platform to become available in the station.

4.1.3. Proposed New Stations

4.1.3.1. Proposed Heuston West

The delivery of the proposed Heuston West station, as outlined in the project scope, was welcomed in submissions. While some stakeholders felt that this will improve public transport options and enable car-free living for thousands of people in the Kilmainham and Islandbridge areas, others raised concern that the new station will be under-utilised unless it includes sufficient pedestrian access.

It was noted that Heuston West will contribute to 'multi-modal transit, boost regional connectivity, and make public transport the preferred option for more and more people'. Feedback stated that easy access between Heuston West and the main Heuston station should be considered. Stakeholders suggested the development of an under-ground walkway to connect the two stations and the installation of travelators. Submissions further suggested that a bus turnaround and layover be provided at the proposed new station.

Stakeholders sought assurance that pedestrian access to the station from the Clancy Quay development will be delivered and not delayed. It was highlighted that maintenance, such as litter-picking, should be provided when additional footfall is passing through the development.

Several references were made to cycling and pedestrian infrastructure. Comments in a few submissions specifically referred to compatibility with the planned Liffey Greenway from Chapelizod Village to Heuston Station.

Respondents suggested that Heuston West should instead be named 'Islandbridge' or 'Clancy Barracks' station. They felt that this would reflect the area the station serves more accurately and clarify that it is a separate station to the main Heuston station, which is at least ten minutes walking distance away.

Stakeholders requested more detail on the plans for Heuston West station, e.g. the precise location, when it would be developed and what, if any, impact it might have on the Riverpark Apartments on Conyngham Road. Additionally, stakeholders questioned what parking facilities are being proposed. It was noted in submissions that 'design of the station itself provides an opportunity to set the tone with respect to architecture and design for the wider Heuston area'. Respondents stated that they were disappointed to see the design follows the same template of the recently opened Pelletstown station; and noted that ramps and bridges cost service users' time.

4.1.3.2. Proposed MetroLink Glasnevin Station

It was noted in submissions that a Glasnevin station would help commuters in the area and reduce traffic congestion into the city centre. Stakeholders asked whether a Glasnevin station is part of the DART+ programme and if delays to the proposed MetroLink would impact delivery of the station. While not part of the DART+ South West project scope, a stakeholder cited their concern that the Brian Boru Pub is earmarked as a possible location for the proposed MetroLink Glasnevin Station.

4.1.4. Stakeholder Feedback Requesting Additional Stations

While the public consultation asked for feedback on stations proposed under Dart+ South West only, nonetheless stakeholders responding to this public consultation (surveys and individual submissions) included many calls for additional stations at Ballyfermot, Kylemore, Inchicore, Cabra, and Phoenix Park.

A number of key themes arose in this regard, namely the burden on residents from construction and operation of the project; access to education and work for disadvantaged areas; traffic congestion exacerbated by new and proposed new housing increasing local populations; and climate change.

Respondents expressed frustration in receiving communications about this project, given that they would not be able to access it, but would be impacted by the works and operation. Respondents cited annoyance that the DART+ South West will travel through densely populated, urban areas without stopping; and referred to this as a 'massive oversight'. They said additional stations could be provided as community benefit to balance the impacts of the project - during both construction and operation – was asserted in submissions.

Feedback asked for stations along the DART+ South West route to be commensurate with the existing DART coastal route.

Climate action, air quality issues and the economic cost of traffic congestion were also cited as drivers to provide more stations. Local residents maintained that having stations far from residents will disincentivise use of public transport and increase car congestion.

Views were expressed that the most sensible time to progress the development of new stations is as part of the initial project; and called for an urgent review in this regard. The predicted population growth in the area was highlighted and it was claimed that by the time this project is constructed, the demand will already exist.

A significant number of submissions called for stations in the circa five kilometre (5km) stretch of railway from Park West & Cherry Orchard station to Heuston West, encompassing the densely populated areas of Kylemore, Ballyfermot, Inchicore and Kilmainham.

Stakeholders referred to the traffic congestion in Ballyfermot and maintained that access to the DART+ South West line would be 'transformative' for local residents and enable them to access education, employment and leisure. Submissions said a platform is in place alongside the old Station Master's house in Ballyfermot which is a mid-way point between the proposed stations at Heuston West and Kylemore.

Submissions included a petition with 243 signatures was delivered to the project team which called for stations to be provided at Kylemore and Inchicore.

Several planned residential developments in Kylemore were cited, specifically developments proposed at the Royal Liver Site, Bluebell and in the Naas Road and Long Mile Road areas. Stakeholders further noted that Kylemore Station had been included as a potential element of the works in the tender for the DART+ South West design consultants.

Stakeholders requested that a station in Inchicore be delivered as part of this project or 'at a minimum', that the project's design is 'compatible with a future station at Sarsfield Road bridge or the Inchicore Works site'.

Respondents raised concerns that the construction of signalling infrastructure at the Inchicore Works could potentially limit options for a future DART underground station and future development at this site.

Several submissions asked Iarnród Éireann to include the proposed Cabra station in the Railway Order application for Dart+ South West. Respondents stated it is 'a cause of serious concern' that a station is not

being included at this stage and they asked that the National Transport Authority and Iarnród Éireann provide a clear timeline for the proposed station.

Stakeholders referred to the 2016 census data, citing Cabra's high population density of 23,000 people. In addition, respondents highlighted that there is significant residential development on going and proposed in the area. It was noted that Cabra is currently served by 'spotty public transport' and respondents raised concerns that the anticipated influx of new residents will put pressure on road congestion and existing public transport options in the area. Stakeholders further referred the new TU Grange Gorman campus, noting that its students and staff will need public transport. Greater access to education, work and leisure for people who are socially disadvantaged in the Cabra area was also asserted.

It was noted in submissions that the proposed location for a future station at Carnlough Road may not be the most appropriate site. Feedback suggested that the site between Cabra Road and Old Cabra Road would allow more people to access the service.

A Phoenix Park station was suggested in submissions. Stakeholders highlighted that many other European capitals include a station for their city parks. Respondents further noted that it would be very beneficial and of strategic national value if Dublin Zoo could be accessed via the DART+ South West line.

4.2. Operational Phase / Post-Construction

Stakeholders took a high interest in the post-construction and operational phase of the proposed project. Respondents welcomed the increased frequency and capacity of services that will come with the DART+ South West project and made suggestions in relation to scheduling. Additionally, suggestions were made in relation to future improvements which stakeholders would like to see implemented on DART services. Integrating other public transport services when the DART+ South West is operational was highlighted in feedback.

4.2.1. Frequency, Capacity and Journey Time

Stakeholders called for an increase in train frequency, capacity and reliability on the proposed line in order to maximise the benefits of the project. Stakeholders stated, 'public transport must be frequent, efficient, accessible, and affordable'. Respondents noted that an increase in frequency and reliability would encourage car commuters to use public transport which would ultimately help traffic congestion and carbon emissions.

It was suggested by submissions that in busy commuter areas, a train service every 20 minutes during rush hour would be most beneficial. Stakeholders requested more frequent services outside of peak hours to ensure a regular service. Weekend services were cited by respondents as being minimal and poor. It was stated that 'weekend services should operate the same timetable to encourage less driving' and 'service is abysmal on Sundays'. Stakeholders also called for 24/7 services for shift workers, socialising and other societal needs.

4.2.2. Future Improvements

Respondents noted that there is a lack of onboard information relating to other transport services and interchanges that are available to customers and stated their wish for this to be improved. Stakeholders requested clearer onboard notifications, highlighting that the current notifications are difficult to see. Stakeholders suggested the increased use of the Irish language on signs and in stations and that one station in the development should become an all-Irish speaking station. Stakeholders further suggested that advertising in stations could be improved.

Submissions stated that the onboard experience is a high priority for them, and requested the inclusion of high-speed Wi-Fi, high-voltage chargers for scooters and e-bikes, increased onboard catering, as well as improved laptop and phone charging in the new DART fleet. Submissions was stated that the current fleet of trains are 'poor in appearance' and respondents called for a cleaner and 'more appealing' fleet.

Submissions were received regarding the cost of rail travel. These included that the cost of a ticket is 'absolutely extortionate'; and that the leap card rate on new services should be reconsidered. Additionally, respondents suggested the introduction of a yearly carbon ticket on the DART network – such as the

'Kilamticket' currently used in Austria. Feedback requested that a tax number, the VAT percentage and station information would appear on printed tickets. Respondents further called for improvements to ticket validation.

4.2.3. Integrated Transport and Connectivity

Stakeholders noted that although the project is a positive step forward, an essential part of its success is integration with other services, including Luas, Dublin Bus, Bus Éireann and other Iarnród Éireann services, the planned MetroLink and BusConnects services, as well as pedestrian and cyclist infrastructure. Respondents believe that the integration of services across the city will have a wide variety of benefits and will increase usage of public transport and lower the cost to the customer. Stakeholders stated that they look forward to seeing how this project can improve connectivity throughout the city and its wider environs.

Respondents were concerned about the plans for linking the proposed DART lines to other public transport services and requested a more detailed explanation of this plan, with clarity on how passengers will be expected to move between the different transport modes. Stakeholders stated that they believe 'greater priority needs to be given to this issue at the outset rather than seek to find a tactical solution closer to the time when DART South West becomes operational'.

Dublin Chamber's submission to the public consultation championed the concept of the '15 Minute City', in which people can access most of their daily needs within 15 minutes of active transport, i.e., walking or cycling. The Chamber has long been a strong advocate for the progression of the Greater Dublin Area Cycle Network Plan. The Chamber noted the importance of consideration of active transport and highlighted the need for this approach in all elements of the DART+ plan, as appropriate.

The integration and encouragement of active travel options in the proposed works was stated as a high priority for stakeholders. Submissions called for safe and covered bicycle storage at stations; integration with existing cycle paths and footpaths; dublinbikes facilities at stations; and onboard storage for E-scooters and bicycles, as a priority.

Submissions highlighted the importance of improvements to the area surrounding stations 'to ensure integration with existing and planned transport including walking, cycling, bus and taxi'. Submissions further stated that bus stops, with appropriate parking bays and shelter, should be provided at or adjacent to stations. Development of more park and ride facilities was noted by stakeholders as a method that should be further employed to encourage car users to switch to the DART for their daily commute.

4.3. Environmental Impact Assessment

References to the environmental impacts of the proposed project were received during Public Consultation No. 2. In relation to the Environmental Impact Assessment (EIA) process, submissions stated the need for 'sufficient environmental assessment and monitoring studies to be carried out in any designated environmentally sensitive areas'. Respondents further stated that the EIA should be conducted prior to any works commencing; and emphasised the importance of this information being publicly available.

The following sections detail feedback received relating to specific sections of the Environmental Impact Assessment Report (EIAR).

4.3.1. Air Quality

Stakeholders stated that the shift in transportation usage from private cars to public transport will help reduce air pollution and that the electrification of the line will aid this further. However, some stakeholders noted that they have concerns about air quality from construction and post-construction and that every effort should be made to mitigate against any associated air quality impact.

Submissions stated that a survey of the current air pollution created by trains should be carried out on the residential side; and that this should be monitored and any impact from increased numbers of trains identified.

Transport Infrastructure Ireland (TII) drew attention to air quality in its submission and referenced its TII Environmental Assessment and Construction Guidelines, including the Guidelines for the Treatment of Air Quality During the Planning and Construction of National Road Schemes (National Roads Authority, 2006).

4.3.2. Alternatives

Submissions proposed alternatives to the project including active travel methods along with the proposed track works. Respondents stated, 'people in these areas will be empowered to use active travel if you reconfigure the chaotic and car-centric junctions at Memorial Bridge, St John's Road, and Sarsfield Road Bridge, and open up the Khyber Pass for walking and cycling'. Dublin City Council (DCC) raised issues around alternative options in its submission.

4.3.3. Archaeology, Cultural and Architectural Heritage

Stakeholders noted that the proposed development may have an adverse effect on the Archaeology and Cultural Heritage in the areas where the development will take place. Calls for a full-time Grade 1 Conservation Architect and Archaeologist to be employed to advise on proposals, at all stages of the project, were submitted by stakeholders.

Submissions asked for the Heritage Impact Assessment Report (HIAR) to be published when it [the report] is completed. To ensure that the HIAR is appropriately completed, it was further requested that, at a minimum a Grade 2 Architect, be appointed by an Bord Pleanála to ensure objectivity and independent records, including photographs of the project, are maintained.

Stakeholders asserted that the curtilage wall on the grounds of the CIÉ Inchicore Works estate is a listed and protected wall, with one respondent maintaining that 'sections of these abutments make up part of the nineteenth-century limestone wall surrounding the Inchicore works estate ... listed in the national Record of Protected Structures and the Dublin City Development plan as a Protected Structure.'

A submission from KCC noted the reference lime kiln within the projects documents have ask expressed concern in its proximity to the project and the work required in the vicinity such as track lowering and the installation of Overhead Electrification Equipment (OHLE). As such KCC have asked that a suitably experience and qualified conservation architect prepares an architectural heritage impact assessment to investigate the nature and historic use of the structure and assess the impact of the adjoining works, including mitigation measures during design, construction, and operation as appropriate.

Feedback stated that the HIAR should identify and minimise the direct and indirect impacts of all temporary and permanent works and should include a section on Memorial Bridge for its cultural relationship with Irish National War Memorial Gardens and Sarsfield Road Bridge for its original stonework and structures. Concern was further raised regarding the proposed demolition of cottages within Kildare County Council's administrative boundary; and the 19th Century turret building at the CIÉ Inchicore Works site.

In their submissions, stakeholders urged Iarnród Éireann to engage with the City Archaeologist to ensure that the project's impacts are continuously monitored by the design team, in such a way as to inform the design and 'mitigate against any adverse impacts on archaeological heritage during, rather than after, the design process'. Additionally, engagement with the Conservation Section of DCC was requested to ensure appropriate consideration of local areas and that listed buildings or National Inventory of Architectural Heritage (NIAH) structures are not impacted by the project.

4.3.4. Biodiversity

Submissions received noted that the design of the proposed underground attenuation tank in the CIÉ Inchicore Works estate should be reconsidered to provide a well-managed overground attenuation pond, instead of burying several concrete containers underground. Stakeholders noted this would serve a number of purposes, i.e. enhance biodiversity in the area, be aesthetically pleasing, provide community gain, and add to the Corporate Social Responsibility of Iarnród Éireann, CIÉ and other corporate stakeholders involved in this project. It was noted that the site is currently an under-used car park, topped with hardcore aggregate stone which 'doesn't add anything to the location'.

The preservation of existing green spaces was also highlighted by submissions as an important aspect to consider in the project design and implementation. It was noted that ‘we need to conserve whatever biodiversity we have’ and that it would be optimum to use existing concrete areas for stations or bases for construction. Stakeholders made specific reference to Kylemore Drive and Le Fanu Bridge as areas with limited green spaces. It was highlighted that a goal of the City Edge Project is to keep 50% of the green areas in certain locations in Dublin.

Respondents expressed concern about the removal of the hedges and trees during development and noted that a comprehensive study needs to be undertaken. It was noted that every effort should be made to protect hedges and trees, not only for their ecological corridor role, but also for the sound barrier and security role they provide to residents. One submission queried the removal of hedges along the river Liffey and their potential replacement with a large concrete wall / barrier. While a submission from SDCC stated they will require detail on the effect on mature trees and significant hedgerows that may be affected; and that consultation with their Parks Department is required in relation to this.

Concerns regarding the protection of bats was raised in submissions. It was highlighted that bats are a protected species of mammal under both European and Irish law. Respondents noted the known presence of bats roosting along the proposed railway line. Feedback stated that it is important for major works to be undertaken when work is less likely to impact the species; and that the original structures of the bridges, which are known areas for bat habitats, should be kept.

A submission by Inland Fisheries Ireland (IFI) noted that the DART expansion corridor will transect many important river systems in the Greater Dublin area. Of particular importance is the Liffey system and its tributaries that will interact with the project. It was noted that the Liffey system is exceptional in supporting Atlantic salmon (listed under Annex II and V of the EU Habitats Directive) and resident to Brown trout populations. In addition, it was highlighted that the river supports populations of the Freshwater Crayfish and Lamprey (listed under Annex II of the EU Habitats Directive).

The stakeholder noted that the Liffey Estuary serves as the natural linkage for species such as Salmon, Sea trout and Eels migrating between freshwater and ocean environments, providing the necessary habitat for their transition. As a result, IFI’s submission asked that the specific details of any works directly affecting watercourses or riparian habitats in the area, in particular surface water discharges to streams, be first submitted to it (IFI) for assessment. IFI further stated that they should be consulted directly in relation to any proposal to manipulate surface water channels in this area (including production of a works method statement). Should in-stream works be required, they must be carried out between July to September as specified in the IFI’s guidelines document.

In addition, the IFI submission cited that any bridging to be implemented must consist of structures that are fish passable and preferably in the form of clear span designs to minimise in-stream impact. It was cited that consultation between the DART project team and IFI will be essential in order that a fisheries-sustainable solution is arrived at and incorporated in the final works programme.

Detail on the timings of when works should be carried out in the event that a watercourse crossing occurs; and the technique required to divert any utility should it traverse watercourses, was outlined. Also cited was that potential impacts (likely and significant effects) on the system should be comprehensively assessed and recommendations and mitigation measures formulated within the EIAR. It was also noted by IFI that they have recently published guidelines which should be referred to in the EIAR; and that these can be accessed on their website, www.fisheriesireland.ie.

4.3.5. Human Health

Security and safety were cited by stakeholders as important aspects of the project. Feedback received in relation to security and safety is detailed in **Section 4.9** of this report. Submissions further highlighted that lighting around stations and in public areas along the tracks were paramount to the project’s interaction with the communities surrounding it.

4.3.6. Hydrogeology

Stakeholders stated that where instream works are proposed at watercourse crossings, it is essential that all such works are scheduled between July and September. Additionally, it was highlighted that any utility diversions that cross watercourses should be done by directional drilling in order to protect the riverine habitat; and agreed by all stakeholders.

4.3.7. Hydrology

Hydrology, the scientific study of the movement, distribution, and management of water, was raised as an important matter to be appropriately considered by Iarnród Éireann.

Stakeholders highlighted good practices for the project to maintain throughout construction, including the reuse of water onsite, discharge of water to natural water courses, discharge of water to the surface water network, discharge of water to combined network and that any discharge of surface water to public sewers shall be limited to 2l/s/ha.

A submission from DCC noted that the Council 'requires Sustainable Drainage Systems (SuDS) to be implemented in the management of surface water. Design of SuDS should aim to deliver the full range of benefits including, volume control, improved water quality, enhanced biodiversity, and amenity. To provide effective surface water management, the run-off needs to be carefully managed. The management of surface water should start as close as possible to the source of the run-off and should include a series of SuDS components linked together into a management train. In considering SuDS components, DCC further stated that preference shall be given to soft engineering solutions which mimic the natural water-cycle. Discharge managed via a pipe and an attenuation tank system should be the last option considered where possible.

Given the nature of the proposed development, which includes large sections of tracks located in deep cutting below surrounding ground level, the risk of flooding during both the construction and operational phase will need to be carefully considered. Stakeholders highlighted that the risk of flooding should be appropriately addressed in a Site-Specific Flood Risk Assessment which should detail how flood risk will be managed so that risks are reduced as far as is reasonably practicable, and that the proposals do not increase the risk of flooding to any adjacent or nearby area.

Furthermore, it was noted that any works that may impact existing DCC drainage infrastructure should be agreed with DCC Drainage Division and that they must be consulted prior to any such works commencing. DCC queried 'the situation of the attenuation tank on the drawings indicates that it will be partly beneath the Orchard / Re-wilding area with the consequent demolition of a section of wall' and requested clarity on this.

A submission from the Office of Public Works stated that their comments made to the consultation should be considered as part of the Flood Risk Assessment. The OPW noted that 'surface water management should be given appropriate consideration at early design stage'. It was further requested that 'details of measures included to contribute to a more sustainable environment along the new route, for example, SuDS measures should be provided' and that 'surface water shall be managed so that discharge to public sewers is avoided whenever possible'.

Local submissions questioned the proposed attenuation tanks' final appearance, impact on the locality and the possible risk of flooding. Stakeholders queried whether areas will 'be at increased or decreased risk of flooding from these attenuation facilities'. It was noted that that at present, after period of heavy rainfall, the carpark within the Inchicore Works site often floods and that this adversely impacts local estates.

4.3.8. Landscape and Visual

Stakeholders raised concerns over the visual impact of this project and noted that maximum effort should be made to mitigate against negative impacts.

Respondents made specific reference to the visual impact of four-tracking and the electrification infrastructure, including the OHLE and the substations. Submissions highlighted that details need to be provided and a visual impact assessment undertaken to demonstrate integration into the local context. Additionally, it was noted that substation locations should be carefully selected.

Concern was raised that a larger wall and bridge will be built at the current Liffey Railway Bridge leading to the Phoenix Park Tunnel in order to facilitate electrification. Stakeholders were concerned that the hedges and trees underneath the current bridge will be removed and replaced with a concrete wall or barrier along the river. Stakeholders highlighted that where changes to bridge parapets and walls are required, they should be replaced with high quality and 'nicely designed' walls.

Feedback highlighted that consideration needs to be given to all proposed tree locations to ensure they will not block lighting infrastructure that could result in carriageways and footways being in darkness. Stakeholders further noted that where tree removal is necessary, replanting elsewhere should be considered and if there is any 'space left over or marginal areas', that these should be landscaped thoughtfully.

Additionally, it was noted that above-ground attenuation facilities would have a positive visual impact.

4.3.9. Material Assets

Submissions noted that the significant pavement works required for this project will require complete replacement of existing lighting infrastructure, including 'the provision of ducts, cable chambers, lighting columns, luminaires, cabling, supply pillars and so on'. It was highlighted that lighting works may require alterations to other utility services and that permits may be required to work on lights.

Additionally, it was noted that an upgrade of luminaires needs to be done with high efficiency LED luminaires at a minimum. Any new and/or altered public lighting must comply with DCC General Specification and be designed to IS EN13021. Respondents highlighted that particular attention needs to be paid to light levels at station entrances, where higher levels may be required. It was further stated in submissions that all lighting works need to be carried out by a competent lighting contractor or operator.

Feedback highlighted that it is important to construct any additional utility links or upgrades across the railway line prior to electrification. Stakeholders stated that this is particularly relevant in the Clonburris SDZ and Ballymount / Naas Road regeneration lands. It was highlighted that 'the infrastructure delivery programme for the Clonburris SDZ includes the provision of 2 No. foul drainage rising mains crossing under the railway line within the SDZ lands'. Additionally, it was noted that future provision of energy supply will need to traverse the railway line.

Submissions referred to the proposed under-ground attenuation facilities at the CIÉ Inchicore Works estate and urged Iarnród Éireann to consider an overground facility instead. Stakeholders noted an attenuation pond would promote biodiversity in the area. It was said such a pond would also serve to address anti-social behaviour issues that currently occur at the proposed site, which is an under-utilised gravel car park.

4.3.10. Noise and Vibration

Stakeholders raised concerns regarding the impact of noise and vibration during both construction and operation of this project. It was outlined in submissions that Iarnród Éireann need to consider the Environmental Noise Regulations 2006 (SI 140 of 2006) and 'in particular, how the development will affect future action plans by the relevant competent authority'.

4.3.10.1. Construction Noise and Vibration

Stakeholders raised concerns over the impact of noise and vibration during the construction of the project. Submissions requested additional details on the proposed noise levels and the timeline for construction. Local residents in Kylemore, Ballyfermot, Inchicore and Kilmainham highlighted their frustrations that they will have to endure the noise of construction without any benefit to them. Residents in Cabra raised similar concerns.

Local residents outlined that they would need appropriate notice before works before disruptive works are being undertaken. Stakeholders stated that at present, notification is sporadic and only comes when complaints have been made.

Respondents noted that maximum effort is made to put noise mitigation measures into place during construction. Stakeholders suggested that the project team research measures used in other European countries during construction. It was noted that the mitigations put in place for the ground investigation works

that have already been completed was poor and that this should be improved during construction. Respondents sought additional information on the measures that are planned.

4.3.10.2. Operational Noise and Vibration

Submissions outlined concerns regarding the impact of noise and vibration when the project is operational, given the proposed increased frequency of trains.

Stakeholders stated that mitigation measures need to be put in place and requested additional information on what is being proposed. Respondents highlighted the need for sound barriers to be installed.

Some submissions welcomed the move from diesel to electricity powered trains and stated that this will positively influence noise levels in the areas surrounding the line. Respondents questioned whether there will be additional noise coming from the OHLE.

4.3.11. Population

Submissions urged Iarnród Éireann to give further consideration to future population growth in the Dublin Metropolitan Area. Stakeholders made specific reference to the City Edge Project and noted that the Emerging Preferred Scenario for this project posits 40,000 new residential units, supporting a residential population of 75,000 - 85,000 people. Submissions requested that the project team engages with DCC and SDCC on how the DART+ South West project can support population growth and future capacity issues in the Naas Road, Ballymount and Park West areas.

Stakeholders further noted their disappointment in the project's timeline for delivery, stating the project is doing nothing to support Dublin's growing population as it will not be operational for another 10 years' time.

4.3.12. Traffic and Transportation

4.3.12.1. Construction

Several concerns regarding the impact of construction on traffic in surrounding areas were raised in submissions.

Submissions highlighted the importance of a Traffic and Transport Assessment being carried out in accordance with relevant guidelines. It was noted that TII's Traffic and Transport Assessment Guidelines (2014) should be referred to in relation to the project's potential impact on the national road networks.

Stakeholders highlighted their concerns about the impact of works planned to bridges on traffic and mobility in the surrounding areas. Stakeholders drew particular attention to the South Circular Road junction, noting that this is Dublin's busiest junction. Respondents requested that specific work timetables be submitted, and that advance notice of works be given to residents in surrounding areas.

It was highlighted that construction traffic management will require consideration in collaboration with City and County Councils. Additionally, submissions noted that any temporary diversion routes will need to be agreed with the relevant City and/or County Councils. It was suggested in the feedback that a full consultation would take place before the traffic management plan is submitted to planners.

Additionally, submissions highlighted that construction traffic will have to be assessed in the context of wider construction activity. It was noted that the cumulative impact of construction traffic, which takes into consideration several works being undertaken simultaneously, as well as adjacent development construction impacts, will have to be considered in the EIAR for the Railway Order Application.

It was noted that precise arrangements need to be made at each construction compound site with regard to vehicular access. Stakeholders stated that suitable haul routes need to be identified and information should be provided on the number of daily haul routes. It was highlighted in submissions that all lands east of South Circular Road are within DCC's Heavy Goods Vehicles cordon, requiring 5+ axle vehicles to obtain a permit to deliver between 7am and 7pm, seven-days-a-week, which will impact the proposed works at Heuston West.

Stakeholders noted that pre-and post-video surveys of public road haulage routes should be conducted, and protocols should be put in place in the event of damage caused to public roads as a result of this project.

Inchicore residents noted their concerns regarding construction traffic passing from the Inchicore Works estate to the construction compounds. Additional information on the volume of traffic, working hours, proposed car parking plans and access routes for this compound were requested. Stakeholders sought assurance that construction traffic will not travel through the Inchicore Terrace South entrance; and that access to the construction compound would be through the Jamestown Road area.

4.3.12.2. Operational

Stakeholders acknowledged the DART+ South West project's potential benefits in relation to reducing car traffic and congestion. It was noted that reduced traffic will make the communities surrounding the line healthier and more pleasant to live in.

Respondents noted that there are no proposals to accommodate improved mobility to and from Hazelhatch & Celbridge station, which will be necessary if capacity is to increase.

It was noted that all aspects of the design and implementation of this project must align with the goal of removing private vehicles from the city.

4.4. Project Need

Throughout the public consultation, stakeholder submissions recognised the need for the proposed project for a variety of reasons.

Submissions noted that a modal shift from private car usage to public transport would have climate benefits by reducing congestion and traffic. Stakeholders welcomed the proposed frequency and capacity increases, which they highlighted would reduce overcrowding and reliability and would contribute to the development of Dublin as a 'compact city'.

Dublin's rapidly expanding population was highlighted by stakeholders and it was stated that projects like DART+ South West are urgently needed to support the influx of residents. It was however noted that further stations and integration would be needed to ensure that growing populations are properly catered for. It was specifically noted in feedback that 'the Dart Plus South West project will be a major benefit to the overall sustainability and viability of the SDZ and Clonburris Infrastructure Limited fully supports the project and its speedy delivery'.

The Inchicore Works Estate Residents Association (IWERA) submission stated that they 'welcome the investment in city infrastructure and given Inchicore's deep connection with the Irish railways look forward to seeing how this project can improve connectivity throughout the city and its wider environs'. DCC noted that they are 'extremely supportive of the Project in recognition of the significant improvements it will bring to public transport serving the south west part of the City and its hinterland'.

Elected Representatives in the Celbridge area further welcomed the project, stating that it will 'deliver essential improvements in capacity and service for residents, which is critically needed given both our need for a significant and rapid modal shift, as well as our expanding population in Celbridge.'

Feedback outlined that the project would have positive impacts for tourism in the city, with stakeholders noting that 'tourism and transport go hand-in-hand and tourism displays a very high dependency on public transport'.

While the majority of submissions received supported the project in principle and recognised its positive impacts, some stakeholders highlighted their concerns and issues with the project.

Similarly, respondents were unresponsive of the project as it is not being extended to include Sallins & Naas and Newbridge stations.

Stakeholders, in supporting the project, called for it to be delivered without delay and within a tighter delivery timeline. References were made over delays to the proposed DART Underground and MetroLink and

respondents questioned the business case for DART+ South West as a stand-alone project. Other respondents questioned the benefits against the cost and disruption involved.

4.5. Project Scope

Feedback was received in relation to projects that do not fall under the scope of DART+ South West in submissions, including several submissions which called for the extension of the project to Sallins & Naas and Newbridge stations in County Kildare.

4.5.1. County Kildare

A significant number of submissions asked for the scope of DART+ South West to include an extension to Sallins & Naas and Newbridge stations. The need for better and more public transport in this area was put across in submissions. Stakeholders asserted that Sallins & Naas and Newbridge are very busy stations in the commuter belt and that the existing rail service is overcrowded and infrequent. The growing population in County Kildare was highlighted in this regard, including reference to several planned new residential developments in the area. In addition, reference was made to the amount of inward travel to Naas and Sallins as major centres of employment. Traffic congestion on the M7/N7 at peak times was also highlighted, despite the construction of an additional lane in recent years, and it was claimed that an extended rail service would reduce journey times, accidents and emissions on the roads.

Stakeholders acknowledged that extending the line to these stations would present challenges, including widening the track and reinforcing many bridges between Hazelhatch & Celbridge and Sallins.

Stakeholders sought assurance that DART+ South West will not impact current services to Sallins & Naas and Newbridge. They also asked if commuters travelling from Sallins & Naas and Newbridge would be expected to change to DART services at Hazelhatch & Celbridge station.

4.5.2. Dublin

Several submissions referred to the DART underground project and noted that its delivery is essential. Stakeholders stated that DART+ South West does nothing to address inner-city congestion and that the Dublin rail network is incomplete without an underground tunnel through the city. Respondents suggested that Iarnród Éireann should progress with the design and Railway Order application for the DART underground now so that the project is 'shovel-ready' to commence construction once the MetroLink is complete.

Submissions noted that large tracts of Dublin South Central and Dublin South West, including Crumlin, Walkinstown, Kimmage, Greenhills, Terenure, Firhouse and Ballycullen, are underserved by public transport and require rail and light rail solutions. Stakeholders further noted that they would like to see a rail interchange station at the M50 and noted that it would reduce journey times if people travelling between two cities (e.g. Galway to Cork) didn't have to travel into the city centre for interchange.

Respondents stated that there is too much focus on Dublin in transport planning and that Iarnród Éireann should invest in more projects outside of the Greater Dublin area.

4.6. Public Realm

Submissions made reference to the public realm surrounding the proposed railway line and stations. DCC Architects Division cited that the delivery of a high-quality public realm needs to be a central focus of the scheme, particularly around any new station entrances.

Submissions highlighted that all aspects of the project design must align with the goal of removing private vehicles from the city and empower local people to walk, wheel, cycle and take public transport. Improvements to cycling infrastructure near stations and surrounding public realms were requested in feedback. Specific reference was made to the need for improved cycling facilities around Memorial Gardens and Phoenix Park.

Other submissions concerning the public realm cited that a huge opportunity to improve the public realm will be missed if the track under the junction at Kilmainham/Islandbridge remains open and walled-in under the current

plan. Stakeholders suggested that all roads on this junction need to be narrowed, straightened, with protected bike lanes installed; and the huge space behind the wall over the railway enclosed to provide a publicly accessible green space. See more information regarding public realm in [Section 4.10.4](#).

4.7. Climate Change

Respondents were particularly supportive of this project in terms of the role it will play in addressing climate change. It was noted that developments such as the DART+ South West project are essential to Ireland achieving its binding climate action targets. Respondents stated that ‘improving our public transport infrastructure is the single biggest contribution we can make to reducing carbon emissions in our city and improving the health and wellbeing of our population’. Stakeholders called for the speedy delivery of this project, highlighting that we are in a climate emergency and therefore the need to provide sustainable transport options is urgent.

The increased rail frequency and capacity that this project will deliver was welcomed in submissions as stakeholders felt this would encourage more people to shift to sustainable modes of transport. Additionally, respondents were pleased to see the change from high-polluting diesel trains to a fully electric fleet in the proposals. Submissions called for a phasing out of diesel-powered trains at a faster rate than what is currently planned.

Some stakeholders felt that the project has limited aspirations for the reduction of car usage and carbon emissions. Respondents noted that the delivery of additional stations would further improve the climate benefits that could be achieved through this project. Residents voiced their desire for clean, sustainable, efficient, and safe public transport to benefit the highly populated, urban communities that will be affected during construction. As such, stakeholders urged Iarnród Éireann to reconsider the inclusion of proposed future stations in the current development plans.

Respondents further noted that the inclusion of active travel options such as cycleways, footpaths, safe bicycle parking at stations, as well as links to other public transport services, would encourage sustainable transport in high commuter areas around the DART network.

It was suggested in the feedback that Iarnród Éireann could improve communications and public education campaigns to encourage the use of rail services over private car travel.

Submissions urged Iarnród Éireann to consider overground ponds instead of the proposed underground attenuation facilities, citing their benefits to biodiversity.

4.8. Landownership

Stakeholders noted and queried the impact that the proposed works will have on their land and properties, including potential permanent or temporary damage. Submissions also questioned what legal agreements/consents would be required to include land not owned by Iarnród Éireann (such as residential), in the Railway Order application.

Submissions from potentially affected landowners noted the impact that the proposed construction compound at the Kylemore Bridge would have on the adjacent business, which uses this site as car and van parking facilities for its customers and business operations. Stakeholders noted the availability of land within Park West Business Park for the proposed construction compound. Additionally, landowners raised concerns regarding the potential impact of reconstructing the Glasnevin Cemetery Bridge on funeral services and car parking facilities.

Residents whose rear gardens are proposed for temporary construction compounds, raised concerns regarding potential damage and security issues. Additional information on the land acquisition process and the duration of the proposed works was requested in submissions.

In addition, submissions received noted concerns from those currently selling affected property along the route and queried if a restrictive order preventing development will be placed on lands Iarnród Éireann proposes to acquire.

Furthermore, submissions were received regarding the lands identified for the location of the Kishoge substation and the wish to clarify ownership of the required lands.

The landowner surrounding Adamstown Station Building (OBC20D) and Crowley's Bridge (OBC20E) enquired how the project will affect them as they felt this was not clear from the drawings.

Regarding the land acquisition of DCC lands, an outline of instructions required for this was submitted to the public consultation. DCC questioned some legal aspects to the proposed development and sought clarification of the legal red line boundary around each element of the works. DCC further queried how much of their land will be included in the project. DCC advised that Iarnród Éireann should outline any alterations to their lands that may be necessary to facilitate the developments.

4.9. Safety

4.9.1. Design

Respondents noted that pedestrian and cyclist safety must be considered in the design of bridge junctions. It was noted in the feedback 'that pedestrian crossings should be raised, continuous and located in places where people are inclined to cross - rather than to suit motorists; that all footpaths are at least 1.8m wide, and that corner radii at junctions must be reduced to prevent pedestrians being swiped by turning vehicles'.

Submissions noted that currently, the junction design at these bridges does not meet the minimum standards on a variety of metrics, according to the Design Manual for Urban Roads and Streets.

Concern was raised that the location of the Kishoge substation may not be compatible with the residential and commercial developments proposed at this site under the Clonburris Planning Scheme, given the safety, security and fire risks associated with such infrastructure.

Stakeholders urged the design team to consider the gap between platforms and trains and noted that at present, it is too wide and poses the risk of passengers falling between the platform and train.

It was noted that the 'best and most up-to-date' signalling infrastructure should be put in place to protect customers and staff from harm. Stakeholders further suggested that a fence with CCTV should be installed along the route to Heuston, to protect the trains and signalling infrastructure.

Feedback highlighted that emergency vehicle access needs to be considered by the design team.

4.9.2. Audits and Assessments

Submissions noted that the project team should consult TII's publications to determine whether a Road Safety Audit is required. Additionally, feedback highlighted that Heuston West station and the substations associated with this project will need the 'necessary approvals including Building Regulation, Building Commencement Amendment Regulations (BCAR), and Fire Authority approval'.

Stakeholders raised concerns regarding fire safety risks in the Phoenix Park Tunnel and questioned when the Fire Safety Risk Assessment for the project would be updated.

4.9.3. Construction

Potentially affected landowners raised security concerns in relation to the removal of the bank, railway wall and fence to the rear of their houses during construction. It was noted that there are several elderly and vulnerable residents in the area. Assurance was sought that security measures would be put in place during construction.

4.9.4. Operational

Submissions drew attention to current anti-social behaviour issues in stations and on trains. Stakeholders called for security to be increased in stations and for a dedicated railway security presence on trains.

Respondents requested that the proposals include plans to maximise safety measures in and around stations.

Feedback questioned what enhanced security and management would be put in place at substations to safeguard against trespass and accidental electrocutions by members of the public.

4.10. Communications and Public Consultation

Stakeholders welcomed the public consultation and the opportunity to engage with the project team. Several stakeholders highlighted the importance of ongoing engagement and multi-agency input as the project develops. Respondents stated that they look forward to continued communication and cooperation with Iarnród Éireann as the project progresses.

4.10.1. Community Engagement

The importance of having a Community Liaison Officer (CLO) to deal specifically with the land acquisition was noted in the feedback.

Submissions noted that ongoing consultation and meetings with community representatives and elected representatives is essential to ensure 'buy-in to these plans and minimise disruption to the surrounding communities'.

Additionally, the need to 'identify and liaise with development sites subject to planning application or extant planning permissions that may be located adjacent to the proposed works', was raised in submissions. Clonburr Infrastructure Limited and Cairn PLC stated that they would welcome regular interfacing with Iarnród Éireann to ensure that both party's projects are successfully delivered.

4.10.2. Consultation Process

Stakeholders submitted feedback on the webinars that were held as part of the consultation. The submissions stated that the presentations were of high quality and questions were answered satisfactorily. Respondents highlighted that some residents may not have access to the internet or technology to attend webinars and local community meetings should have been considered. It was further noted that Zoom should be used in preference to MS Teams for webinars, as more people are familiar with this platform.

A stakeholder group stated that information on the webinars was not distributed widely enough in the Kilmainham area. Some residents cited frustration regarding how the public consultation was promoted. Further feedback from residents asked why the webinars weren't recorded. One respondent stated that they did not receive a letter about the baseline noise survey which they stated: 'is slightly concerning as we need to have confidence that we are kept informed through the community liaison process'. All these queries were followed up by phone/email by the CLO.

A small number of stakeholders who submitted their views during PC1 felt their feedback was not taken on board.

4.10.3. Project Publications

4.10.3.1. Accessible Public Information Material

Submissions requested short summary reports updating stakeholders on the project. Feedback stated that although detailed and comprehensive project reports are published, they are 'too long' and 'too complex' for the general public to understand. Local residents that will be affected by the project particularly requested to be kept informed through clear, summarised and easy-to-read documents as the project progresses. Additionally, feedback stated that the materials published by the project team should have included the consultation end date.

4.10.3.2. Technical Reports

Stakeholders noted that they require clear documentation and information as the proposed project advances in its planning stage. DCC specifically requested information on: 'Site Analysis, Heritage Analysis, Concept Design Proposal, Existing Condition Site Plan and Proposed Site Plan at same scale'. These drawings should

include all utilities, street lighting, traffic control boxes, bollards, bins, benches etc. drawn to scale. DCC requested that the information be made available to them in advance of workshops; and that this includes that the protected structures in the vicinity should also be identified.

4.10.4. Community Gain

Local residents who will be affected by the project's development provided feedback that they won't benefit as they are not living close to a station. They said that Iarnród Éireann could improve relations with the community if they implemented community gain initiatives.

Residents from Kilmainham, Inchicore, Ballyfermot and Kylemore highlighted that they did not feel they would benefit from the new rail service. As such, stakeholders from these areas cited that they are keen to see a community gain or local 'give back' within the project. They said that this is a time for Iarnród Éireann to show leadership and vision to make positive transformative change for the areas.

Examples of 'give back' for these areas cited in submissions included maintenance of the wall around the CIÉ Inchicore Works estate, which is a protected structure; the development of a well-designed and continuously managed overground attenuation pond; and the restoration of the vacant cottage attached to the CIÉ Inchicore Works to a Social Club building for use by local arts organisations.

Stakeholders noted that the car park at the Works is frequently littered with rubbish and that Iarnród Éireann could improve community relations if this was kept in better condition.

Residents further requested the replacement of the concrete wall surrounding the football pitch with a considered and aesthetically pleasing low stub bull-nosed wall and black iron railings in line with the vintage of the estate. It was cited that the wall would provide passive surveillance, whilst opening up a green vista to the overground well-managed attenuation pond, which in turn is adjacent to the community orchard in the walled garden.

Respondents further suggested that residents could be compensated through discounted fares.

4.11. Bridges

Stakeholders noted that detailed studies of the required alterations to each bridge should be undertaken to inform the best decision to proceed with. It was further stated that conservation of protected structures and preservation of the existing pedestrian, cyclist and transport routes across the railway are key considerations. Respondents outlined that if amendable, bridges should be 'future-proofed' to handle the further expansion of cycle and pedestrian paths.

Feedback was received on the overall bridge design. Stakeholders stated that bridges that require changes to the parapets and walls should be designed in an aesthetically pleasing fashion.

A submission from TII highlighted their concern about the significant impacts that the development would have on the national road network and junctions with national roads. They stated that the requirements of TII Publications DN-STR-03001 - Technical Acceptance of Road Structures on Motorways and Other National Roads must be considered as the procedures cover the design of all road structures, including bridges.

In addition, TII noted that the developer should be aware that there are Technical Acceptance requirements relating to the assessment, alteration, modification, strengthening and repair of all existing road structures and highlighted that the same should be agreed with the Bridge Management Section of TII.

A submission was received from Clonburris Infrastructure Limited who, in partnership with SDCC, is responsible for the delivery of strategic joint infrastructure works within the Strategic Development Zone (SDZ). Their submissions stated that the Clonburris Planning Scheme requires four overbridges that need to be fully considered and incorporated into the design and planning of the Dart+ South West project. The submission highlighted the requirement for pedestrian bridges west of Clondalkin Station and east of Kishoge station as well as a vehicle bridge between the two pedestrian bridges. Clonburris Infrastructure Limited (CIL) noted that the exact location of the pedestrian bridges west of Clondalkin Station needs to be fully coordinated with the ongoing design of the Clonburris Urban Core and existing Clonburris station, but that the required construction

date for these bridges is 2023. They also stated that they are currently reviewing the existing pedestrian bridge at Adamstown Footbridge (OBC16A) as under the SDZ it is to be modified or a replacement bridge is required at this location to serve as a 'green' bridge to connect the Griffeen Parks. The required construction date for this bridge is 2025.

4.11.1. Crowley's Bridge (OBC20E)

Noted was the importance for Iarnród Éireann to liaise with the relevant developer and SDCC to ensure that any proposed changes to modify Crowley's bridge are agreeable to all stakeholders.

4.11.2. Glasnevin Cemetery Road Bridge (OBO10)

Feedback was received from the potentially affected landowner at Glasnevin Cemetery Road Bridge, who uses the bridge to access the cemetery. They noted their concerns regarding how long reconstruction of the bridge would take and if a temporary bridge would be provided while the works would be ongoing. They stated that any temporary bridge would need to be designed and constructed in a way that would minimise the impact on those attending the burial of loved ones and to ensure smooth access for large vehicles, such as funeral hearses, horse-drawn hearses, limousines, as well as the machinery used for opening graves and other essential cemetery works.

In addition, the potentially affected landowner stated that they had concerns regarding the loss of valuable car spaces for those attending funeral services in Glasnevin Cemetery and particularly in St. Pauls section, during the construction works. The landowner stated they would welcome the opportunity to walk the site with the project team at some point early in 2022.

4.11.3. Khyber Pass Footbridge (OBC5)

Feedback received noted that the Khyber Pass is currently only accessible for employees of the CIÉ Works and that with a little ingenuity, the bridge could be a vital piece of infrastructure connecting residents in Ballyfermot with Red Line Luas and other services on Tyrconnell Road. Feedback noted that serious consideration should be given to making the proposed new bridge accessible to pedestrians, wheelchair users and cyclists. Stakeholders further submitted that the bridge should be well-lit, to ensure safe passages across.

DCC cited that the Khyber Pass Proposed New Footbridge is identified as a permeability link in the Greater Dublin Area (GDA) Cycle Network Plan, linking the Railway Works area of Inchicore to Ballyfermot and Chapelizod.

4.11.4. Kylemore Road Bridge (OBC5A)

Stakeholders stated that the proposed new road bridge should be designed to accommodate pedestrians and cyclists, as well as vehicles, to improve connectivity north and south. It was noted that footpath gradients should follow universal design principles and that any required guarding, railings or public lighting should be integrated into a contemporary bridge design. In addition, stakeholders cited the opportunity to enhance the public realm on both sides of the new bridge to fully integrate new infrastructure into the locality.

DCC said they strongly recommend that grade-separated footpaths and cycle tracks be provided on both sides of the road, with a minimum footpath width of 2.4m and cycle track width 2m respectively, to cater for increased demand should the new Kylemore train station be built here in future. The level difference between the footpath and the cycle track should be at least 60mm, so this may necessitate increased footpath depth and bridge parapet levels to accommodate underground services. Feedback also cited that the 9m carriageway on Kylemore Road is 'a bit too wide' for two traffic lanes and will be conducive to speeding. It was noted that the traffic lanes should either be narrowed to calm traffic speeds or widened to provide for a potential future bus lane(s) and walking and cycle provision in particular. In addition, all designs at the Kylemore Bridge should also account for proposed LUAS extensions.

4.11.5. Le Fanu Bridge (OBC7)

Stakeholders cited that the proposed new road bridge improvements should be designed to best practice for walking and cycling, to allow for improved connectivity north and south.

Stakeholders cited that the footpath gradient should be designed following universal design principles and that any required guarding, railings or public lighting should be integrated into a contemporary bridge design.

Feedback from DCC outlined the Council's strong recommendation that grade-separated footpaths and cycle tracks be provided on both sides of the road, with a minimum footpath width of 2m and a minimum cycle track width of 1.75m.

4.11.6. Liffey Bridge (UBO1)

Feedback noted that Iarnród Éireann should be made aware that the GDA Cycle Network Plan 2013 proposed a pedestrian and cycle bridge across the River Liffey in the vicinity of this bridge, as part of the Heuston to Chapelizod Greenway. Stakeholders noted that it is not known what route this bridge will take at this time, but several options will be considered, including the possibility of appending it to this bridge.

4.11.7. M50 Motorway Bridge (OBC10A)

TII noted that Iarnród Éireann is considering attaching elements of their infrastructure to the existing M50 bridge structure. They stated that they would not advocate for or support such a proposal due to the potential detriment to the long-term durability of such structures. TII, therefore, advised that Iarnród Éireann should develop an arrangement that negates the need to impact on the M50 Bridge structures.

4.11.8. Memorial Road Bridge (OBC3)

Stakeholders welcome the opportunity to redesign and rebuild the bridge at Memorial Road, given that this road was originally designed as the main vista for the Irish National War Museum. Submissions cited support for the improvements to this bridge, providing that the necessary adjustments to the bridge are carried out using best practice conservation techniques to maintain its cultural heritage relationship with the Irish National War Memorial Gardens. It was noted that the project team should enter into partnership/collaboration with DCC and the National Transport Authority (NTA) to ensure that the traffic is calmed at the junction of Memorial Road to facilitate safe pedestrian and cycle crossing.

It was stated in the feedback that this bridge is also the main route for children attending the Gaelscoil Inchicore from the Dublin 8 area and that 'some joined-up thinking' from the NTA, as the oversight body of DART+, BusConnects, and the roads authority, is required at this junction. This project presents the opportunity for this to happen.

4.11.9. Sarsfield Road Bridge (UBC4)

Submissions supported the retention of the existing abutments and supporting structures, notably the original stonework, as sections of these abutments make up part of the nineteenth-century limestone wall surrounding the CIÉ Inchicore Works estate which is, in its entirety, listed in the national Record of Protected Structures and the Dublin City Development Plan as a Protected Structure.

Submissions requested that a Conservation Architect's Assessment of the proposed works is carried out and is furnished to local representatives and the other relevant stakeholders.

Submissions stated that the underpass at Sarsfield Road is very narrow and that there is an opportunity to widen it and modify the bridge for the improvement of pedestrian and cycle facilities under this (Dart+) project.

However, it was acknowledged that this may not be feasible due to conservation concerns and the need to maintain rail services throughout construction. Therefore, submissions noted that in the absence of widening, shuttle signals should be considered underneath this bridge and the carriageway could be narrowed to the minimum width necessary to provide wider footpaths on both sides.

4.11.10. South Circular Road Bridge (OBC1)

There was feedback regarding the opportunity that exists to improve the road when significant works are taking place at the bridge. It was stated that there is an opportunity to redesign and rethink the road layout to afford pedestrians and cyclists the ability to safely connect, north to south, without interacting with six lanes of high-speed traffic. Feedback also highlighted that proposed cycle lanes should dovetail with BusConnects and DCC plans for segregated cycle tracks at this major junction.

4.12. Construction

Submissions received outlined concerns regarding the impacts of construction and clarity was sought on the mitigations that will be put in place. In addition to the references to construction impacts and mitigations detailed below, stakeholders submitted their views on the impact of noise and vibration during construction and the impact it will have on traffic in the areas surrounding the proposed works. This feedback is outlined in **Section 4.3** of this report.

4.12.1. Impacts

Stakeholders noted that the disruption and impact of the proposed works should be confirmed to them in advance of the works and requested that night or 'odd-hours' works be minimised. It was further noted that adequate notice of night works must be given.

One stakeholder stated 'amenities of existing properties should be appropriately protected during construction and related works. This relates particularly to lengthy construction phases close to residential lands. Temporary depots can also be a cause of disamenity and therefore their location and boundary treatment are important'.

Submissions were received concerning the maintenance of public lighting during the construction phase of the project. Respondents wished for lighting to be agreed upon and published prior to construction commencement and new lighting to be in place prior to the decommissioning of old infrastructure.

Submissions noted that there is currently a pedestrian right of way through a car park at the CIÉ Works site which runs to the left of the sports and social club hall. Submissions wished for this access to be maintained throughout the proposed works.

Submissions raised concerns over the impact of construction compounds. Potentially affected landowners, whose businesses operate in sites proposed to be temporary construction compounds, submitted their concerns to the consultation about potential disruptions. Stakeholders further questioned the compound proposed at Hazelhatch & Celbridge station and whether there will be a significant reduction in space for rail users as a result.

Respondents stated that Iarnród Éireann should provide clear and accurate information detailing any potential construction impacts.

4.12.2. Mitigations

Stakeholders requested for appropriate traffic mitigation measures to be planned and fully developed prior to the beginning of the proposed works. Additionally, stakeholders noted the need for designated car parking for construction workers. It was requested that a published list of diversions that will be needed for construction traffic be shared with local communities.

Mitigation measures against dirt, noise and dust were further called for through submissions. Respondents noted that the construction works will cause noise impacts, raise dust, and cause dirt in the area surrounding the works and wished for all mitigation measures to be taken to avoid negative impacts.

Submissions questioned the management of post-construction works and the restoration of any road damage, property damage and public areas such as orchards and green areas. Stakeholders stated that after previous works to the tracks a retaining wall was rebuilt to a poor standard. Feedback highlighted that road infrastructure should be maintained and not fall into disrepair as a result of the proposed works and construction traffic.

SDCC called for detailed management protocols for waste management during construction in their submission to the public consultation.

Stakeholders called for a clear visualisation plan to be published outlining the condition that the proposed work areas will be in post-construction. Submitters stated that there is an opportunity for the proposed developments to improve the local areas within the immediate vicinity of the works.

Calls for security and an indication of the plans for fencing and surrounding construction compounds were received through submissions.

4.12.3. Process

A detailed submission from TII stated that although there are interface requirements to be undertaken as part of the electrification process to the proposed developments, they advised that the works should be undertaken in conjunction with TII, NTA and Iarnród Éireann to maximise the benefits of the proposed developments. TII also submitted that the proposed works are to be carried out in close proximity to Luas infrastructure and stated that 'the applicant, developer or contractor will be required to apply for a works permit from the Luas Operator by virtue of the Light Railway (Regulation of Works) Bye-laws 2004.' TII's submission also stated that 'the developer shall be liable for all of TII's costs associated with the removal and reinstatement of Luas related building fixings and infrastructure'.

A submission by DCC stated that 'specific areas and infrastructure to be taken in charge by DCC should also be detailed as should infrastructure and areas to be maintained by third parties'.

Stakeholders noted that 'detailed drawings should be prepared and forwarded to DCC, setting out proposed construction details for the public realm to include proposed materials and construction details'. It was further stated that all proposed works should fully comply with DCC's Construction Standards for Road and Street Works and all finishes and materials should take account of the Dublin City palette of materials

4.12.4. Schedule

Several stakeholders, particularly potentially affected landowners, sought clarity on the proposed timeline for works. Residents raised concerns about living with the impacts of construction over a long period of time.

Submissions noted that there are currently other development works planned in the vicinity of the proposed project and requested that Iarnród Éireann consider these when the works schedule is being developed.

Submissions called for an acceleration of the project timeline, stating the project 'has a lack of ambition' and will 'not meet the urgent demand or aid' the climate crisis.

4.13. Electrification

Submissions on electrification welcomed the ambition to electrify the route from Hazelhatch & Celbridge to Heuston Station through to Glasnevin. However, disappointment was expressed in the lack of electrification to Sallins and Newbridge.

Submissions queried whether the electrical supply for the project would be coming from 'green' sources (renewables). The need to fully explore the use of renewable green energy was noted in the feedback, as the opportunity presented would ensure the delivery of the most environmentally sustainable system possible.

In addition to the use of renewable green energy, the possibility of incorporating energy recovery via the braking system and providing it to the national grid or the provision of battery storage could significantly deliver energy savings and reduced usage of carbon-based brakes, which it was noted release carbon dust into the air.

Concerns regarding the electric supply needed to provide the necessary power for the project were also submitted. Stakeholders cited a recent warning about electricity supply issued by EirGrid, as well as the new housing and data centres being developed in South West Dublin. Respondents cited the possible need to wait until more power stations are built before proceeding with the project.

Stakeholders noted the imperative for the passive provision for electrification of the Dublin-Cork line to be included as part of this project. It was cited in submissions that the mainline will ultimately have to be electrified in the coming years and every effort must be made to make it easier in the future to avoid further disruption. The lack of provision for future electrification at Memorial Road, in particular, was noted.

With regards to substations, submissions received cited that the proposed locations of substations along the route should utilise opportunities to use track-side land which ordinarily could not be put to any other practical use. At the same time, the location of the substations should not preclude or inhibit the development of any parcels of land where commercial or residential development could be viable. Notwithstanding access requirements for such substations, submissions received noted that each substation should be designed to maximise the development potential of the land where it is to be located.

Stakeholders requested effective consultation on proposed substation sites, in particular the substation at Kishoge, as this is within the Clonburris SDZ. Concern was raised that a substation at this location will constrain and interfere with lands identified for the complex, high-density and mixed-use development planned for this area. For this substation, a request was made that it is located outside of the Kishoge Urban Core on non-development land or if it must remain in the Kishoge Urban Core, it is located on Iarnród Éireann owned land north of the tracks.

Similarly, a submission received noted that the lands on the northern side of the railway at Adamstown are part of the Adamstown SDZ which are identified for development. Therefore, the location of the Adamstown substation to the south of the railway line is welcomed.

Concerning these two substations, SDCC would welcome further discussion and coordination with the relevant SDCC departments at these locations as they will impact on lands within the SDCC local authority area.

Noted in submissions was safety, security and fire concerns associated with utility infrastructure and the need to address them in the design. Stakeholders stated that the impacts of electrification and the clearance for the OHLE should be specified and shown clearly. Any location where the mitigation measures required for safe operation impacts the public domain and necessitate any lateral clearance requirements or measures to prevent any interference with the OLHE should be specifically noted and shown as part of the application.

4.14. Policy and Planning

4.14.1. Policy

Stakeholders noted that, in addition to the requirements of the Development Plan, Local Area Plans and Strategic Development Zones, stations should be designed with consideration given to;

- a) The Heart of Dublin – City Centre Public Realm Masterplan, 2016
- b) Your City Your Space – Dublin City Public Realm Strategy, 2012
- c) 2016-2020 Dublin City Tree Strategy
- d) 2016 Construction Standards for Road and Street Works in Dublin City Council

Respondents further sought clarity on how the Percent for Art scheme requirements will be met and integrated into this project.

Submissions highlighted that the inclusion of additional stations within the scope of this project and the extension of the line to service Sallins / Naas and Newbridge stations would support the furtherance of the National Planning Framework and local, regional and national public transport objectives.

4.14.2. Planning

Submissions urged Iarnród Éireann to pay close attention to areas where the DART+ South West project directly interacts with existing development lands and sites.

Submissions outlined that the Metropolitan Area Strategic Plan for Dublin commits to achieving a target of 50% of all new homes within or contiguous to the built-up area of Dublin City and its suburbs. Stakeholders made particular reference to the City Edge Project and highlighted that the Emerging Preferred Scenario for this

project posits 40,000 new housing units, supporting a residential population of 75,000-85,000 people. It was stated that Iarnród Éireann must support this 'by incorporating future population density targets into its planning for the expanded DART network'.

Respondents stated that the timeline and delivery dates for this project are very disappointing and noted that this is due to a lack of vision for Dublin City and historical poor planning decisions.

It was suggested in the feedback that public transport planning needs to focus more on counties outside of Dublin.

4.14.3. Project Cost and Funding

Submissions urged the Government to provide the funds to progress this project at the greatest pace possible and to put aside the necessary investment to see this project through. It was suggested in the feedback that this project could be funded by congestion charges for drivers coming into the city.

Stakeholders felt that without the inclusion of additional stations along the route, this project is not a good use of tax-payers money.

4.15. Permanent Way and Four-Tracking

Overall, stakeholders noted that they are in favour of the project as the four-tracking from Park West to Heuston Station will potentially reduce journey times.

Regarding the design of the permanent way, stakeholders queried if the four-tracking would be looking for additional land near or in the Floraville apartments side of the track. Other stakeholders queried the intention for the St. George's Villas estate wall, as it continues from there to North Terrace / Sarsfield Road Bridge and whether it is to be removed for track widening.

In addition, submissions cited that the section along the edge of the old chocolate factory should be cut and covered and all four tracks should be electrified.

Stakeholders noted that they are happy to see there are no level crossings involved as they are often problem points, where one inconsiderate or impatient driver can have a significant negative impact on thousands of commuters in a day by damaging the level crossing.

With regards to the Phoenix Park Tunnel, some stakeholders queried if the trains going through it would go to Connolly station. Residents noted their concern that the tunnel will be located near their house and stated that they are not comfortable with the underground tunnel from the Phoenix Park to Glasnevin and would prefer if the trains travelled over ground.

A submission from Clonburris Infrastructure Limited (CIL) stated that, as part of their proposed housing development, there is 2 No. foul drainage mains planning that cross under the tracks - one is c. 200m east of Clondalkin station which is being undertaken by Irish Water and planned for construction in 2022. The other is c. 400m east of Kishoge station and is being undertaken by CIL and the required construction date is 2025.

Respondents noted that the completion of the four tracking should include the expansion of the Phoenix Park tunnel, the improvement of other sections of the DART network and planning for future expansions to take place.

4.16. Surveys and Site Investigations

It was questioned in submissions whether the findings of baseline noise surveys, undertaken as part of the Environment Impact Assessment for this project, will be made publicly available.

Stakeholders felt that insufficient notice was given ahead of the ground investigation works conducted for this project, which included disruptive borehole drilling. Respondents further stated that they believed inappropriate consideration was given to the environmental impact of these works. They stated that the works should have been postponed until after bats roosting in the area had gone into hibernation.

5. Next Steps

5.1. Summary

The submissions received as part of this focused period of public consultation will feed into the option selection process and the development of the Preferred Option. The project and design team have analysed the submissions and considered all relevant information in the evaluation of the Multi Criteria Analysis (MCA) for the next stage of the project's development. This evaluation also includes the further refinement of the Preferred Option and additional elements which will be brought forward in the selection of the design as part of the Railway Order application process.

5.2. Addressing Key Issues Arising from the Second Public Consultation.

The key issues arising from public and stakeholder feedback from the second round of consultation are dealt with under the following headings in the Railway Order application.

5.2.1. Matters within the Scope of The Project

All of the matters raised in the feedback during PC2, as summarised in the report above, will feed into the project preliminary design as it is advanced to a stage where the Railway Order application is made. The EIAR will also be informed by the feedback, in relation to impact assessment and mitigation measures, including construction stage impacts and mitigation. The following summarises some of the key action areas for the design team and environmental specialists as the project proceeds to the next stage.

- **Property and land issues:** keeping works and impacts within the CIE property ownership as far as possible and minimising the extent of impact on third party lands and compulsory purchase required (see EIAR Chapter 17).
- **Noise:** shaping the construction stage so as to minimise disturbance by noise and vibration and operating the new rail service with the least possible operational noise. (see EIAR Chapter 14 and Chapter 5 Construction Strategy)
- **Biodiversity:** seeking to protect existing 'biodiversity corridor' formed by the railway and replenishing vegetation where possible where construction requires its removal (see EIAR Chapter 8).
- **Traffic and Transport:** identifying likely problems when roads/ bridges are temporarily closed, and scheduling this so that the impacts are minimised (see EIAR Chapter 6 and Chapter 5 Construction Strategy).
- **Sustainable Transport:** taking cycling and walking into account when replacing or upgrading infrastructure such as bridges, and in relation to the new station at Heuston West (see EIAR Chapter 6).
- **Construction Management:** addressing concerns expressed in relation to aspects like disturbance, security/ safety, access, and measures to control dust and litter; these issues will be considered in the construction stage environmental plan. Including a requirement for excellent communications and community liaison during construction, as part of the plan. Where possible, seek to minimise duration of impacts and overall construction programme (see EIAR Chapter 5 Construction Strategy)
- **Infrastructure Co-ordination:** engaging with other bodies such as local authorities and utility companies to co-ordinate actions and avoid inefficiency or conflict. (see EIAR Chapter 4 and Chapter 5).

- **Development plans and co-ordination:** keeping abreast of emerging planning policy changes at city/county level and also at local area level and for Strategic Development Zone locations and new proposals such as the 'City Edge' project, by continuing to engage with the local authorities (see Planning Report).
- **Architectural Heritage:** taking a sensitive and appropriate design approach to features of built heritage and archaeology (see EIAR Chapter 21).

There was also good feedback in relation to the preferred methods of communication and consultation during project development, including the desire for clear, simple and graphic communications where possible. This feedback will continue to be applied by the overall Iarnród Éireann project team.

5.2.2. Matters relating to the RO documentation and application

Procedural questions: during the preparation of the Railway Order application, and when submitting the formal application to An Bord Pleanála, using simple and clear language to communicate to stakeholders what the process entails, and how and where they can access information and make submissions.

Compensation in relation to compulsory purchase of land: a number of businesses and homeowners will be impacted by compulsory purchase as part of the Railway Order process. The Iarnród Éireann team will aim to keep relevant property owners abreast of developments that affect them and will explain the procedures involved when it comes to compensation for either permanent or temporary property impacts.

5.2.3. Matters outside of the Scope of the Project

In addition, a number of issues were raised that are outside of the scope of this Project:

Stations at Kylemore and Cabra: the preliminary design will take into account the potential for the NTA to approve further DART stations at Kylemore and Cabra in the future, by providing 'passive' measures in so far as possible to enable such facilities to be integrated. There is no current indication that DART services will extend further south (for example to Sallins or Newbridge) but there is a possibility that such a requirement could be considered in the future if transport planning requires it.

Existing Stations – access, upgrades etc. and Public Realm: this project has a specific scope, namely to enable DART services. It is acknowledged that successful operational DART services may create changes in demand and operational profile for existing stations, and there may be a need for improved facilities around sustainable travel or car-parking. There may also be opportunities to enhance the public realm in or around DART stations. This type of project will be addressed by a separate team within Iarnród Éireann under a Station Enhancement programme. It is likely that such improvements will be advanced following approval of the Railway Order.

DART frequency – this project will create the necessary tracks, electrification and signalling and safety systems to run DART services, but control on the operation frequency and rail timetables will become an operational matter for Iarnród Éireann in the future.

5.3. Next Steps

Following this second public consultation further studies, assessments, design development and further review of all received feedback, the preferred option will be refined, and a design freeze will happen. Following this, the project will culminate in a Railway Order application to An Bord Pleanála, the planning authority, in 2023.

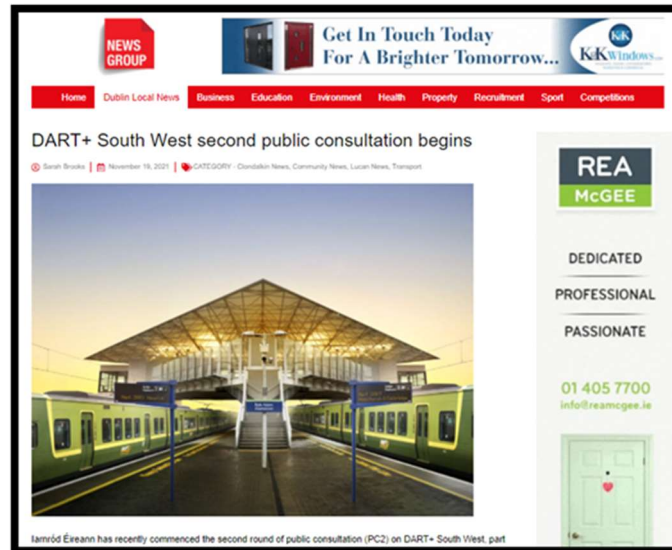
Appendices



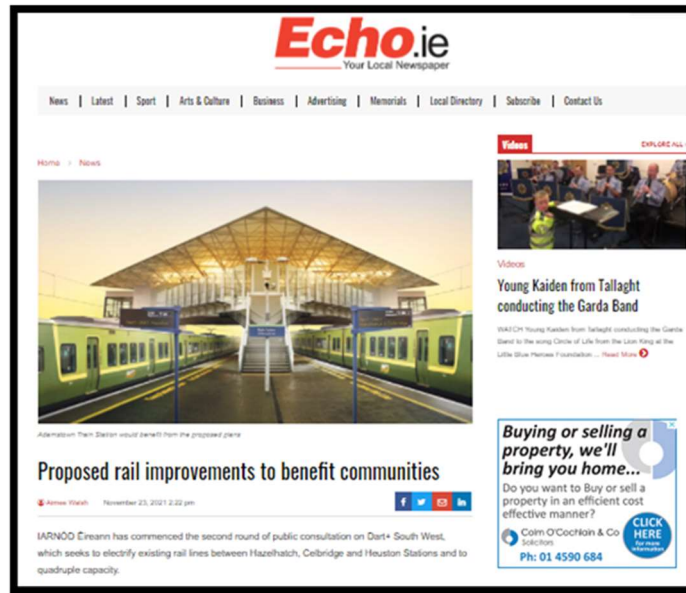
Appendix A. Sample Media Coverage



Railway Magazine - Second public consultation on DART+ South West line - December 2021 - <https://pocketmags.com/eu/railway-magazine/1449-december-2021/articles/1079898/second-public-consultation-on-dart-south-west-line>



Newsgroup.ie - DART+ South West second public consultation begins - November 19, 2021 - <https://www.newsgroup.ie/dart-south-west-second-public-consultation-begins/>



Echo.ie – Proposed rail improvements to benefit communities - November 23, 2021 - <https://www.echo.ie/proposed-rail-improvements-to-benefit-communities/>



Dublin People – Dart+ South West Second Public Consultation Begins - November 12, 2021 - <https://dublinpeople.com/news/dublin/articles/2021/11/12/dart-south-west-second-public-consultation-begins/>

Extension

Meanwhile Irish Rail has started a second round of public consultation on the extension of dart services to Kildare. Dart+ South West, which will see the electrification of the Kildare line from Heuston Station to Hazelhatch/Celbridge, with a new station proposed at Heuston West. An application for the work is due to be submitted to An Bord Pleanála next year.

The Irish Times – Cost of developing Dart Underground, metro line ‘to exceed €10bn’ – November 11, 2021
<https://www.irishtimes.com/news/environment/cost-of-developing-dart-underground-metro-line-to-exceed-10bn-1.4725014>

“DART+ is already being designed, and schemes including DART+ West and DART+ South West are already out for public consultation. NTA has not and will not propose any deferral of these projects,” the NTA said.

Irish Independent – Transport chiefs issue denial that MetroLink will be delayed for a decade - November 10, 2021
<https://www.independent.ie/regionals/dublin/transport-chiefs-issue-denial-that-metrolink-will-be-delayed-for-a-decade-41039159.html>

"DART+ Programme Status update

Project	Serving	Update	Next steps
DART+ West	Maynooth/M3 Parkway to City, including new depot West of Maynooth	Second public consultation complete	Railway Order application Q2 2022
DART+South West	Hazelhatch to Heuston and Phoenix Park Tunnel	Second public consultation open, closes 17th December	Railway Order application Second half 2022
DART+Coastal North	Connolly to Drogheda	Emerging preferred option being developed	First public consultation commences January 2022
DART+Coastal South	Connolly to Greystones	Emerging preferred option being developed	First public consultation commences mid-2022
DART+ Fleet	All DART+ routes above	Contract awarded to Alstom today	First carriages arrive 2024

Hospitality Ireland – DART+ Programme Update - December 14, 2021
<https://www.hospitalityireland.com/general-industry/ryanair-announces-new-route-between-knock-and-birmingham-156508>

Project will provide more sustainable, reliable frequent services in Clondalkin and Ballyfermot

By **Aimee Walsh**
aimee@echo.ie

IARNÓD Éireann has commenced the second round of public consultation on Dart+ South West, which seeks to electrify existing rail lines between Hazelhatch, Celbridge and Heuston Stations and to quadruple capacity.

The proposed rail improvement is part of the DART+ Programme and is funded by the National Transport Authority under Project Ireland 2040. It will provide sustainable, electrified, reliable and more frequent rail services to customers, revolutionising capacity between Hazelhatch and Celbridge

station that incorporates Adamstown, Cherry Orchard and Park West and Dublin City Centre.

The project will also continue the four-tracking of the rail line from Park West and Cherry Orchard Station into Heuston, extending the works completed on the route in 2009. It will see track improvements and bridge modifications to facilitate electrified train services and include the construction of a new station at Heuston West.

Speaking at the commencement of the public consultation on Wednesday, November 10, Chief Executive of Iarnród Éireann, Jim Meade said: "Today is an exciting

milestone in the progress and delivery of the DART+ Programme and another step towards building a more sustainable and accessible transport network.

"We have listened to the public feedback from the first round of consultation, addressed their concerns and we have a great Preferred Option to present to the public for this next round of consultation. I encourage everyone to engage with the consultation process and have your say in shaping this next stage of the transformative DART+ Programme."

Some of the benefits of the DART+ South West project include an increase of train frequency from 12 trains per hour per direction to 23, the quadrupling of passenger capacity from 5,000 passengers per hour to 20,000 per hour per direction.

Enhanced public transport opportunities for communities along the route for work, education and leisure purposes are also proposed and to facilitate the future

growth and development of existing communities, which will benefit from the connectivity of DART+ South West.

The second phase of public consultation on this project is now live, and it is designed to present the preferred option for provision of DART+ South West to communities and stakeholders along the route.

Members of the public are encouraged to review the full details at www.dartplus.ie, which also features an interactive virtual room. Details of a dedicated phone line, email address and online feedback form are all available at dartplus.ie.

Once design work is complete following the public consultation, a Railway Order Application will be submitted to An Bord Pleanála in mid 2022. A statutory consultation period will take place after lodging of the application and it is expected that An Bord Pleanála will hold an oral hearing on the application, which will be open to all members of the public.

“Enhanced public opportunities for communities along the route for work, education and leisure purposes are proposed and to facilitate the future growth and development of existing communities”

The Echo West – November 18, 2021

NTA says it does not plan any new delays in Metro or Dart+

By **JOHN MANNING**

THE National Transport Authority (NTA) says it would like to clarify some of the matters that have arisen in relation to the GDA Draft Transport Strategy published this week.

The NTA says: "It has been suggested that among the proposals that we published this week were plans to delay or defer key projects such as Metrolink, Luas to Finglas, Luas to Lucan, Luas to Poolbeg, and Luas to

Bray and DART+. This is not the case.

"NTA has not proposed any change in the timeline for Metrolink. The pathway for delivery for Metrolink is the same today as it was before the GDA strategy was published this week.

"Metrolink is still scheduled to go to planning next year (2022) and is still scheduled to be constructed as soon as possible after that."

On the Dart+ project, the

NTA said: "DART+ is already being designed, and schemes including DART+ West and DART+ South West are already out for public consultation. NTA has not and will not propose any deferral of these projects.

"NTA and Iarnród Éireann will in the coming months announce a framework arrangement for the procurement of 600 electric / battery-electric powered DART carriages for services on the Maynooth, Hazelhatch and Drogheda lines."

Fingal Independent/ Irish Independent - NTA says it does not plan any new delays in Metro or Dart+ - November 16, 2021

<https://www.independent.ie/regionals/dublin/fingal/nta-says-it-does-not-plan-any-new-delays-in-metro-or-dart-41053841.html>

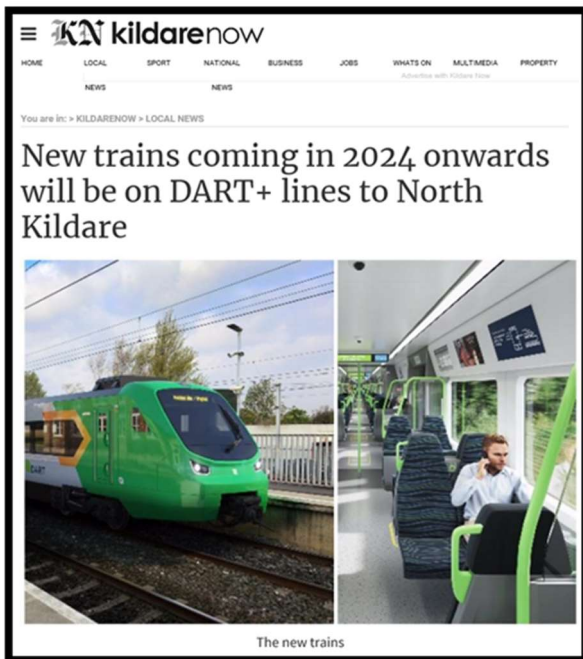
DART

DART+ is already being designed, and schemes including DART+ West and DART+ South West are already out for public consultation. NTA has not and will not propose any deferral of these projects.

NTA and Íarnród Éireann will in the coming months announce a framework arrangement for the procurement of 600 electric / battery-electric powered DART carriages for services on the Maynooth, Hazelhatch and Drogheda lines.

WicklowNews.net - NTA clarifies GDA Strategy proposals - November 11, 2021

<https://wicklownews.net/2021/11/nta-clarifies-gda-strategy-proposals/>



Kildarenow.com - New trains coming in 2024 onwards will be on DART+ lines to North Kildare - December 14, 2021

<https://www.kildarenow.com/news/local-news/707441/new-trains-coming-in-2024-onwards-will-be-on-dart+-lines-to-north-kildare.html>

More than €358m spent on delayed metro, bus and rail projects

Department says public consultation processes and pandemic have caused delays

Thu, Nov 11, 2021, 01:00

Cormac McQuinn



Government approval of the plans will allow the proposed 16 Core Bus Corridors move into the planning system.
Photograph: Dara Mac Dónaill

More than €358 million has been spent on delayed metro, bus and rail projects in the capital.

It comes as members of the Dáil's Public Accounts Committee (PAC) are to quiz the Department of Transport's secretary general on the cost of MetroLink, BusConnects and Dart+.

Irish Times.com - More than €358m spent on delayed metro, bus and rail projects - November 11, 2021

<https://www.irishtimes.com/news/politics/more-than-358m-spent-on-delayed-metro-bus-and-rail-projects-1.4725019>

Irish Rail going back to the public on DART+SW

By Andrew Smullen

IARNRÓD ÉIREANN has begun the second round of public consultation on DART+South West to electrify the existing rail lines between Hazelhatch and Heuston stations.

A series of webinars have been planned to inform and engage the public in what's being planned.

Each webinar will present the preferred option and members of the project team will answer

questions from residents along the route.

The webinar for residents from the Clondalkin – Hazelhatch / Celbridge Area will take place on Thursday, 25th November at 7pm.

Three other webinars for residents along the route have been set to take place between 22nd and 25th November.

This new phase of public consultation follows on from previous public engagement which took

• Continued on page 2

Irish Rail going back to the public on DART+South West

• Continued from page 1

place in Spring/Summer 2021. The project team has analysed and used the feedback received to inform the current design of the DART+ South West Preferred Option.

Feedback on the Preferred Option is now being invited during this period of public consultation from customers, residents and businesses adjacent to the route.

Along with other stakeholders, Iarnród Éireann says the consultation will inform the design and help it to improve the project plans.

The rail improvement, which is being funded by the National Transport Authority under 'Project Ireland 2040' will "revolutionise" capacity between Hazelhatch & Celbridge and Dublin City Centre.

It will also increase capacity and reduce journey times for non-electrified InterCity and Commuter services.

It will, Iarnród Éireann says, increase train frequency from the current 12 trains per hour per direction to 23 trains per hour per direction on this corridor.

And it quadruple passenger capacity from 5,000 passengers per hour per direction to 20,000 per hour per direction, with higher capacity trains set to be ordered in the coming months.

The project will continue the four-tracking of the rail line from Park West & Cherry Orchard Station into Heuston, extending the works completed on the route in 2006.

It will also see track improvements and bridge modifications, where necessary to facilitate electrified train services and it'll see the Phoenix Park Tunnel upgraded to allow for significant extra services into the city centre.

It will include the construction of a new station at Heuston West and the Preferred Option is also compatible with future stations at Kylemore and Cabra – the construction of these stations is not part of this project though.

The new station proposed at Heuston West is part of the changes arising from the first round of public consultation. It is planned to improve connectivity and futureproof the network.

The locations for substations, construction compounds and other railway infrastructure has been defined.

The second phase of public consultation, that is now live, is designed to present the preferred option for provision of DART+ South West to communities and stakeholders along the route and all are encouraged to review the full details at www.dartplus.ie, which also features an interactive virtual room.

Details of a dedicated phone line, email address and online feedback form are all available at dart-plus.ie.

Considering the ongoing COVID-19 public health risk, in person meetings of large groups will not take place, hence the series of webinars.

Upon completion of this consultation, all submissions will be considered by the project design team, and used to inform the subsequent design development.

Once this design work is complete, a Railway Order Application will be submitted to An Bord Pleanála in mid-2022.

A statutory consultation period will take place after lodging of the application and it is expected that An Bord Pleanála will hold an oral hearing on the application, which will be open to the public.

Details of the residents' webinars are as follows:

- Residents from the Cabra – Heuston Area Monday 22nd November at 7pm.
 - Residents from the Islandbridge – Inchicore Area Tuesday 23rd November at 7pm.
 - Residents from the Kylemore – Parkwest / Cherry Orchard Area Wednesday 24th November at 7pm.
 - Residents from the Clondalkin – Hazelhatch / Celbridge Area Thursday 25th November at 7pm.
- Email dartsouthwest@irishrail.ie to register to attend one or more of these webinars.



Adamstown Train Station in Lucan.

Liffey Champion – November 20, 2021

LEADER LEADER BRIEFS

Improved rail services need to arrive sooner to Kildare

The timeline for providing new rail services to Kildare needs to be shortened.

Naas councillor Seamie Moore said that planned upgrades need to be in place much sooner than scheduled and these are needed to tackle the increasing numbers of commuters using the main road routes to and from Dublin.

And Cllr Fiona McLoughlin Healy also urged faster delivery of the planned projects.

"The system is broken when we prioritise roads over rail," she said.

The DART+ programme, managed by Irish Rail, involves an increase in the DART electrified network from 50 kms to over 150kms.

OPERATION

This programme was launched in 2019 and the Dart+ south west scheme to Celbridge/Hazelhatch as well as the Dart+ west scheme to Maynooth are programmed to be in operation between 2020-2030. The planned DART extensions to Killeck and Naas are due to be operational between



Cllr Seamie Moore says more people are using roads

2031-2042. The rail improvement project will provide sustained electrified, reliable and more frequent train service to and from the capital.

KCC official Evelyn Wright reported that KCC has lodged a submission to Irish Rail regarding the DART+ west project, which "represents a positive development for the north of the county."



An image of Hazelhatch railway station

Leinster Leader - Improved rail services need to arrive sooner to Kildare, councillors urge - December 7, 2021

heuston, we have lift-off

CIÉ has unveiled a huge new development around Dublin's Heuston station that will include 1,000 apartments, two bridges across the Liffey and 5,000 bicycle spaces. The master plan, unveiled yesterday, may end years of debate about what to do with the ten hectares (24.7 acres) of land that Córas Iompair Éireann (CIÉ) holds at Heuston station and across the Liffey at Conyngham Road. It is expected the development will take up to 15 years to complete.

The company has said that the CIÉ lands around Heuston Station and Conyngham Road have the potential for 210,000 square metres of development, including 1,000 'residential units'.

CIÉ said it will be a 'largely car-free development'. However, as the new owners of the apartments are likely to seek car parking spaces, it's unlikely the entire development will be car-free.

The proposed development would use land by Heuston station and across the Liffey

on Conyngham Road for 1,000 apartments, as well as offices and shops.

It also plans to build two new bridges across the River Liffey for cyclists and pedestrians. At least one of those will link Heuston to the Dublin Bus depot on the other side of the Liffey at Conyngham Road.

The Conyngham Road site, across the road from the Phoenix Park, also houses CIÉ offices. It's unclear yet how much of the site will be given over to the master plan.

CIÉ said this link between Heuston station and the Conyngham Road site will provide an extra 1km of riverfronts for pedestrians and will also link the Phoenix Park by bridge to the Irish Museum of Modern Art (IMMA) at Kilmainham Hospital.

The plan also includes a new Dart+ South West station at Heuston West, which will bring services to outer-suburban areas and onwards through the Phoenix Park tunnel. Lorcan O'Connor, the group chief executive of CIÉ, told Pat Kenny's radio show

on Newstalk that the organisation wants to provide 5,000 bicycle park spaces in Heuston station. 'That's of a scale that is unheard of in an Irish context,' he said.

'What we can show is, pretty much, a 15-minute cycle from Heuston Station gets you to anywhere in the city centre.'

Mr O'Connor said this was the perfect example of going car-free.

He explained: 'What we're proposing is a largely car-free development - so it's absolutely with E-scooters in mind, active travel options in mind - be it walking, cycling and public transport. It's anything but the car. To provide for anything else on this site I think would be a dereliction of our duty.'

CIÉ will appoint a joint-venture developer next spring, and planning permission is set to be submitted within a year.

Big plans: The area around Heuston Station and the IMMA, which is set to be developed

Irish Daily Mail - November 17, 2021

Heuston Station masterplan unveiled

Sean Murray

Over 1,000 residential units, two cross-river bridges, and enhanced cycling and pedestrian infrastructure are all included as part of a new urban masterplan for Dublin's Heuston Station.

Heuston, which connects Dublin to Cork, Limerick, and Galway by rail, is located to the west of the city and the plan envisages a "vibrant new urban area for Dublin" that is "centred on sustainable mobility".

CIE group chief executive Lorcan O'Connor said the proposals are for a largely car-free development which will put an extra emphasis on public transport and active travel.

The lands earmarked for development cover 10 hectares and encompass Heuston Station and Conyngham Road Garage on the opposite side of the River Liffey. The plan includes the development of



Heuston proposals are for a largely car-free development which will put an emphasis on public transport and active travel.

commercial, residential, retail and leisure facilities on the site. CIE said there is the potential for 210,000sq m of development and over 1,000 residential units. The provision of pedestrian and cycling infrastructure will include two cross-Liffey bridges, 5,000 cycle parking spaces and "high-quality public realm space".

A further 1km of river

frontage would also be opened, "interlinking the green assets and public amenities of Phoenix Park and the Irish Museum of Modern Art", CIE said.

The plan would also support existing rail, bus and Luas services while facilitating the planned enhancements as part of BusConnects and Dart+. A new station would be lo-

cated at Heuston West, as announced as part of the Dart+ South West proposals.

Mr O'Connor said that the development will support the expansion of public transport as proposed under the National Development Plan and beyond.

CIE said the development of the largely brownfield site to the west of the city would become a destination for living, working, exercising and socialising. The masterplan is modelled on the concept of transport orientated development, which focuses on public transport, walking and cycling over the car.

The National Economic and Social Council, which advises the Taoiseach on strategic policy issues of sustainable development, supports the concept and a report published in 2019 supported its development in Ireland.

The council's report pointed out that efforts in Cork in recent times to

implement elements of transport-orientated development displayed "the necessary vision and some of the funding elements but suffered from inconsistent decisions, and the absence of an institutional driver and adequate funding".

"Cork County Council now has in place a housing and infrastructure team that is seeking to expedite the development of major sites, some of which are along the rail corridor," it said.

The next step for the Heuston project is to seek a developer to partner with CIE in the first half of 2022 to develop the plans further.

It is not envisaged that a planning application will be submitted until 2023 at the earliest.

Transport Minister Eamon Ryan described the proposals as exciting and said that it has the potential to "transform the western edge of Dublin City".

Irish Examiner - November 17, 2021

Dublin People
Local News - Court - Lifestyle - Community

GOVERNMENT GIVES GREEN LIGHT FOR SPENDING OF €1BN ON DART NETWORK

PADRAIG CONLON 08 DEC 2021

Government approval has been given for the €1 billion Dart+ West project which will double passenger capacity on the Dart network.

The Dart+ Programme will see the Dart network grow its track length from its current 50km to over 150km.

The current Maynooth line will be electrified, while both Connolly and Docklands stations in the city centre will receive upgrades.

The DART+ Programme will involve rail improvements from:

- DART+ West – Maynooth and M3 Parkway to the City Centre
- DART+ South West – Hazelhatch & Celbridge to the City Centre
- DART+ Coastal North – Drogheda to the City Centre
- DART+ Coastal South – Greystones to the City Centre
- DART+ Fleet – purchase of new train fleet to increase train services.

The programme is being funded as part of the National Development Plan.

Dublin People - Government gives green light for spending of €1bn on Dart network - December 8, 2021

<https://dublinpeople.com/news/dublin/articles/2021/12/08/government-gives-green-light-for-spending-of-e1bn-on-dart-network/>



Dublin People - DART+ South West second public consultation begins - November 12, 2021

<https://dublinpeople.com/news/dublin/articles/2021/11/12/dart-south-west-second-public-consultation-begins/>



Tallaght News – November 15, 2021

Twitter coverage:

Patrick Costello TD ✓
@CostelloP

The 2nd round of public consultation on DART+ South West is underway. Registration is now open for 4 webinars being held next week, info on dates and how to register available here:
dartplus.ie/en-ie/news/202...

There's also a virtual consultation room here:
dartplusvr.ie

12:11 pm · 19 Nov 2021 · Twitter for Android

2 Retweets 1 Quote Tweet 13 Likes

Catherine Murphy ✓
@CathMurphyTD

DART+ South West - Kildare Line- Public Consultation opens 10th Nov.
dartplus.ie/en-ie/projects...

3:25 pm · 10 Nov 2021 · Twitter for iPhone

1 Retweet 1 Quote Tweet 4 Likes

Dublin Commuter Coalition
@DublinCommuters

The preferred route for DART+ South West is now out for public consultation. Heuston West is now included but Kylemore and Cabra will still not be constructed as part of this project.
dartplus.ie/en-ie/projects...




12:44 pm · 10 Nov 2021 · Twitter Web App

4 Retweets 5 Quote Tweets 33 Likes

CILT Ireland
@CILTIRL

The second round of public consultation on the DART+ South West Preferred Option is open and will continue until 17th December 2021. Feedback on this preferred option is essential.

Visit the DART+ South West section for further details on the project.
buff.ly/3GMb1xE



2:12 pm · 17 Dec 2021 · Buffer

Public Consultation Institute of Ireland
@Public_Consult

DART+ South West second public consultation begins
dublinpeople.com/news/dublin/ar...
[#publicconsultation](#)
[#communityengagement](#)

9:52 am · 13 Nov 2021 · SocialPilot.co

1 Retweet

Dublin City PPN
@DublinCityPPN

If your organization would like to make a [#submission](#) about the following issues, please follow the links below:

➡ The second round of public consultation on DART and South West, is now open and will continue until 17 December 2021. Further details dartplus.ie/en-ie/home

(+)

2:00 pm · 19 Nov 2021 · Twitter Web App

Dublin South-Central Green Party
@DSCGreenParty

The public consultation on DART+ South West continues with a series of webinars being held next week for communities along the route. Find out more here:
dartplus.ie/en-ie/news/202...

Patrick Costello TD @CostelloP · 19 Nov 2021
 The 2nd round of public consultation on DART+ South West is underway. Registration is now open for 4 webinars being held next week, info on dates and how to register available here:
dartplus.ie/en-ie/news/202...

There's also a virtual consultation room here:
dartplusvr.ie

1:04 pm · 19 Nov 2021 · Twitter Web App

1 Retweet 4 Likes

Appendix B. Sample Presentation to Elected Members & Other Stakeholders



Why are we here today?

- We have commenced the second public consultation on the DART+ South West Project
- Consultation will last 5 weeks until 17th December
- Purpose of this consultation is to seek feedback on the Preferred Option
- Intention of this briefing is to bring you through the key elements of the Project



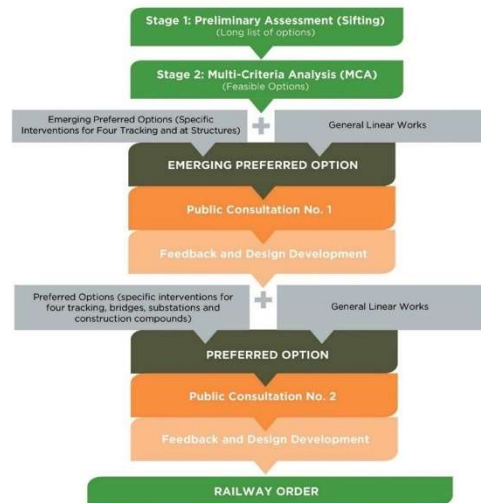
General Update Since Public Consultation No. 1

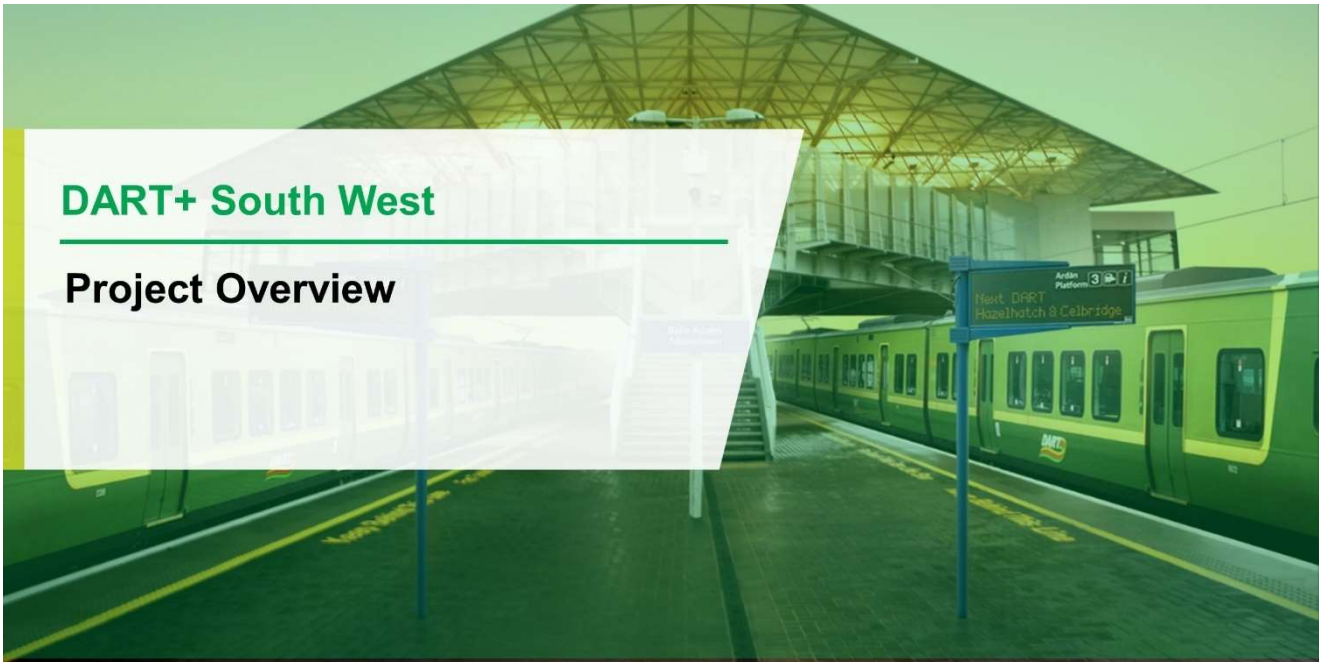
- Review of feedback from PC1
 - Public Consultation No. 1 launched 12th May 2021.
 - Information leaflets posted to 24,000 properties along the route
 - Over 1,000 submissions received from stakeholders.
- Preparation of Public Consultation No. 1 Findings Report– Summary of Feedback Report
- Review and re-evaluation of optioneering presented at PC1
 - Four tracking
 - Bridge reconstructions
- Ongoing surveys and Design Development
- Substation Locations (optioneering)
- Construction Requirements (including construction compounds)



Review and re-evaluation of optioneering presented at PC1

- Neither the additionally sourced baseline information nor outcomes of design development since PC1, inclusive of stakeholder input, have materially impacted the optioneering and the findings presented in the Preliminary Options Selection Report.
- However, updates have been made following feedback.





DART+ South West

Project Overview

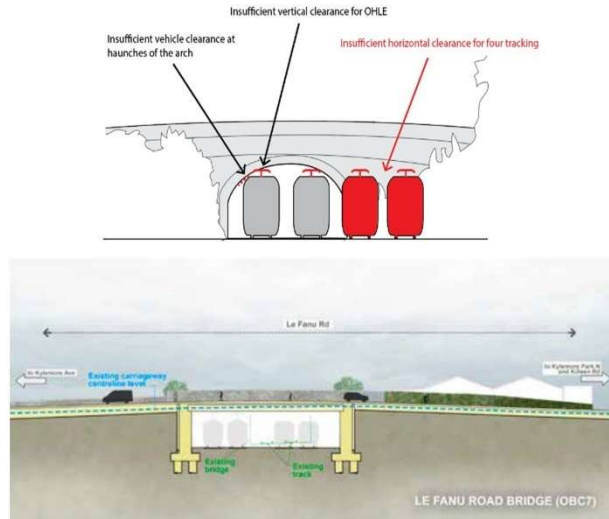
Preferred Option – General Linear Works

- Overhead electrification equipment along the full extent of the railway line. This will be like that currently used on the existing DART network.
- Signaling upgrades and additional signaling infrastructure.
- Telecommunications infrastructure including buildings.
- Ancillary equipment cabins.
- Works to the Permanent Way (or track or railway corridor) including all ancillary installations such as rails, sleepers, ballast interfaces with existing utilities, boundary treatments, drainage works, vegetation management and other ancillary works



Preferred Option – Four Tracking Area (Bridges)

- Reconstruction of the existing bridges is necessary to complete the four tracking from Park West & Cherry Orchard Station to Heuston Station area.
- The bridges are:
 - Le Fanu Road Bridge
 - Kylemore Road Bridge
 - Khyber Pass Footbridge
 - Sarsfield Road Underbridge (deck)
 - Memorial Road Bridge



Preferred Option – Four Tracking Area (Inchicore Works)

- To achieve four tracking the laying of additional tracks is required, which in turn requires the realignment of the existing tracks and an increase in the railway corridor width in this area.
- The Preferred Option focuses this enhancement of the corridor to the south, requiring the demolition / modification of some Iarnród Éireann facilities within the Inchicore Depot, minimising the impact to third party properties to the north of the rail corridor.

Update since PC1

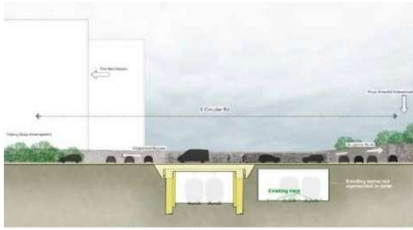
- Following feedback and design development the four tracking section has been realigned to avoid impacting on the Turret (NIAH) which projects rail side from the Maintenance Shed at CIE's Inchicore Railway Works.



Signal Box and Turret, Inchicore Works

Preferred Option – Four Tracking Area (Portal Structure)

- A new structure will be constructed to the north of the South Circular Road Bridge. The new structure would be for the new DART tracks and the existing Intercity service would continue under the South Circular Road Bridge

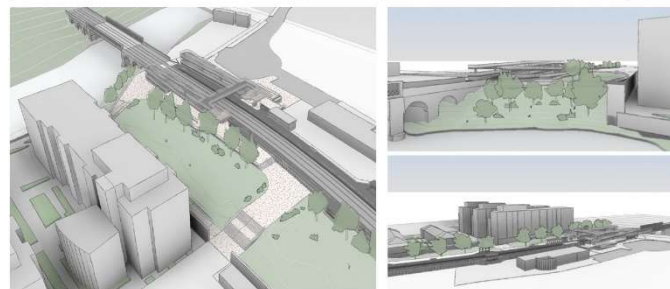
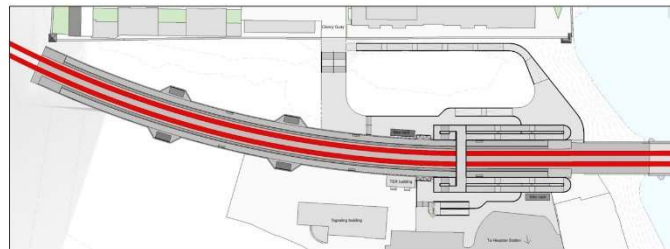


Preferred Option - Heuston West Station

- The original scope of the DART+ South West Project included a Feasibility Report and Concept Design for a potential new Heuston West Station.

Update since PC1

- Having regard to:
 - Public feedback
 - Progress made on the Feasibility Report and Concept Design
 - Location of the potential station within Iarnród Éireann's lands at Heuston (and more specifically at the location of the existing platform 10)
 - Current development strategy and masterplan for the wider Heuston Station site and surrounding areas.
- CIÉ has made the decision to include the new Heuston West Station in the scope of the Project to be brought forward for Railway Order (RO).



Preferred Option - Phoenix Park Tunnel Branch Line

Bridges with Low Clearances

To achieve electrification along this section of the railway corridor, track lowering, installation of a reduced height OHLE solution or a combination of both will be employed. This work will have minimal effect on the existing bridges and the works will be undertaken predominantly within the existing rail corridor.

- Conyngham Road Overbridge,
- McKee Barracks Bridge
- Blackhorse Avenue Bridge
- Old Cabra Road Bridge
- Cabra Road Bridge
- Faussagh Road Bridge
- Royal Canal and LUAS Twin Arch
- Maynooth Line Twin Arch

Phoenix Park Tunnel

- Tunnel is sufficiently high for OHLE

Liffey Rail Bridge

- OHLE solution

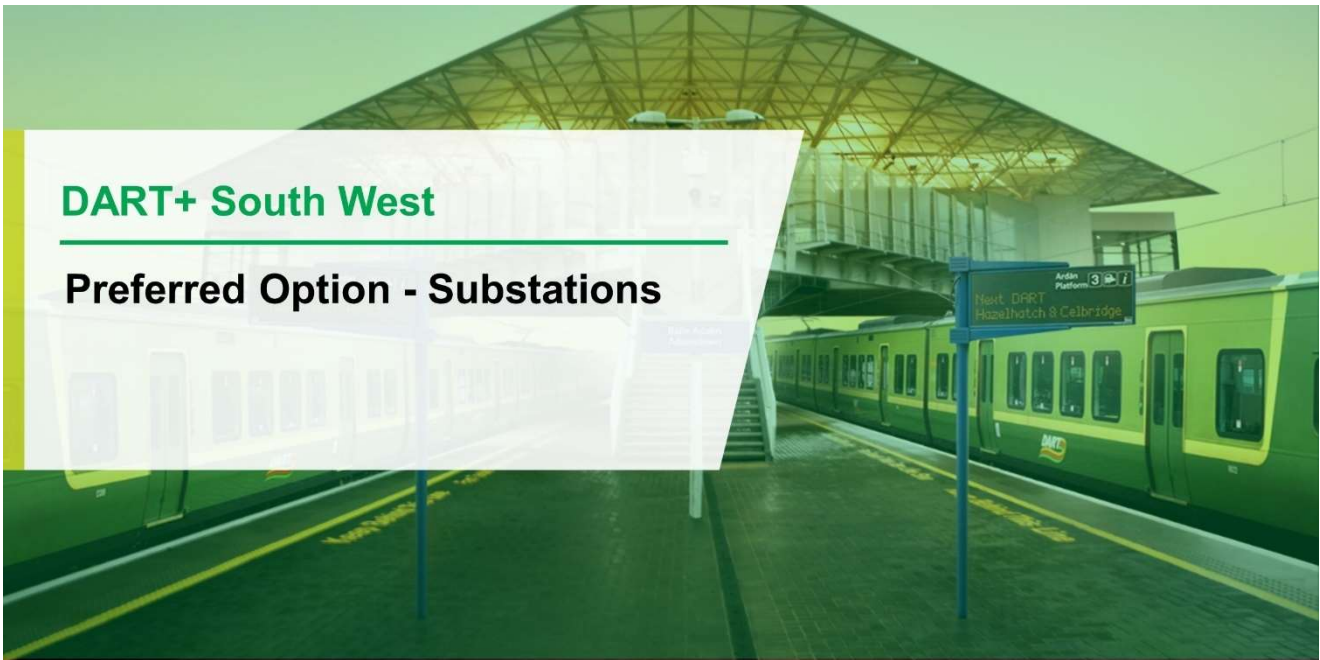


Preferred Option (Phoenix Park Tunnel Branch Line) Blackhorse Avenue Bridge

- The clearance beneath Glasnevin Cemetery Road Bridge is insufficient to accommodate the new OHLE system. The preferred option for this bridge to meet the necessary OHLE requirements, involves the partial reconstruction of the bridge.



Project Route Corridor - Update



DART+ South West

Preferred Option - Substations

Substations

- A DART+ Programme wide Power Study was completed by IÉ for the DART+ West project to assess the optimal distribution of electrical substations. This Study also identified six locations for proposed traction power sub-stations for the DART+ South West Project.
- Site selection followed an optioneering process.
- The majority of locations are on lands owned by CIÉ; however, acquisition will be required for the preferred locations for the substations at Park West and Kylemore.
- **Heuston / Island Bridge** - site located within Heuston Yard owned by CIÉ.
- **Kylemore** - land adjacent to the rail corridor currently unused industrial / commercial property.
- **Park West** - greenfield site to the north of the railway.
- **Kishoge** – site located on the existing car park for Kishoge railway station owned by CIÉ.
- **Adamstown** - greenfield site to the south of the railway owned by CIÉ.
- **Hazelhatch** –site adjacent to Hazelhatch & Celbridge Station car park and other disused buildings also owned by CIÉ.



DART+ South West

Preferred Location – Construction Compounds

Construction Compounds

- Construction Compounds are required at specific construction sites and are also distributed along the scheme by location specific features. For example:
 - Compounds will be required at each of the bridge reconstruction locations.
 - Compounds be used to support earthworks, enabling works, site clearance, utility diversions work, civil works, the demolition of bridges, OHLE, track installation, signalling and telecoms equipment and all ancillary works.
 - Compounds will also provide facilities for the contractor (offices, staff facilities, etc).
- For compounds required to facilitate localised work there were no other suitable alternative locations.
- Where possible construction compounds are located on lands owned by CIÉ e.g Hazelhatch and Inchicore Works.
- The preferred location for construction compounds includes locations at Park West, Friel Avenue, Cherry Orchard Avenue, Le Fanu Bridge (x 2), Kylemore Road Bridge, Khyber Pass Footbridge, Sarsfield Road Bridge, Memorial Road Bridge, South Circular Road, Cabra and Fassaugh Avenue

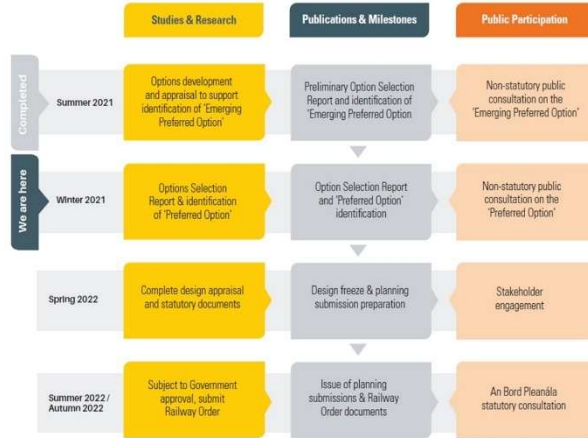


DART+ South West

Looking Towards Public Consultation No. 2

Public Consultation No. 2

- We have commenced Public Consultation No. 2 on the Emerging Preferred Option.
- Focuses on the Preferred Option reflecting consideration of the feedback received at PC1, information received from surveys and investigations, further design development and re-evaluation of the design options, where appropriate.
- We are asking the public, as potential users of the improved services, and those likely to be affected by its development, on their views of our plans to inform the the design development of the project which will be the subject of the Environmental Impact Assessment (EIA) and Appropriate Assessment (AA) prepared as part of the Railway Order application that will be submitted to An Bord Pleanála.



Public Consultation Documentation

- Letter to potentially affected landowners
- Leaflet to adjacent communities
- Virtual consultation room
 - Multi-media engagement tools
- Dedicated website - www.dartplus.ie
 - Project documentation
 - Brochure
 - Options Selection Report
 - Technical documentation
- Iarnród Éireann is hosting a number of public engagement webinars for communities along the route.



Thank you



DART+ Programme – Legal Statement

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The contents of this publication are the sole responsibility of Iarnród Éireann and not necessarily represent the opinion of the European Union.

Appendix C. Public Consultation No. 2 Leaflet and Brochure



Public Consultation No. 2 Leaflet

Preferred Option

Bileog um Chomhairliúchán Poiblí Uimh. 2

An Chéad Rogha



Consultation now open. We want your views.

Introduction to DART+ Programme & DART+ South West Project

The DART+ Programme is a transformative railway investment programme, that will modernise and improve the existing rail services in the Greater Dublin Area. It will provide a sustainable, electrified, reliable and more frequent rail service, improving capacity on rail corridors serving Dublin. The current DART network is 50km long, extending from Malahide / Howth to Greystones. The DART+ Programme will increase the length of the DART network to 150km of railway corridor through the electrification and upgrade of existing lines transforming commuter rail travel in the Greater Dublin Area.

The DART+ South West project is the second of the infrastructural projects in the DART+ Programme being progressed and is seeking to significantly increase rail capacity on the Cork Mainline between Hazelhatch & Celbridge Station to Heuston Station and Heuston Station to Glasnevin, via the Phoenix Park Tunnel Branch Line. This can be achieved by changing to electrified, high-capacity DART trains and increasing the frequency of trains. The DART+ South West project will increase passenger capacity from approximately 5,000 to 20,000 passengers per hour (i.e. 12 existing to 23 proposed trains per hour). The DART+ South West project will enable people to make sustainable travel choices by encouraging them to move away from private car transport to a reliable, efficient and safer public transport network.

Réamhrá maidir le Clár DART+ agus thionscadal DART+ an Iardheiscirt

Is clár bunathraitheach de thionscadail é an Clár DART+, a bheidh mar bhonn le nuachóiriú agus feabhsú na seirbhísí iarnróid atá ar fáil i Mórcheantar Bhaile Átha Cliath faoi láthair. Soláthrófar seirbhís iarnróid atá inbhuanaithe, leictirthe, iontaofa agus níos minice, feabhsófar acmhainn ar gach conair iarnróid atá ag freastal ar Bhaile Átha Cliath. Tá an líonra DART reatha 50km ar fhad, ó Mhullach Íde / Bhinn Éadair go dtí na Clocha Liatha. Mar thoradh ar an gClár DART+ méadófar an líonra DART go dtí 150km de chonair iarnróid trí leictriú agus uasghrádófar líne reatha rud a bheidh mar bhonn le taisteal ar iarnród comaitéireachta i Mórcheantar Bhaile Átha Cliath a athrú ó bhonn.

Is é tionscadal DART+ an Iardheiscirt an dara ceann de na tionscadail bhonneagair sa Chlár DART+ atá á chur chun cinn agus tá sé ag iarraidh acmhainn iarnróid a mhéadú go suntasach ar Phríomhlíne Chorcaí idir Stáisiún Chollchoille agus Chill Droichid agus Stáisiún Heuston agus idir Stáisiún Heuston agus Glas Naíon, via Chraobhlíne Thollán Pháirc an Fhionnuisce. Is féidir é seo a bhaint amach trí athrú go traenacha DART leictirthe, ardchumais agus minicíocht na dtraenacha a mhéadú. Méadóidh Tionscadal DART + an Iardheiscirt an acmhainn paisinéirí ó thart ar 5,000 go dtí 20,000 paisinéir san uair (is é sin. 12 (faoi láthair) go dtí 23 (beartaithe) thraein san uair). Cuirfidh DART+ an Iardheiscirt ar chumas daoine roghanna taistil inbhuanaithe a dhéanamh trí dhaoine a spreagadh chun úsáid a bhaint as líonra iompair phoiblí atá iontaofa, éifeachtúil agus sábháilte seachas carranna príobháideacha.



Design Development since Public Consultation No. 1

The first non-statutory public consultation for the DART+ South West project was presented from 12th May to 30th June 2021. Following the completion of public consultation No. 1, the project team has analysed all submissions received from the public. The feedback from this consultation is presented on the project website in the Public Consultation No. 1 – Consultation Findings Report. Also, since public consultation No. 1, the project team has undertaken additional topographical surveys, geotechnical surveys and environmental surveys to further inform the design process.

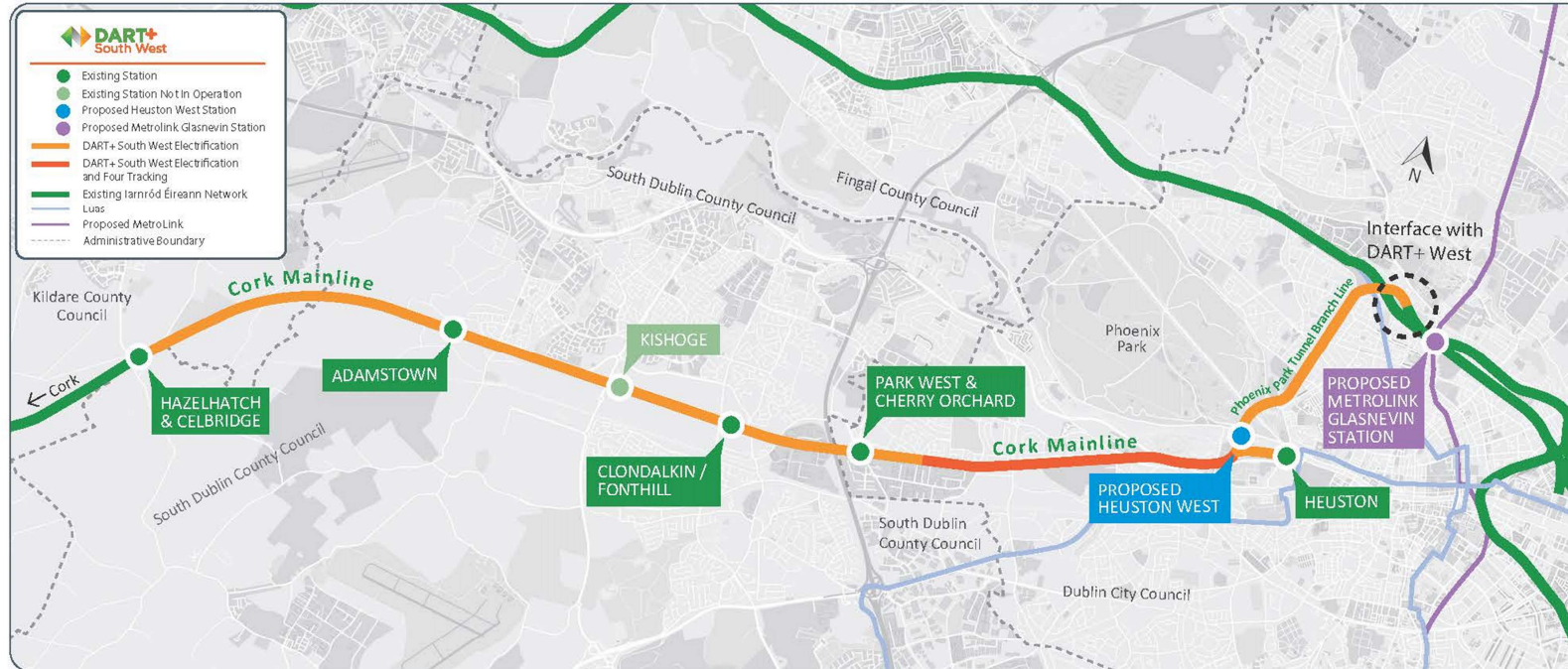
The contributions from public consultation No. 1 and the additional surveys have informed the design development process and enabled the DART+ South West project team to select a preferred option. The ‘Preferred Option Report (Volume 1 of the Option Selection Report)’ is the end-to-end combination of preferred design options. The preferred option is presented in this second non-statutory public consultation to provide a further opportunity for the DART+ South West project to engage with you. The feedback from you will further assist in the development of the final design for the DART+ South West project Railway Order application. Public consultation No. 2 is now live for the preferred option and all the relevant information is available at www.DARTplus.ie.



Forbairt Dearaidh ó reáchtáladh Comhairliúchán Poiblí Uimh. 1

Reáchtáladh na chéad chomhairliúcháin phoiblí neamhreachtúla le haghaidh DART+ an Iardheiscirt, inar cuireadh an rogha is dealraithí a roghnófar i láthair, idir an 12 Bealtaine agus 30 Meitheamh 2021. I ndiaidh chomhairliúchán poiblí uimh. 1 a chur i gcrích, rinne foireann an tionscadail anailís ar na haighneachtaí ar fad a fuarthas ón bpobal. Tá an t-aiseolas ón gcomhairliúchán seo ar shuíomh gréasáin an tionscadail i dTuarascáil Thorthaí an Chomhairliúcháin – Comhairliúchán Poiblí Uimh. 1. Chomh maith leis sin, ó reáchtáladh comhairliúchán poiblí uimh. 1, tá suirbhéanna topagrafacha, suirbhéanna geoiteicniúla agus suirbhéanna timpeallachta breise déanta ag foireann an tionscadail chun bonn eolais a chur faoin bpróiseas deartha.

Úsáideadh an t-eolas a bailíodh i rith chomhairliúchán poiblí uimh. 1 agus na suirbhéanna breise mar bhonn don phróiseas forbartha dearaidh agus chuir sé ar chumas foireann tionscadail DART+ an Iardheiscirt cinneadh a dhéanamh maidir leis an rogha a roghnófar. Sa tuarascáil maidir leis an rogha is dealraithí a roghnófar (Imleabhar 1 den Tuarascáil Roghnúcháin) tá cnuasach ceann ceann de na Roghanna dearaidh is dealraithí. Tá eolas maidir leis an rogha a roghnófar le fáil sa dara chomhairliúchán poiblí neamhreachtúil chun tuilleadh deiseanna a thabhairt daoibh eolas a bhailiú faoi thionscadal DART+ an Iardheiscirt. Cabhróidh an t-aiseolas a fhaighimid uaibh le forbairt an dearaidh deiridh le haghaidh iarratas iarnróid thionscadal DART+ an Iardheiscirt. Tá comhairliúchán poiblí uimh. 2 beo anois don rogha is dealraithí a roghnófar agus tá an t-eolas ábhartha ar fad le fáil ag www.DARTplus.ie.



The DART+ South West project includes the following main infrastructural elements:

- Completion of four-tracking from Park West & Cherry Orchard Station to Heuston Station, extending the works completed on the route in 2009.
- Electrification and re-signalling of the line from Hazelhatch & Celbridge Station to Heuston Station and also from Heuston Station to Glasnevin, via the Phoenix Park Tunnel Branch Line, where it will link with the proposed DART+ West.

- Undertaking improvements/reconstructions of bridges to facilitate movement of electrified train services.
- Remove rail constraints along the Phoenix Park Tunnel Branch Line.
- Delivery of a new Heuston West Station.
- The **'Preferred Option'** will be compatible with future stations at Kilemore and Cabra, although the construction of these stations is not part of the DART+ South West project.

Ag seo a leanas, achoimre ardleibhéil ar phríomhghnéithe DART+ an Iardheiscirt:

- Ceithre ráille a chur leis go críochnúil, idir Stáisiún an Pháirc Thiar & Gort na Silíní go Stáisiún Heuston, lena gcuirfear leis na hoibreacha a bhí déanta ar an mbealach i 2009.
- Déanfar leictriú agus athchomharthaíocht ar an líne ó Stáisiún Chollchoille & Chill Droichid agus ó Stáisiún Heuston go Glas Naíon, trí Chraobhlíne Thollán Pháirc an Fhionnuisce, áit a nascfar é le DART+ Thiar atá beartaithe.

- Déanfar oibreacha feabhsúcháin/atógála ar dhroichid chun gluaiseacht seirbhísí traenach leictirithe a éascú.
- Bainfear gach bacainn iarnróid feadh Chraobhlíne Thollán Pháirc an Fhionnuisce.
- Stáisiún nua Heuston Thiar a sheachadadh.
- Beidh an **'Rogha aRoghnófar'** ag teacht slán le stáisiún a bheidh ann amach anseo ag an gCoill Mhór agus ag an gCabhrach, cé nach bhfuil sé mar chuid de Thionscadal DART+ an Iardheiscirt na stáisiún sin a thógáil.



Next Steps

As users of the service or those likely to be affected by its development, the public is invited to contribute to this consultation process to express opinions on the DART+ South West preferred option. All inputs during the consultation process will be analysed and will help to inform the development of the design.

The DART+ South West project will continue its environmental studies and assessments, which will lead to the production of an Environmental Impact Assessment Report. The designers and the land referencing team will continue to engage with potentially affected landowners. These activities will define the lands necessary to construct and operate DART+ South West and will assess the likely impact on the environment. All this information will be compiled into a DART+ South West Railway Order application which will be submitted to An Bord Pleanála to seek statutory planning approval. An Bord Pleanála will conduct a separate consultation process once the Railway Order application is submitted, independent of Iarnród Éireann. Members of the public will be invited to engage in this statutory consultation process by making submissions directly to An Bord Pleanála.



Na Chéad Chéimeanna eile

De bhrí gur dócha go gcuirfidh an obair fhorbartha isteach ar úsáideoirí na seirbhísí, tá cuireadh á thabhairt don phobal cur leis an bpróiseas comhairliúcháin agus a gcuid tuairimí maidir le rogha is dealraithí a roghnófar DART+ an Iardheiscirt a chur in iúl. Déanfar anailís ar gach ionchur sa phróiseas comhairliúcháin agus cruthóidh siad bonn eolais d'fhorbairt an dearaidh.

Leanfaidh thionscadal DART+ an Iardheiscirt le staidéir agus le measúnachtaí timpeallachta a dhéanamh, a bheidh mar bhonn le Tuarascáil ar an Measúnacht Tionchair Timpeallachta. Leanfaidh na dearthóirí agus an fhoireann tagartha talún leis an bplé leis na húinéirí talún a bhféadfaí cur isteach orainn. Saineoidh na gníomhaíochtaí seo an talamh atá riachtanach chun DART+ an Iardheiscirt a thógáil agus a fheidhmiú agus déanfaidh sé measúnú ar an tionchar is dócha a bheidh aige ar an timpeallacht. Tíomsófar an t-eolas seo ar fad in iarratas ordaithe Iarnróid DART+ an Iardheiscirt a chuirfear faoi bhráid an Bhoird Pleanála chun cead pleanála reachtúil a lorg. Reáchtálfaidh An Bord Pleanála próiseas comhairliúcháin ar leith nuair a bheidh an t-iarratas ordaithe Iarnróid déanta, neamhspleách ar Iarnród Éireann. Tabharfar cuireadh do bhail den phobal páirt a ghlacadh sa phróiseas comhairliúcháin reachtúil seo trí aighneachtaí a chur faoi bhráid an Bhoird Pleanála go díreach.

How to Engage

Iarnród Éireann invites feedback, opinion and submissions on the preferred option, to ensure your local knowledge informs the development of the DART+ South West project.

The consultation period is now open, full details are available on the project website (www.DARTplus.ie).

Please contact us via the following means:

Website | www.dartplus.ie

Email | DARTSouthWest@irishrail.ie

Phone line | (01) 284 1029

If you would prefer to write to us, please send it or any correspondence to:

**DART+ South West,
Iarnród Éireann,
Inchicore Works,
Inchicore Parade,
Dublin 8.
D08K6Y3**

Conas Páirt a Ghlacadh

Fáiltíonn Iarnród Éireann roimh aiseolas, tuairimí agus aighneachtaí maidir leis an rogha is dealraithe a roghnófar, lena chinntiú go mbeidh bhur n-eolas áitiúil mar bhonn le forbairt thionscadal DART+ an Iardheiscirt.

Tá an tréimhse chomhairliúcháin ar oscailt anois, agus tá sonraí iomlána ar fáil ar láithreán gréasáin an tionscadail (www.DARTplus.ie).

Déan teagmháil linn, le do thoil, tríd na bealaí seo a leanas:

Suíomh Gréasáin | www.dartplus.ie

Ríomhphost | DARTSouthWest@irishrail.ie

Líne Theileafóin | (01) 284 1029

Más fearr leat nóta i scríbhinn a sheoladh chugainn, seol an nóta sin nó aon chomhfhreagras eile chuig:

**DART+ an Iardheiscirt,
Iarnród Éireann,
Oibreacha Inse Chór,
Paráid Inse Chór,
Baile Átha Cliath 8.
D08K6Y3**



**Public Consultation
 No. 2 Brochure**
 Preferred Option



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1. Introduction to DART+ Programme

The current DART network is 50km long, extending from Malahide / Howth to Greystones. The DART+ Programme will increase the length of the DART network to 150km of railway corridor through the electrification and upgrade of existing lines transforming commuter train travel in the Greater Dublin Area.

The DART+ Programme also includes the purchase of new train fleet. The DART+ Programme will deliver frequent, modern, electrified services from Dublin City Centre to:

- Maynooth, M3 Parkway
- Hazelhatch & Celbridge
- Drogheda; and
- Greystones

The DART+ Programme is a key transportation improvement to form a high quality and integrated public transport system. It will have benefits for the residents of the Greater Dublin Area and also those living in the other regions. It will assist in providing a sustainable transport system and a societal benefit for current and future generations.

The DART+ Programme will seek to maximise use of the existing railway corridors and implement a modernisation programme to achieve the increased capacity necessary to meet current and future demands.





Schematic diagram of DART+ Programme extent

03



Why investment in DART+ Programme is needed

Provides Sustainable Transport Options

- Over-reliance on private car use and increasing congestion in Greater Dublin Area.
- DART trains are more sustainable and cleaner to operate than the current diesel trains.

Achieve Climate Change Targets

- Will help reduce the transport sector's greenhouse gas emissions which continue to rise.
- Supporting the Government's Climate Action Plan.



Integration of Land-use & Transport Planning

- Co-ordination and integration of spatial planning with rail transport.
- Supporting compact growth and increased densities in the Greater Dublin Area.
- Supports the implementation of Project Ireland 2040 and the National Planning Framework.

Facilitates Integration with other modes of transport

- Improves integration of rail services with active modes of travel (walking and cycling).
- Enables greater cross-modal journeys through improved integration with other modes – Bus, Luas, proposed MetroLink and Dublin Bikes.

Supporting Economic and Population Growth

- Congestion in Greater Dublin Area is increasing.
- Cost of Time Lost in the Dublin Region is ~ €350 million/annum and forecast to rise to €2,000 million/annum by 2033.
- Sustainable public transport infrastructure (pedestrian, cycling, bus and rail) will sustain economic and population growth while reducing emissions.





2. DART+ South West

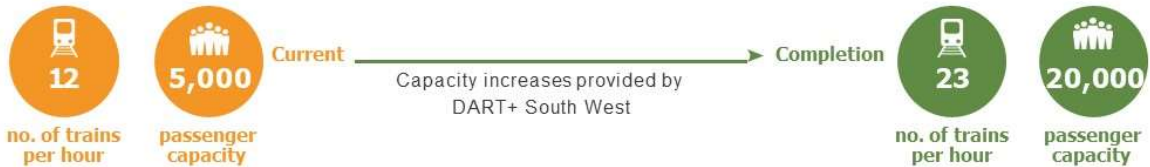
The second of the infrastructural projects of the DART+ Programme to be delivered will be the DART+ South West Project.

DART+ South West is seeking to significantly increase rail capacity on the Cork Mainline from Hazelhatch & Celbridge Station to Heuston Station, and to Glasnevin via the Phoenix Park Tunnel Branch Line. This will be achieved by implementing an electrified railway network with high capacity DART trains, increasing the frequency of trains and providing a new station at Heuston West.

Delivery of this project will support existing communities along the railway and support future sustainable development. It will serve all existing stations along the railway corridor from Hazelhatch & Celbridge Station to Heuston Station and Heuston Station to Glasnevin using electrical power that has a lower carbon footprint than the existing diesel trains. The frequency and quality of service will provide a viable transport alternative to communities along the route and help encourage people to migrate from private car use. This will assist Ireland in reducing greenhouse gas emissions from transport and help combat climate change.

The electrification of the rail line will predominantly follow the existing railway corridor. Works outside of Córas Iompar Éireann lands will be required at a number of locations for some of the scheme elements such as:

- Widening of the railway corridor for four-tracking between Park West & Cherry Orchard Station and Heuston Station;
- Bridge reconstruction and/or improvements;
- Construction of substations (to facilitate the provision of power to the line); and
- Use of land for temporary construction/storage compounds and all ancillary works required for the project.





3. Public Consultation Process

Public participation during the design process is a key element to the delivery of major infrastructure projects such as DART+ South West.

This project has a two stage non statutory public consultation process. The first public consultation on DART+ South West 'Emerging Preferred Option' was held between May and June 2021. This current public consultation has considered the feedback received, to advance the design. Feedback is now requested on the **'Preferred Option'** for the DART+ South West project.

Public Consultations are our way of asking you, as potential users of the improved services or those likely to be affected by its development, for your views on our plans, whilst the design process is active. Your local knowledge and comments will further inform the design of the proposed development to be included in the Railway Order application and ensure it will be a success for you and the communities it will serve.

Public participation is welcomed and encouraged throughout the design development process, which will provide you with the opportunity to learn about the design as it develops and provide feedback to inform the next stage as appropriate. The main

public participation/feedback stages as part of the project development are illustrated in graphical form overleaf and include:

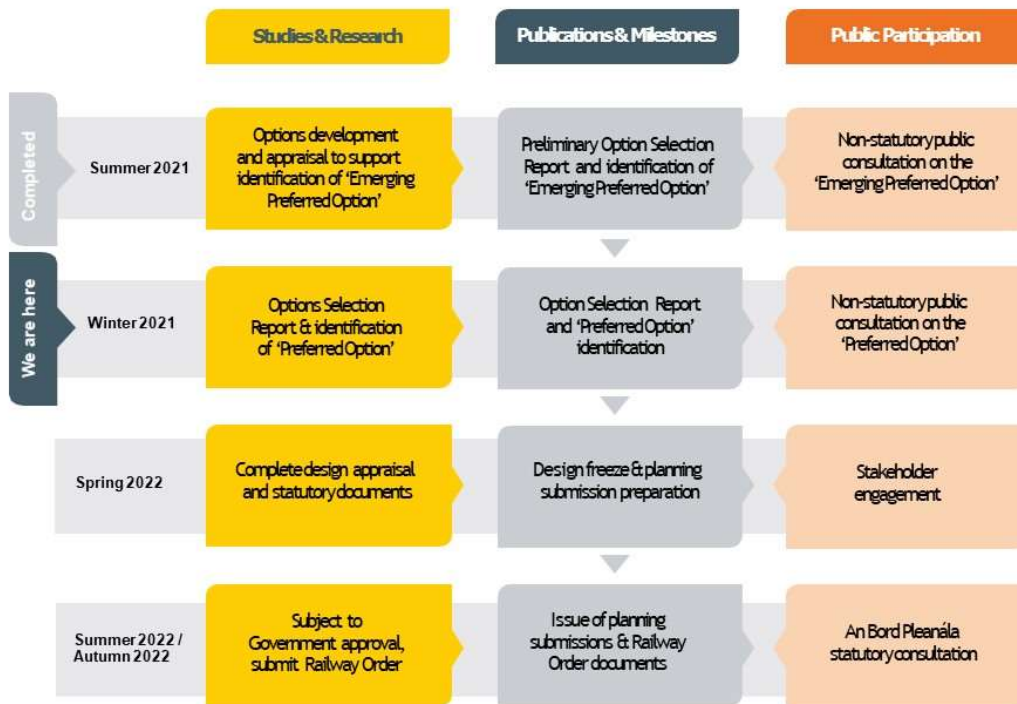
- Public Consultation No. 1 on the Emerging Preferred Option - Completed (Summer 2021)
- Public Consultation No. 2 on the Preferred Option - **Current stage (Winter 2021)**
- Statutory Consultation Period as part of the Railway Order application process (Summer 2022/ Autumn 2022)

Public feedback will be accepted during all stages of the design development and can be submitted through the project website, e-mail address, phone line or by written correspondence. For further details see the **'How to Engage'** section.

Iarróid Éireann invites the public to engage in the design process and all feedback is welcome.

COVID 19 Due to the COVID-19 restrictions this consultation on the **'Preferred Option'** will be predominantly a digital public consultation.





Graphic showing public participation as part of the option selection, design and Railway Order application process





04

Current Design
Status

4. Current Design Status

This brochure explains the current design status of the project, its benefits, potential impacts, and how you can send us your queries, thoughts and ideas.

The design and environmental impact assessment process for the DART+ South West has commenced, and we are at a key early stage in the project.

Before we proceed any further, we would like your views on the DART+ South West 'Preferred Option' which is being put forward by Iarnród Éireann as part of this Public Consultation No. 2.

The 'Preferred Option' is the preferred combination of design options that have been identified for each of the elements of the project. Following the completion of Public Consultation No. 1 and the feedback received, additional studies and surveys have been undertaken which have assisted the project team in updating and completing the

option selection process. The identification of the 'Preferred Option' is to ensure that the project, when delivered, will be a success for you and the communities it will serve.

Further studies, assessments, design development and a review of your feedback on the preferred option will enable the 'Preferred Option' to be refined and developed into the project, which will be the subject of the Environmental Impact Assessment (EIA) and Railway Order (RO).

The project will culminate with a Railway Order application to An Bord Pleanála, in accordance with the Transport (Railway Infrastructure) Act 2001 (as amended). This is essential to secure building consent. It is currently anticipated that the Railway Order application will be submitted to An Bord Pleanála for approval in 2022.

Your participation and feedback are an essential part of this stage in the design and assessment process.





05

Key Infrastructural Elements
of DART+ South West

5. Key Infrastructural Elements of DART+ South West

The following is a high-level summary of the key infrastructural elements of the DART+ South West Project:

- Completion of four-tracking from Park West & Cherry Orchard Station to Heuston Station, extending the works completed on the route in 2009.
- Electrification and re-signalling of the line from Hazelhatch & Celbridge Station to Heuston Station and also from Heuston Station to Glasnevin, via the Phoenix Park Tunnel Branch Line, where it will link with the proposed DART+ West.
- Undertaking improvements/reconstructions of bridges to facilitate movement of electrified train services.
- Remove rail constraints along the Phoenix Park Tunnel Branch Line.
- Delivery of a new Heuston West Station.

The 'Preferred Option' will be compatible with future stations at Kylemore and Cabra, although the construction of these stations is not part of the DART+ South West Project.

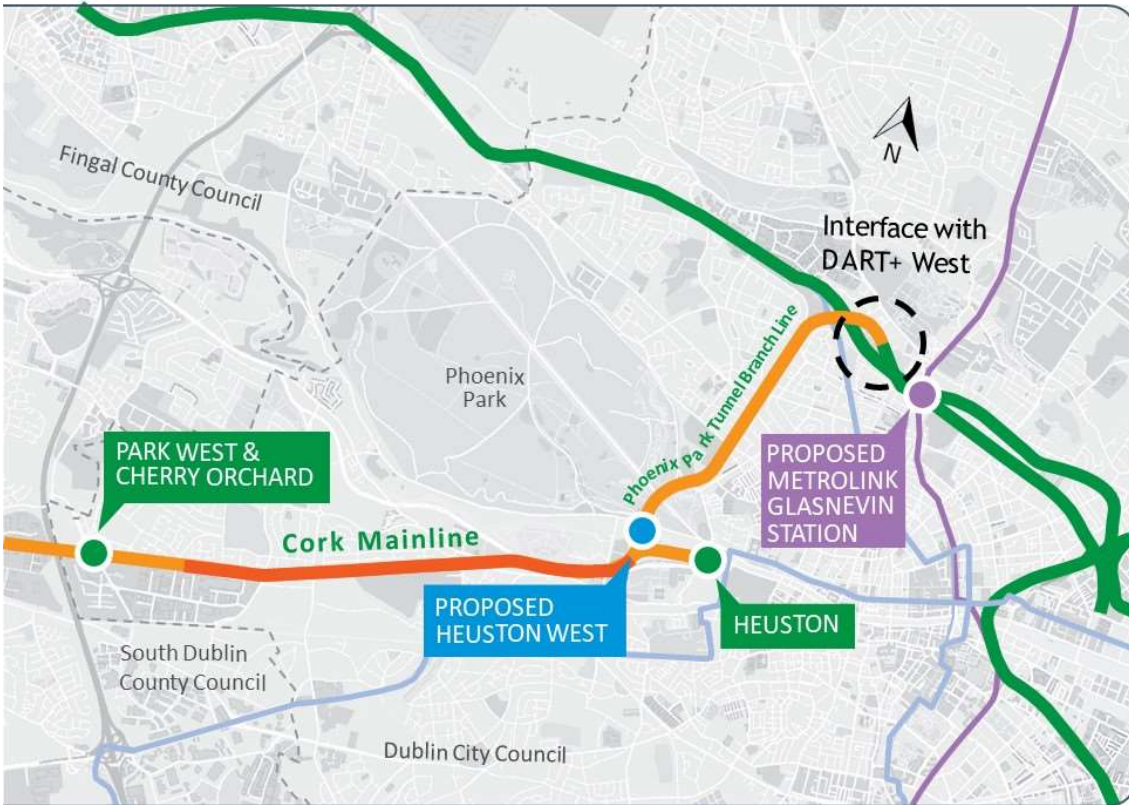


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14 Map of proposed DART+ South West



15





6. Benefits of DART+ South West

The DART+ South West Project will have far reaching positive transportation effects for communities along the railway corridor. It will facilitate increased train services and passenger capacity which is currently constrained on the network. It will transport passengers in high quality trains that are designed to best suit the needs of growing communities, providing all day capacity, but most especially during peak morning and evening commuter periods.

The project will link good quality public transport to sustainable land use management and can also assist in local regeneration, economic development and support the development of new communities along the route. This is a key objective of Project Ireland 2040 and the National Planning Framework. The integration of public transport with sustainable land use planning will reduce the dependency on private car use and ultimately support reductions in greenhouse gas emissions from the transport sector.

Availability of good quality rail transport, which is integrated with other public transport modes (Bus, Luas, and the future MetroLink) as well as walking and cycling infrastructure will have a positive effect on transport patterns and lifestyle factors. The provision of a sustainable transport network supports sustainable options for where people live, work, study and access services and amenities. It can promote more active and healthy modes of travel by supporting people to walk or cycle to public transport links for onward transfer to their end destinations.

The DART+ Programme is consistent with Project Ireland 2040, the National Development Plan 2021 to 2030, the National Planning Framework, the Transport Strategy for the Greater Dublin Area 2016-2035, the Climate Action and Low Carbon Development (Amendment) Act 2021 and the Climate Action Plan 2019.

The DART+ Programme is a key deliverable measure in the Climate Action Plan 2019 and supports the achievement of targets for mode shift from private car to public transport.



National Policy Drivers



Benefits of DART+ South West



Increase peak passenger capacity from 5,000 to 20,000 per hour per direction and increase train frequency between Dublin City and Hazelhatch & Celbridge Station –facilitating frequent and reliable transport to the surrounding communities.



Enhance public transport opportunities for work, education or leisure purposes.



Facilitate the development and future growth of existing and new communities that will greatly benefit from the connectivity that the DART+ South West will deliver.



Alleviate road congestion.



Build a sustainable and connected city region, supporting the transition to a low carbon and climate resilient society.



Facilitate people to make sustainable travel choices by encouraging a move away from private cars to a reliable, efficient and safe public transport network.



Improve multimodal transport connectivity through interchange with the Luas at Heuston Station, Bus Connects and the proposed MetroLink.



Improve journey time reliability.





7. Option Selection Process

To assist the design development process and to consider various options to determine the 'Preferred Option' for DART+ South West, a structured optioneering process has been followed:

- Stage 1 – Preliminary Assessment of Options (Sifting) followed by
- Stage 2 – Multi-Criteria Analysis of short-listed options.

This structured process evaluates a number of different options and is based on 'Guidelines on a Common Assessment Framework for Transport Projects and Programmes' (CAF) published by the Department of Transport March 2016 (updated 2020), Project Approval Guidelines, published by the National Transport Authority December 2020, and Iarróid Éireann's Project Approval Guidelines.

Development of Options

The engineering design will electrify and enhance the existing railway network to meet train capacity requirements to cater for current and future projected passenger demand. Many elements of the scheme require option assessment at a local level prior to incorporation into the end-to-end preferred option. Options were developed for the individual components including:

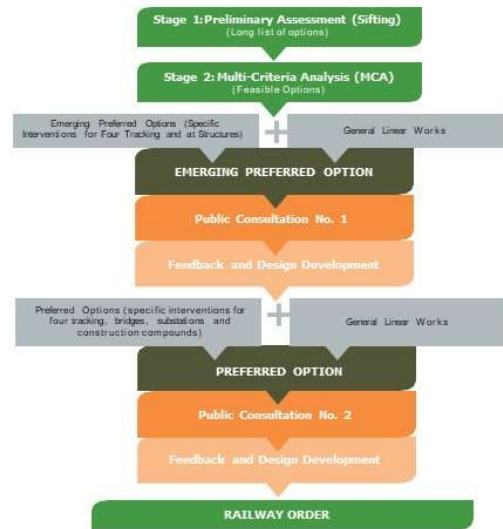
- Track alterations and four-tracking.
- Bridge alterations/reconstructions.
- Signalling, electrification and telecommunications.
- Electrical substations.
- Construction compounds.

Assessment Methodology

Stage 1 – Preliminary Assessment (sifting process) comprised of the assessment of a long list of options against engineering, economics and environmental criteria to evaluate the 'feasibility' of each option to meet the project objectives / requirements. This approach allowed for the long list of options to be filtered to a shorter list of feasible options. All feasible options were brought forward to Stage 2 where they could be explored in greater detail.

Stage 2 – The Multi-Criteria Analysis process comprised of a more detailed multi-disciplinary comparative analysis of the feasible options that passed through Stage

1. The feasible options were assessed against the six appraisal criteria set out in the NTA's Common Appraisal Framework (CAF), namely: economy, safety, environment, accessibility and social inclusion, integration and physical activity. Options were then compared to each other based on whether an option had 'some' or 'significant' advantage or disadvantage over other options or whether all options were 'comparable / neutral' leading to the determination of a preferred option for the intervention required. The various preferred options in respect of particular elements or interventions were then combined with general linear works needed to upgrade and modernise the railway to make up the end-to-end 'Preferred Option'.



Graphic showing the assessment methodology



8. Considerations since Public Consultation No. 1

Public Consultation No. 1– Emerging Preferred Option

Non-Statutory Public Consultation No. 1 (PC1) commenced on 12th May 2021 and ran for 6 weeks until its formal closure on 23rd June 2021. The public were given an additional week up to 30th June 2021 where they could still engage and submit feedback on the 'Emerging Preferred Option' as part of PC1. The purpose of PC1 was to inform the public of the developing design at the Emerging Preferred Option stage for the DART+ South West Project and to request their views.

All submissions received either via post, telephone communication, online form feedback or email were analysed, with issues, comments and suggestions logged and considered by the design team as appropriate. A summary of key issues or concerns raised during PC1 are described in the Public Consultation No. 1 Findings Report, Volume 4, which is available on www.dartplus.ie.

The project team has analysed the submissions and considered all relevant information in re-evaluation and further development of design options leading to the selection of the 'Preferred Option'.

Actions following Public Consultation No. 1 feedback

Having completed PC1, contributions from stakeholders led to a number of design changes which are evident in the 'Preferred Option' presented as part of Public Consultation No. 2. The principal changes include the following:

- The inclusion of the new Heuston West Station in the scope of the project to be brought forward for Railway Order (RO).
- Design changes at Inchicore Works to avoid impacting on the Turret (National Inventory of Architectural Heritage)

Design development has brought forward further locations through the optioneering process relating to the required electrical substations along the route and necessary temporary compounds to support the construction phases of the project.

Cognisant of the level of feedback relating to construction and operational environmental impacts we have also sought to provide additional information relating to the construction methodology and scope of the Environmental Impact Assessment Report (EIAR); so that the public may understand the approach being considered. It is acknowledged that this information is based on information and level of design available at this time and it will continue to be developed as part of the Railway Order package and supporting documentation including EIAR.

In addition, a significant number of submissions during PC1 called for new railway stations along the railway line including at Kylemore, Cabra and Heuston West to provide greater access to the rail network.

The principal objective of the Project is to provide the necessary railway infrastructure to enable increased rail capacity and the transition to electrical power.

Whilst the provision of stations, including at Kylemore and Cabra, does not form part of the project scope, the design takes into consideration the potential provision of future stations along the line.

Stakeholder feedback in relation to the provision of new railway stations along the railway line has been fed back through the Project Team to the Iarnród Éireann DART+ Programme Board and the NTA.



9. The Preferred Option

This section of the brochure will present a high-level overview of the main elements of the project in a linear manner working from Hazelhatch and Celbridge Station in the west to Glasnevin Junction in the east. To avoid repetition, some elements common to all sections of the project are listed in the "General Linear Works" section below and are not repeated at each location along the scheme. The starting principle for the project is to upgrade the existing railway corridor and undertake all work, where possible, within the existing railway corridor.

1. General Linear Works

Given that much of the general linear works manifest along the full extent of the scheme, these elements are described first in this section to avoid the need for repetition. In addition, elements of the scheme which, although arising at discrete locations throughout the scheme, are proposed to be provided with common treatment are also described in this section (for example, additional signalling).

The elements of the Preferred Option that are relevant to the entire length of the railway corridor are:

- Overhead electrification equipment which will be required along the full extent of the railway line from Hazelhatch & Celbridge Station to Heuston Station and through the Phoenix Park Tunnel Branch Line up to Glasnevin Junction, where it will link with the proposed DART+ West Project. The equipment will be similar to the overhead electrification equipment currently used on the existing DART network.
- Signalling upgrades and additional signalling infrastructure.
- Telecommunications infrastructure including buildings.
- Ancillary equipment cabins.
- Works to the Permanent Way (or track or railway corridor) including all ancillary installations such as rails, sleepers, ballast interfaces with existing utilities, boundary treatments, drainage works, vegetation management and other ancillary works.

There are a number of discrete Project elements, which are required along the full length of the Project. These are addressed in more detail in the following sections and include:

- Six electrical substations will be required at intervals along the rail line to provide power to the network.
- Where existing bridges do not provide the necessary clearance for overhead electrification of the lines or lateral clearance for four tracking, options are being considered on a case-by-case basis, these include:
 - Provision of specialist electrical solutions for the OHLE with reduced clearance;
 - Lowering the rail track under the bridge;
 - Modification of the existing structure;
 - Removal of the existing structure and provision of a replacement structure; or
 - A combination of the above.
- Retaining walls supporting widening of the rail corridor and replacement bridges.
- Overhead electrified line protection works at bridges.
- Construction compounds.

Overhead Electrification Equipment (OHLE)

It is a project requirement to provide an electrification system that is compatible with the existing DART system and other electrification projects associated with the DART+ Programme.

The DART+ Programme will adopt a 1,500V Direct Current (DC) system which provides synergy with the existing DART network with traction power provided to the train by Overhead Line Equipment (OHLE).



Sample Existing DART Overhead Line Equipment

Electrical Substations

The OHLE system will be supplied with electrical power from the ESB distribution network at regular intervals, at locations known as substations. These substations will receive power from the local power distribution network at voltages up to 110kV AC and transform this into the required 1,500V DC for distribution along the OHLE system. The specific voltage to be adopted will be determined at a later date in discussions with the ESB. The footprint of the substation compound will generally be 50m (length) x 20m (wide). The substation building dimensions will generally be 35m (length) x 10m (width) and 6m (height).

A DART system-wide Power Study identified that six substations will be required at various locations along the length of the DART+ South West Project to provide power to the network. The location for each of the substations was identified following a two-step optioneering process, Preliminary Assessment, followed by Multi-Criteria Analysis (feasible options), where appropriate. This led to the identification of the Preferred Options in respect of each of the required substation locations.

The proposed substation locations along the line, are:

- Heuston / Islandbridge
- Kishoge
- Kylemore
- Adamstown
- Park West
- Hazelhatch



Example of a typical substation

Signalling

In order to achieve the necessary capacity enhancements and performance required for the introduction of the new DART+ Fleet, it will be necessary to upgrade the existing signalling system as well as replacing some of the legacy signalling system. This will include the provision of Signalling Equipment Rooms, Low Voltage Rooms and Relocatable Equipment Buildings where required along the route in order to accommodate signalling equipment and associated power supplies and backup.



Typical Signalling Infrastructure

Ancillary Equipment Cabins

Additional infrastructure will be required including a number of equipment cabins to support the signaling, electrical and telecommunication infrastructure. These will be located within existing Córás Iompair Éireann land where possible and will be typically in stations where similar cabins are currently evident.

The various cabins required along the works are:

- Signaling Equipment Rooms
- Principal Supply Points
- Telecommunication Equipment Rooms

The cabins are typically fenced off as they need to be secure.



Typical Equipment Cabin



Permanent Way Requirements

The Permanent Way (PW) is a term used to describe the track or railway corridor and includes all ancillary installations such as rails, sleepers, ballast as well as lineside retaining walls, fencing and signage. The DART+ South West Project includes:

- Widening of the railway corridor and completing four-tracking between Park West & Cherry Orchard Station and Heuston Station.
- Track lowering arising from electrical clearance requirements.
- Improvements, including realignment works, to the Phoenix Park Tunnel Branch Line to support the increased capacity.

A key aspect of the permanent way is where intervention is required, e.g., at bridge locations, as it has knock on issues extending beyond the area of intervention of the bridge location itself, with implications for track alignment, road levels on adjoining roads, other bridges, etc.; hence the need for a solution to be considered more holistically.

Construction Compounds

Works on this linear scheme will require Construction Compounds at specific locations. The sites will need to accommodate offices for the contractor and client teams, storage facilities, recycling facilities, parking for cars and plant and potentially fabrication areas. It is a prerequisite that the construction compounds are located close to and ideally with direct access to the respective work site. The sites must be fully serviced with electricity, water, sewerage and telecoms and must have good access to the public road network.

The compounds are required at specific construction sub-sites and also distributed along the scheme by geographical features. For example, compounds will be required at each of the bridge reconstruction locations, they will also be required for material processing and storage of construction components. The construction compounds will be used to support earthworks, enabling works, site clearance, utility diversions work, civil works, the demolition of bridges, OHLE, track installation, signalling and telecoms equipment and all ancillary works.

The majority of the compounds will be temporary in nature. The compound locations are identified within the alignment figures in Section 14 of this brochure. Many of the compound locations would need to be temporarily acquired for the duration of the works.

9.2 Hazelhatch & Celbridge Station to Park West & Cherry Orchard Station

General Description

This section of the railway extends between Hazelhatch & Celbridge Station and Park West & Cherry Orchard Station. The works carried out under the original Kildare Route Project between 2006 and 2009 provided the main groundwork for DART+ South West Project, including the installation of the four track section which commences to the west of Hazelhatch Station where the two running lines diverge into four lines. The four lines continue on through Park West & Cherry Orchard Station. As part of the works, the two northern existing railway lines will be electrified with the installation of overhead electrical equipment.

The line passes through a number of stations including Hazelhatch & Celbridge Station, Adamstown Station, Kishoge Station (not currently in use) and Park West & Cherry Orchard Station. No works are envisaged to these stations as part of the Project.

There are also a number of structures on this section of the route, including ten road overbridges and footbridges. A number of these structures were upgraded or replaced as part of the original Kildare Route Project, and the electrification works can therefore be run under the existing bridges with no / minimal intervention to the bridge structures. Only minor localised track lowering works are necessary to achieve the required clearance.



Hazelhatch & Celbridge Station to Park West & Cherry Orchard Station

Permanent Way Requirements

To facilitate the proposed increase in train frequency it is proposed as part of the DART+ South West Project to modify the trackwork with additional crossovers and adjustments to track alignment.

Localised track modifications works are required at Hazelhatch & Celbridge Station to facilitate the proposed DART services. To the west of the station, track modifications include the installation of a new turnback siding (approx. 350m in length, to accommodate two full length train units). A new crossover on the slow lines will provide access into the siding from both Up and Down directions.

At Adamstown Station the track layout requires modification to meet future operational requirements.

The lines continue on from Adamstown and converge with the new four tracking section to the west of Le Fanu.

Substations

The Power Study identified the requirement for four new substations on this section of the scheme, at the following locations:

- Hazelhatch
- Adamstown
- Kishoge
- Park West

Hazelhatch Substation - The Preferred Option for the location of the Hazelhatch Substation is a brownfield site, which includes a disused residential dwelling in the ownership of Córas Iompar Éireann. The site is located adjacent to the Hazelhatch Station carpark and other disused dwellings also owned by Córas Iompar Éireann. It is situated to the east of Hazelhatch Station with direct access to the local road network. As the proposed location is within existing Córas Iompar Éireann boundaries, no land acquisition is envisaged.

Adamstown Substation - The Preferred Option for the location of the Adamstown Substation is a green field site located to the south of the railway. There is an existing access track that runs adjacent / parallel to the railway providing an established access route between the proposed site and the public road network to the west. The proposed location is within existing Córas Iompar Éireann boundaries, therefore no land acquisition is envisaged.

Kishoge Substation - The Preferred Option for the Kishoge Substation location is to the east of the R138 regional road, on the southern side of Kishoge Station. It is located within the existing carpark. Access to the road network would be via the carpark entrance. The proposed location is within existing Córas Iompar Éireann boundaries, therefore no land acquisition is envisaged.

Park West Substation - The Preferred Option for the location of the Adamstown Substation is to the north of the railway and immediately east of the M50 motorway. This is a brownfield site with direct road access via Park West Avenue to the east. The existing Park West & Cherry Orchard Station is located to the east and existing housing developments in the Cherry Orchard area are located further east of Park West Avenue. The existing ESB 38kV network is located immediately east of Park West Avenue. The proposed location is not within existing Córas Iompar Éireann boundaries, therefore land acquisition is envisaged.

9.3 Park West & Cherry Orchard Station to Heuston Station

General Description

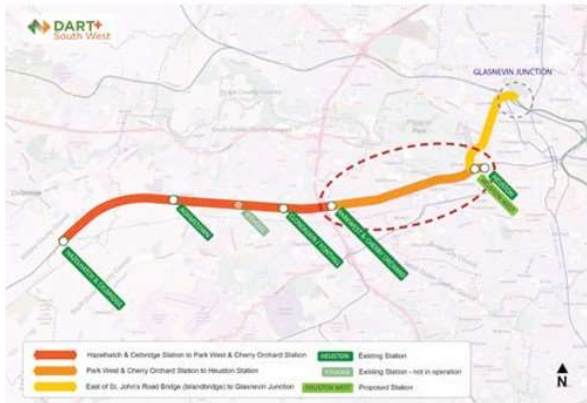
The section from Park West & Cherry Orchard Station to Heuston Station requires electrification and the provision of four tracks. Extending to four tracks in this area requires an increase in the width of the existing rail corridor, potentially interfering with the property rights (on a permanent and / or temporary basis) of third parties bordering the rail corridor. The line runs through a relatively dense urban environment with a mix of residential and commercial properties bordering the rail corridor.

An option selection process has included developing and evaluating a number of options at each key intervention, before the Preferred Option was established.

Due to the complexity of the works and number of interventions on this section of the scheme, this section of the line is broken down into the following areas:

- Park West to Le Fanu Road Bridge
- Le Fanu Road Bridge to Kylemore Road Bridge
- Kylemore Road Bridge to Sarsfield Road Underbridge (including Inchicore Works)
- Sarsfield Road Underbridge to Memorial Road Bridge
- Memorial Road Bridge to South Circular Road Junction
- Heuston Station and Environs





Park West to Le Fanu Road Bridge

General Description

The rail corridor on the Cork Mainline between Cherry Orchard Footbridge and Le Fanu Road Bridge initially comprises of three existing tracks and at Le Fanu Road Bridge narrows to two existing tracks. The rail corridor is primarily in cutting (i.e. the rail level is below the surrounding ground level).

There are two overbridges in the area, Cherry Orchard Footbridge, which is a single-span pedestrian overbridge and Le Fanu Road Bridge, which is a single-carriageway road bridge carrying road traffic over the rail corridor in a north-south direction.

Increasing to four tracks requires the realignment of the existing tracks and an increase in the overall railway corridor width. Cherry Orchard Footbridge has sufficient span length and height for both the four tracks and electrification infrastructure. However, Le Fanu Road Bridge is a narrow arch structure and is inadequate in both span length and height for the four tracks and electrification infrastructure.

Permanent Way

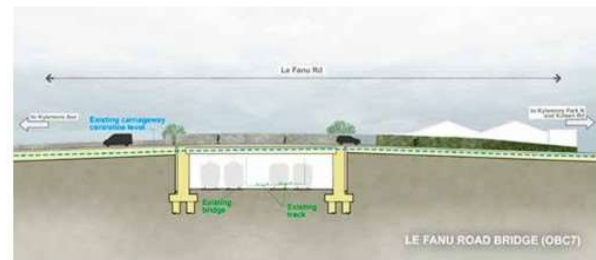
The proposed layout realigns the existing two track layout on the south side of the rail corridor to become the fast lines (to facilitate the operation of Intercity services), with two new tracks provided to the north and serving as the electrified slow lines (to facilitate the operation of new DART services). Retaining walls are required to both the north and south sides of the rail corridor as the four track corridor enters the cutting.

Le Fanu Road Bridge Replacement

The Preferred Option replaces the bridge with a longer span or spans to facilitate the additional width required for the additional tracks. To overcome the lack of height available for the electrification infrastructure, the road level will be raised in combination with lowering the rail track. Retaining walls are required to the north and south of the corridor adjacent to the new bridge to allow the widening of the corridor while minimising the impact on the adjacent properties. The raising of the road level will also mean that retaining walls will be required along the road to the north of the railway.

The proposed replacement bridge will be a modern structure that will provide segregation for pedestrians, cyclists and improved sightlines and will be a significant improvement on the existing situation for all road users.

The proposed new bridge is presented below in sectional elevation looking east.



Preferred Option for Le Fanu Road Bridge

Le Fanu Road Bridge to Kylemore Road Bridge

General Description

This section of the railway comprises two existing tracks and one bridge structure (Kylemore Road Bridge). The bridge does not have adequate span length to fit four tracks and is not high enough for the DART line electrification infrastructure to pass under. There are a number of constraints in this area including:

- The railway corridor is bounded on both sides by soil slopes.
- To the north and south of the bridge are road junctions and access points that significantly restrict alterations that may be required to the road geometry.
- Kylemore Road is a potential route for a future LUAS line. Therefore, the design must consider this potential new infrastructure.
- The west of Kylemore Road Bridge has been identified for a potential future railway station (not part of the DART+ South West Project scope). The bridge designs for this area must not prejudice its delivery in the future.

Permanent Way

The proposed layout realigns the existing two track layout on the south side of the rail corridor to become the fast lines, with two new tracks provided to the north, serving as the slow lines, these two lines will be electrified as part of the DART+ South West Project.

The steep nature of the existing cutting slopes, proximity of the adjacent domestic and industrial properties and height of the cutting slope to be retained, necessitates a retaining wall solution along both the north and south sides of this section of the rail corridor.

Additional minor retaining or earthwork structures may be required at road level surrounding Kylemore Road Bridge to facilitate the proposed road level raising. Further details in relation to these structures will be provided as part of the Railway Order application.

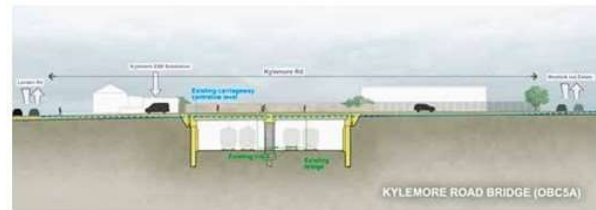
The west of Kylemore Road Bridge has been identified for a potential future railway station (not part of the DART+ South West Project scope). The permanent way designs for this area must not prejudice its delivery in the future.

Kylemore Bridge Replacement

The Preferred Option for Kylemore Road Bridge is for a bridge reconstruction that replaces the existing bridge with a longer span to facilitate the additional track width. To overcome the lack of height available for the electrification infrastructure, the road level will be raised in combination with lowering the rail track. The Preferred Option is designed to include passive provision for a potential future railway station at this location. However, the delivery of a railway station at this location is not within the scope of the DART+ South West Project.

Retaining walls are required to the north and south of the corridor to allow the widening of the corridor while minimising the impact on the adjacent properties. The raising of the road level will also mean that retaining walls will be required along the road to the north and south of the railway.

The proposed new bridge is presented below in sectional elevation looking east.



Preferred Option for the Kylemore Road Bridge

Substation

The Preferred Option for the location of the Kylemore substation is to the south east of Kylemore Bridge, adjacent to the rail corridor. The preferred location outside of existing Córas Iompar Éireann lands is in an industrial area on a brownfield site which is in the possession of private landowners, therefore land acquisition is envisaged.



Kylemore Road Bridge to Sarsfield Road Underbridge (including Inchicore Works)

General Description

The railway in this area (between Kylemore Road Bridge and Sarsfield Road Bridge) comprises two mainline tracks which are joined by an additional short track (or siding) connected to the Inchicore Depot. This section also includes the Khyber Pass footbridge which is located in Inchicore Depot. The existing tracks through the area would not provide the required four tracking while maintaining the functionality of the depot. Therefore, the laying of additional tracks is required, which in turn requires the realignment of the existing tracks and an increase in the railway corridor width in this area.

The Preferred Option focuses this enhancement of the corridor to the south, requiring the demolition / modification of some lamróid Éireann facilities within the Inchicore Depot, minimising the impact to third party properties to the north of the rail corridor. There is potential interference to third party property rights, but further design development and construction related solutions will seek to minimise this impact.

Permanent Way

The proposed layout realigns the existing two track layout on the south side of the rail corridor to become the fast lines, with two new tracks provided to the north which would serve as the electrified DART lines. Multiple crossovers will provide the necessary train pathways to access Inchicore Works.

Sections of the line are in a cutting with steep slopes. The proximity of the adjacent domestic and industrial properties, and the height of the cutting slope to be retained, necessitates a retained wall solution along sections to the north and south sides of the rail corridor.

Design development has resulted in a permanent way solution which avoids the requirement to remove a turret associated with a locomotive shed to the south of the line. This structure is listed in the National Inventory of Architectural Heritage (NIAH) (Reg. No. 50080417). It is not a Protected Structure. It will, however, still be necessary to remove a signal box on the north side of the line.



View of Locomotive Shed and Turret (right) and Signal Box (left)

The Preferred Option includes a new drainage system which will be put in place as part of the new track arrangement to collect and drain all surface water runoff. Additional retention structures will also be provided to attenuate the peak runoff flows and meet the necessary discharge requirements. Two sites have been identified in this area for proposed attenuation facilities, the first is located within Inchicore Works and the location for the second proposed attenuation facility is to the west of Sarsfield Road Underbridge. The locations for the proposed attenuation facilities are identified on the alignment figures in Section 14 of this brochure.

Khyber Pass Footbridge

Khyber Pass Footbridge is an existing pedestrian overbridge linking Inchicore Works to Sarsfield Road to the north. The existing structure has three tracks beneath it and is not wide enough to safely accommodate an increase to four tracks.

The Preferred Option provides a new pedestrian bridge with sufficient height and width to meet the requirements for four-tracking and electrification. The extent of works may potentially interfere with property rights in the immediate area, but further design development and construction related solutions will seek to minimise this impact.

The proposed new pedestrian bridge is presented overleaf in sectional elevation looking east towards Heuston Station.





Preferred Option for Khyber Pass Footbridge

Sarsfield Road Underbridge to Memorial Road Bridge

General Description

This section of the railway between Sarsfield Road Underbridge and Memorial Road Bridge consists of three tracks. It is proposed to increase the number of tracks at this location to four tracks and to electrify two tracks on the northern side of the corridor. This will require the replacement of the existing bridges in this area.

Permanent Way

The railway corridor transitions from being at grade at the east side of Sarsfield Road bridge to a cutting (tracks at a lower level than the surroundings). The rail corridor will need to be widened to accommodate the increase from three tracks to four tracks. The track will also need to be lowered to provide sufficient clearance under the new Memorial Road Bridge. The modifications to railway corridor will necessitate the construction of retaining structures along sections to the north and south of the corridor.

It is proposed that a new track drainage system would be installed and connected to a proposed attenuation facility located near Heuston Station, before discharging to the River Liffey.

Sarsfield Road Deck Replacement

Sarsfield Road underbridge carries the railway over Sarsfield Road. Both the bridge and the railway corridor in this area comprise three mainline tracks which are not wide enough to carry the fourth track that is required.

The Preferred Option involves the replacement of the existing bridge deck with two parallel bridge decks, one for the Intercity service and one for the DART service. The existing abutments and supporting structures below deck level will be retained. This Preferred Option also avoids works to the road alignment by increasing the track and deck levels to achieve required clearance underneath.

Heading east of the bridge the corridor will predominantly be widened to the north to add a fourth track (into the embankment between the railway and Con Colbert Road). There is potential interference to third party property rights but further design development and construction related solutions will seek to minimise this impact.

The proposed bridge is presented below in sectional elevation looking east towards Heuston Station.



Preferred Option for Sarsfield Road Underbridge



Memorial Road Bridge Replacement

The existing Memorial Road Bridge is too short in span length to accommodate the additional fourth track, so a longer span bridge is required. The existing bridge also does not have the height required to accommodate the electrification infrastructure beneath the bridge. The bridge is very close to the Con Colbert dual carriageway so any increases in the height of the road would have an impact on the dual carriageway.

The Preferred Option replaces the bridge with a longer span bridge. In addition, the rail tracks will be lowered to facilitate the electrification infrastructure beneath the new bridge. The masonry retaining walls on the southern side would need to be strengthened due to the lowering of the track and new retaining walls would be required along the northern side.

The permanent way boundary wall along Con Colbert Road will need to be reconstructed to a higher containment standard and height, as it will be removed to provide retaining wall construction access. The proposed bridge is presented below in sectional elevation looking east towards Heuston Station.



Preferred Option for Memorial Road Bridge

Memorial Road Bridge to South Circular Road Junction

General Description

This area extends from Memorial Road Bridge to the South Circular Road Junction. There are two major bridge structures in this area which are part of the junction namely South Circular Road and St John's Road Bridge. St John's Road Bridge has an adequate span length to enable a layout with the minimum four tracks requirement and is high enough for the electrification infrastructure required for DART. South Circular Road Bridge does not have adequate span length to fit four tracks and is not high enough for the electrification infrastructure to pass under.

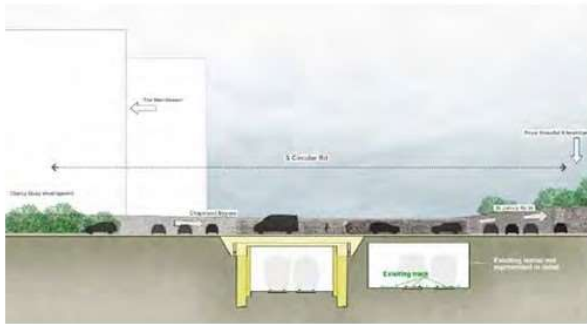
The Preferred Option leaves South Circular Road Bridge in place and includes the construction of a new structure to the north of the existing bridge. The new structure would be for the new DART tracks and the existing Intercity service would continue under the existing South Circular Road Bridge. The new structure requires retaining walls to be constructed on both sides beyond the junction area to the west.

The South Circular Road Junction is extremely busy and frequently has traffic queues, so any works in this area are likely to impact traffic. In order to minimise impact on traffic during the works, the construction will be carried out in phases, utilising all available road space to safely divert all road users around the affected area.

The new structure will accommodate DART trains. This means that the existing South Circular Road Bridge would not need to be electrified and the track levels can be left as they are currently.

The proposed intervention is presented below in sectional elevation looking east towards Heuston Station.





Preferred Option for South Circular Road Bridge



Aerial View of Preferred Option for South Circular Road Junction

Permanent Way

It is proposed to increase the number of tracks from three to four tracks and electrify the two tracks on the northern side of the corridor.

It is not practically feasible to add an additional track on the south side of the rail corridor due to the density and proximity of commercial and residential properties between Memorial Road Bridge and South Circular Road Bridge. As such, all options include widening the corridor to the north to avoid the impact of the reconstruction of the existing retaining wall on the south properties. The existing tracks will also be realigned to meet design standards.

The additional track will be placed on the north side by installing a retaining structure along the cutting slope between South Circular Road Bridge and Memorial Road Bridge. The track will be placed between the existing rail line and the Chapelzod Bypass which runs parallel.

Heuston Station and Environs

General Description

This area encompasses Heuston Station, including the associated servicing sidings, and extends to the east side of St John's Road. The Permanent Way in this area consists of tracks serving platforms 1 to 8, valet sidings, carriage sidings, carriage wash siding, in close proximity to adjacent running lines on either side. There is a subway providing access for Iarnród Éireann personnel to the valeting plant at Heuston Yard. The specific requirements for this area are:

- Provide access to platforms and sidings within the Heuston area, as required for the DART+ services.
- Modification of the connections to running lines due to four tracking modifications.
- Provide Electrification of platforms and sidings within the Heuston area, as required for the DART+ services (Platform 6, 7 and 8, and sidings to the north).
- Maintain current functionality of the other platforms and station services.
- Track alignment and drainage requirements.
- Delivery of a new station at Heuston West.



Permanent Way

Platforms 6, 7 and 8, as well as additional sidings to the north, are to be electrified to receive the DART+ fleet, with one of the sidings requiring lengthening, whilst retaining the existing functionality of Heuston Station Yard. The track layout follows the existing station footprint as far as possible, remaining within the existing rail corridor and retaining the existing functionality of the station platforms and train servicing facilities.

The three tracks which run from St John's Road Bridge to the Liffey Bridge and then converge to two tracks which run through the Phoenix Park Tunnel are also to be electrified. These lines will pass through the proposed new Heuston West Station, which is located adjacent to the Clancy Quay Development and the existing platform 10.

The proposed track drainage system will include filter drains to collect surface water runoff from the ballast and surrounding areas, and carrier pipes to convey collected runoffs to a proposed attenuation tank and discharge point. The attenuation tank will be located on Córás Iompar Éireann lands between the proposed Heuston West Station and the Islandbridge / Clancy Barracks development.

Islandbridge/Heuston Station

The Preferred Option for the location of the Islandbridge/Heuston Substation is located within the Heuston Yard area along the R148 (St John's Road). It is a brown field site on the southern side of the railway yard. The proposed location is within existing Córás Iompar Éireann's property boundaries, therefore no land acquisition is envisaged.

Heuston West Station

A new Heuston West Station is proposed as part of the DART+ South West Project. The proposed site for the new station is located to the north west of the greater Heuston Station complex adjacent to the Liffey Bridge and the Clancy Quay Development.

The design for the station takes into consideration the current development strategy and masterplan for the wider Heuston Station site and surrounding environs. The Masterplan area stretches some 500m along the south bank of the River Liffey and includes the Córás Iompar Éireann owned site on the north bank at Conyngham Road. The urban design proposals are to facilitate development of a new city quarter on the western edge of the city centre, incorporating an integrated inter-modal transport hub centred on the existing station, a new retail and commercial core, and a residential neighbourhood all with a high level of focus on open space provision and the public realm.

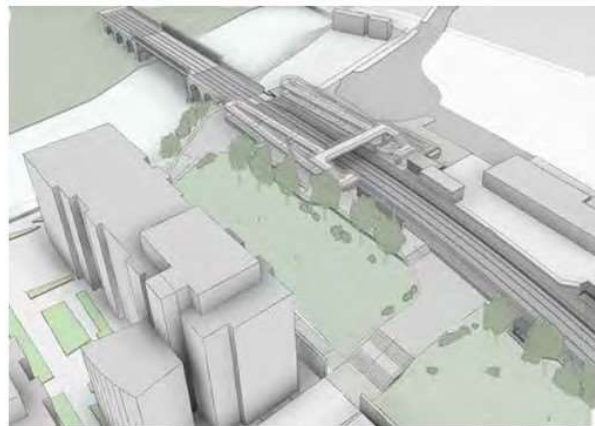


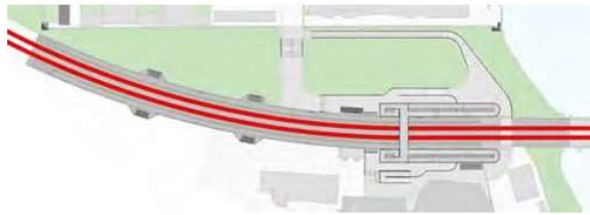
Image of Proposed Heuston West Station

The new Heuston West Station will be the first station on the branch line from Glasnevin, which extends the route of the DART+ South West on to Connolly Station. The Glasnevin Junction and Glasnevin station will connect the South Western and the Western Line routes both to Connolly and the new Spencer Dock station at Docklands.

The preferred station design option incorporates two open platforms, 174 m long. The station will be accessible by road, including a set-down area for vehicles, access to be provided for emergency services vehicles. Access for the public to cross the rail line to be provided by means of a footbridge; in accordance with accessibility requirements, access to the footbridge will also incorporate a ramp.

A new pedestrian access route to the Clancy Quay Development will also be provided on the western side of the station.





Preferred Heuston West Station Layout

9.4 East of St John's Road Bridge (Islandbridge) to Glasnevin Junction

General Description

This area extends from the east of St John's Road Bridge and northwards over the River Liffey via the Liffey Bridge and under Conyngham Road Overbridge where it enters the Phoenix Park Tunnel.

Close to the junction of the Cabra Road and Navan Road the line exits the Phoenix Park Tunnel and continues north under several road bridges as follows:

- McKee Barracks Bridge,
- Blackhorse Avenue Road Bridge,
- Old Cabra Road Bridge,
- Cabra Road Bridge,
- Faussagh Avenue Bridge,
- Royal Canal and Luas Twin Arch,
- Maynooth Line Twin Arch
- Glasnevin Cemetery Road Bridge.

The line then continues east and connects with the proposed DART+ West at Glasnevin Junction.



East of St. John's Road Bridge to Glasnevin Junction

Permanent Way

The Permanent Way for this section of the railway corridor consists of two tracks from St John's Road Bridge to the Liffey Bridge and then two tracks running through the Phoenix Park Tunnel and the remaining length of the scheme to connect with the DART+ West at Glasnevin junction.

The track alignment through Phoenix Park Tunnel will be realigned horizontally and vertically to ensure that structural and passing clearances are achieved, whilst providing the necessary headroom for the installation of new OHLE equipment required to electrify the lines. Due to the constrictive nature of the tunnel a careful balance has been struck to optimise the outcome of fitting the track with the new OHLE equipment.

The Preferred Option for the existing twin tracks along the remaining section of the Phoenix Park Tunnel Branch will follow the existing rail corridor and involves track lowering at certain locations to achieve the height requirements for electrification. Horizontally, the track corridor will need to be widened in some areas, to ensure passing



clearance for the new DART+ fleet. Retaining structures are required at certain points to both the north and south sides of the rail corridor, which is in cutting to the east of Phoenix Park Tunnel.



Portals to the Phoenix Park Tunnel and View of Inside Tunnel

The provision of a new station at Cabra does not form part of the scope of DART+ South West Project. However, passive provision for a potential station has been assessed. The proposed location for the future station is located adjacent to the track between Camlough Road and Cabra Road. The proposed site is located beside a new residential development which is currently under construction.

The future Cabra Station is sited on a length of horizontal straight track, which is ideal for constructing the platform to standard offsets to facilitate passengers stepping onto the train. The track alignment has been designed to take into account the future provision of a station at this location.

Structures

The Preferred Option for Liffey Railway Bridge features electrification and retention of the existing fixed track system.

Proposals regarding the diversion of the existing sewer pipe bridge located south of Blackhorse Avenue Bridge are under development and subject to ongoing consultation with Irish Water. As the sewer serves McKee Barracks, the Department of Defence at Blackhorse Avenue Bridge have also been contacted. The likely diversion of this sewer comprises a pumping station on the west side of the rail corridor connected to a pipe crossing through Cabra Road Bridge from west to east, and a connection point east of the bridge to the sewer network. Proposals in relation to the diversion of combined sewers north and south of Cabra Road bridge are also under development.

There are four existing structures on this section of the line where the existing clearance beneath the bridges is insufficient to allow the installation of a standard OHLE solution. At these locations, track lowering, installation of a reduced height OHLE solution or a combination of both shall be employed to allow a suitable solution to be achieved. This work will have minimal effect on the existing bridges and the works will be undertaken predominantly within the existing rail corridor.

The bridges in question are:

- Cabra Road Bridge
- Faussagh Avenue Bridge
- Royal Canal and Luas Twin Arches
- Maynooth Line Twin Arch

The clearance beneath Glasnevin Cemetery Road Bridge is also insufficient to accommodate the new OHLE system. The preferred option for this bridge to meet the necessary OHLE requirements, involves the partial reconstruction of the bridge. This option proposes to replace the bridge deck at a higher soffit level. The existing abutments would be retained, and the abutment seats would be raised as required to accommodate the new deck. The bridge parapets would be upgraded for pedestrian protection.



View from the east, of Glasnevin Cemetery Road Bridge





Glasnevin Cemetery Road Bridge Preferred Option

As this bridge is the main entrance to this section of the cemetery, the timing and sequencing of this work will be carefully coordinated to minimise disruption. An option under consideration is to provide a temporary pedestrian footbridge for the duration of the works.

Substations

There are no substations proposed for this section of the line.

9.5 Conclusion

The DART+ South West Project will deliver an electrified network, with increased passenger capacity and enhanced train service between Hazelhatch & Celbridge Station to Heuston Station (circa 16km) on the Cork Mainline, and Heuston Station to Glasnevin via Phoenix Park Tunnel Branch Line (circa 4km).

DART+ South West will complete four trackings between Park West & Cherry Orchard Station and Heuston Station, in addition to re-signalling and electrification of the entire route. The completion of the four trackings will remove a significant existing constraint on the line (i.e., where the rail corridor reduces to two tracks), which is currently limiting the number of train services that can operate on this route. DART+ South West will also deliver track improvements along the Phoenix Park Tunnel Branch Line, which will allow a greater number of trains to access the city centre.

The Preferred Option for the DART+ South West Project is presented in Option Selection Report Volume 1, with summary details of the public consultation process. Option Selection Report Volume 2 presents the detail of the option selection process which leads to the choice of the Preferred Option.

On completion of this non-statutory public consultation, the public submissions received will be considered in further development of the Preferred Option design, as part of the statutory planning process.

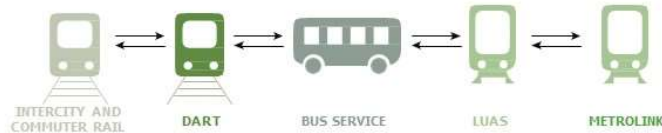




10. Transport Integration

The DART+ South West Project will provide high frequency electrified railway transit services running from Hazelhatch & Celbridge Station to Heuston Station, and to Glasnevin via the Phoenix Park Tunnel Branch Line.

The project will link Iarnród Éireann, DART, Dublin Bus, Luas, MetroLink and Dublin Bike services to create a fully integrated public transport system in the Greater Dublin Area.



Public Transport Integration

Public Transport Links

DART+ South West is planned to enhance access and the movement of pedestrian and cyclists and reduce reliance on private cars. DART+ South West will integrate with the Metropolitan Cycle Network where potential interfaces are identified.

DART+ South West will form a high-capacity spine of a fully integrated public transport system with links to the other public transport modes including Dublin Bus, Bus Éireann and Luas. In addition to linking major transport hubs, the project will provide public transport interchanges at:

- Heuston Station to the Luas Red line; and
- Glasnevin / Phibsborough to the proposed MetroLink and BusConnects schemes.

The project will provide significant improvement in city centre travel via the Phoenix Park Tunnel. Passengers will be able to travel to Connolly/Spencer Dock/Grand Canal Dock in addition to Heuston. The project will also secure enhanced passenger access to several of Dublin's higher education institutions as well as enhancing passenger access to other major city attractions, such as the Guinness Storehouse.



Increase peak passenger capacity from 5,000 to 20,000 per hour per direction and increase train frequency





11. Issues to Consider

All possible efforts will be made to sensitively address issues and challenges associated with the project at the earliest stages of the design process and public consultation. Several potential issues are detailed below, and the public consultation and stakeholder engagement phases will help us to better understand some of the issues and challenges we face.



Property Acquisition

The DART+ South West Project will predominantly seek to confine the railway improvement works within the existing railway corridor. However, where works and modifications are required outside of the existing corridor, some land acquisition may be required i.e. widening of the railway corridor for four-tracking between Park West & Cherry Orchard Station and Heuston Station and the provision of new electrical substations.

We have commenced an extensive programme of consultation with the potentially affected property owners and if your property is likely to be directly affected by the works you should already have heard from us. Our Community Liaison Officer will be available throughout the process to ensure you are regularly updated on the current proposals and your views are taken into consideration as we progress to the design development and environmental impact assessment.



Environmental Impacts

The project will involve changes to the local environment during both the construction and operation stages. These will bring both positive and negative, temporary and permanent impacts. In order to maintain daytime passenger services during the construction programme night-time works will be necessary. The design process will make every effort to ensure that negative impacts are avoided, reduced or mitigated as far as practicable, and positive impacts are maximised.



Bridge Improvements/Reconstruction

In the section between Hazelhatch & Calbridge Station and Park West & Cherry Orchard Station, all bridges have been identified as having sufficient height clearance to accommodate the electrification requirements. Only two overbridges near Adamstown Station require minor works to the tracks to achieve the electrification requirement.

In the section between Park West and Heuston Station, several bridges have been identified as insufficient height and width to accommodate the electrification and four track requirements. To achieve these requirements, these bridges require reconstruction or major modifications.

In the section between St. John's Road Bridge (Islandbridge) to Glasnevin Junction, several bridges have been identified as having insufficient height to accommodate the electrification requirement. For these bridges, it is proposed to lower the track locally to achieve the required clearance. However, a deck replacement has been proposed for the Glasnevin Cemetery Bridge.

At all bridges, parapet wall heights have been assessed and improvements have been proposed as necessary.





Electrification of the Line

Overhead line electrification equipment (OHLE) will be required to provide electrical power to the DART trains. This will involve considerations such as:

- The supply of power from the grid which will need to be agreed and assessed as part of the Railway Order application process.
- The development of substations along the line to provide the power over the proposed circa 20km of electrification, with associated land and access requirements.
- The equipment carrying the power lines require certain vertical height clearances from the trains. Several bridges on the existing line have been identified as having

insufficient height for this electrical equipment. Options with varying degrees of intervention have been proposed to ensure the OHLE is provided.

- Boundary walls and fencing along the existing railway may need to be upgraded. Bridge parapet wall heights may also be increased to prevent any potential that the public could come into contact with the OHLE.
- The additional space required for the development of overhead electrification equipment, to provide the power to the lines, and associated landscape, visual and heritage impacts.





12. Next Steps

Further Design Development & Option Selection

The option selection and design development that has been undertaken has led to the development of the preferred option that is the focus of this public consultation stage. Once the public consultation process is complete, all feedback and submissions received will be reviewed and assessed as part of the finalisation of the design development. Following a full appraisal of the feedback, a Consultation Findings Report on Public Consultation No.2 will be prepared and published to document this process.

All information gathered by the project team will be used to inform the design development of the project which will be the subject of the Environmental Impact Assessment (EIA) and Appropriate Assessment (AA) as part of the Railway Order application that will be submitted to An Bord Pleanála.

Public feedback will be accepted during all stages of the design development and can be submitted through the project website, e-mail address, phoneline or by written correspondence. For further details see the 'How to Engage' section.

The Railway Order Process

The application to An Bord Pleanála for a Railway Order is broadly similar to the planning process with which most people are familiar.

The Railway Order application process is set out in the Transport (Railway Infrastructure) Act 2001 (as amended) and the application will be made to An Bord Pleanála. The Environmental Impact Assessment Report (EIAR) will detail the nature and extent of the proposed project and identify and describe the impacts on the environment. It will also detail measures which will be taken to avoid, reduce and/or monitor these impacts. Following the submission of the Railway Order application to An Bord Pleanála, the public will be invited through public notices to make submissions which will be duly considered by An Bord Pleanála as part of the decision making process.

We expect that An Bord Pleanála will conduct an oral hearing, to provide the public with further participation in the decision making process for this project. At an oral hearing the Iamród Éireann project team will provide responses to submissions and will be available for questioning. Any person or body may make a submission or observation in writing to the Board in relation to the Railway Order application including the EIAR and the Compulsory Purchase Land requirements.

We expect to make the application to An Bord Pleanála in Summer 2022/ Autumn 2022.



The EIA Process leading to submission of Railway Order to An Bord Pleanála





13. How to Engage

The project team would like to hear your views on the DART+ South West preferred option to inform us in the development of the project. This consultation is our way of asking you, as potential users of the service or those likely to be affected by its development, for your views on our plans. Your local knowledge will inform the emerging design, help us to improve the scheme and ensure it will be a beneficial for you and the communities the route will serve.

The consultation period is now open, full details including closing dates for receipt of submission are available on the project website.

Please contact us via the following means:

Website | www.dartplus.ie

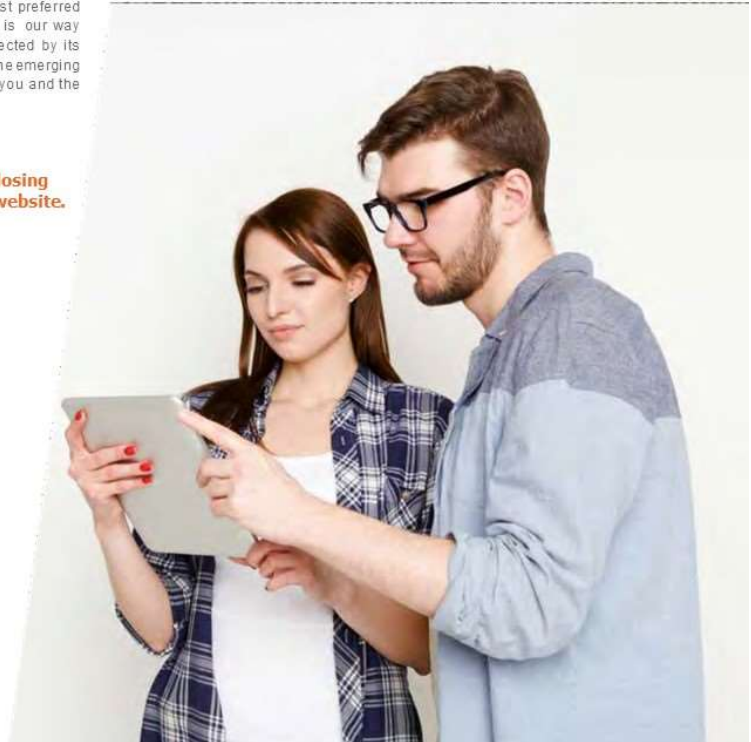
Email | DARTSouthWest@irishrail.ie

Phone line | (01) 284 1029

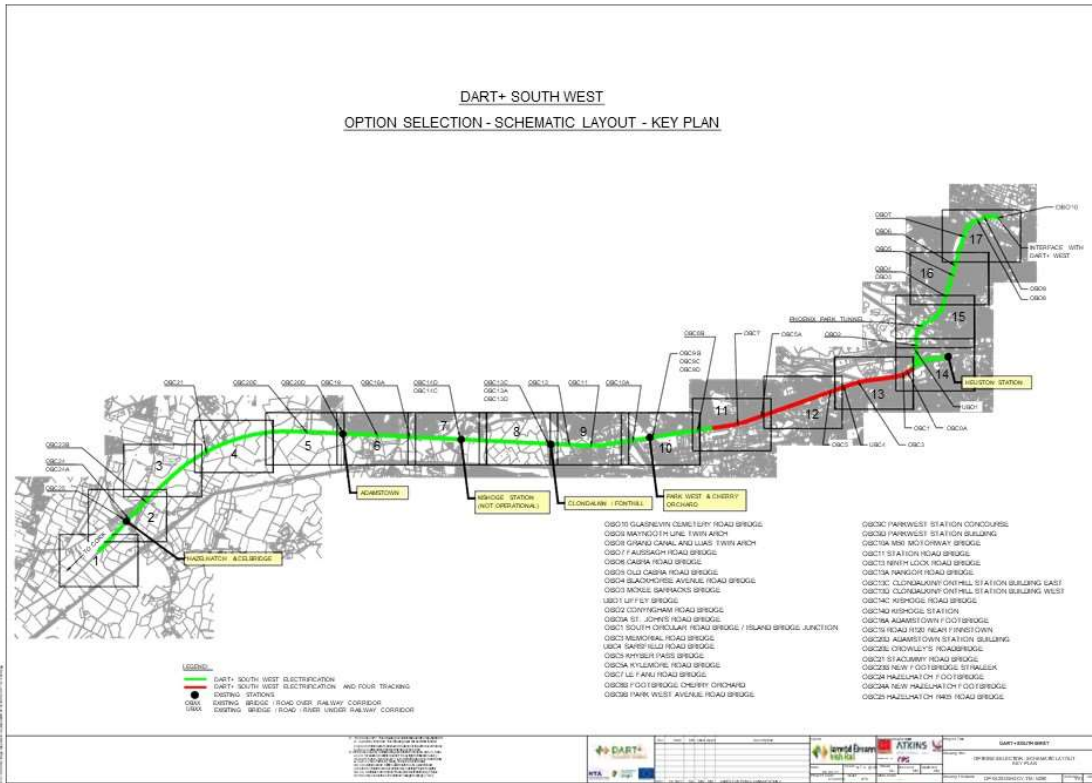
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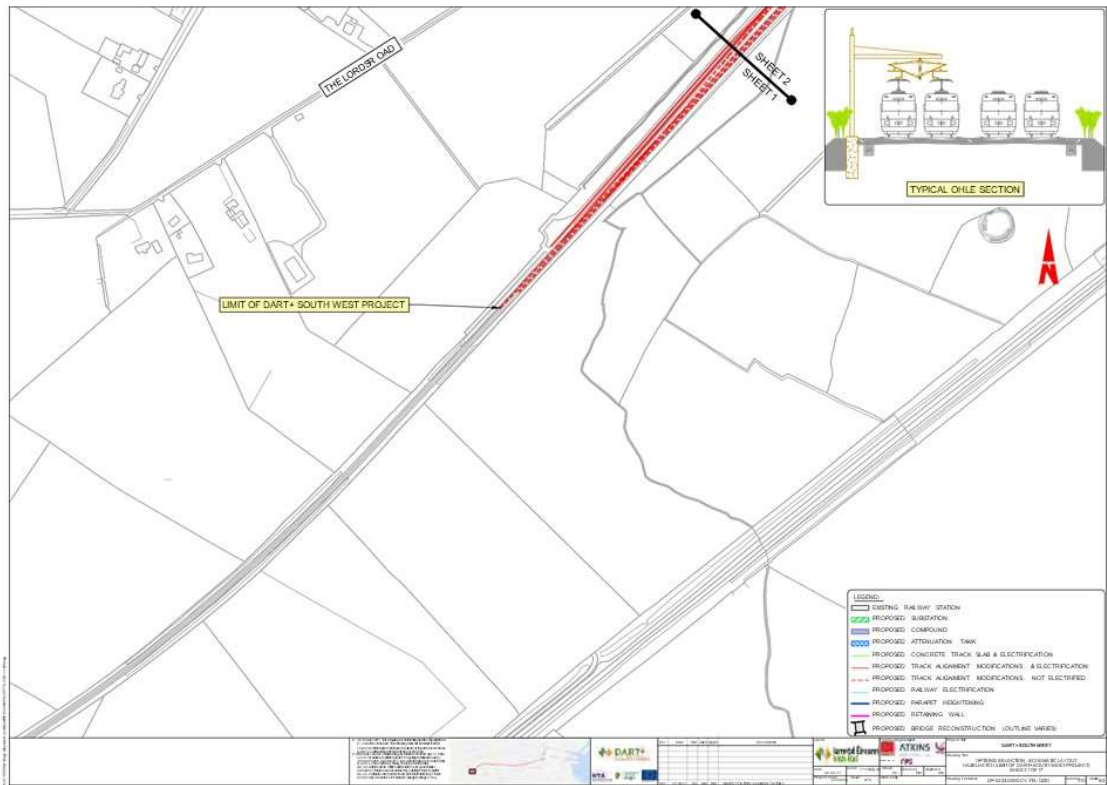
If you would prefer to write to us, please send it or any correspondence to:

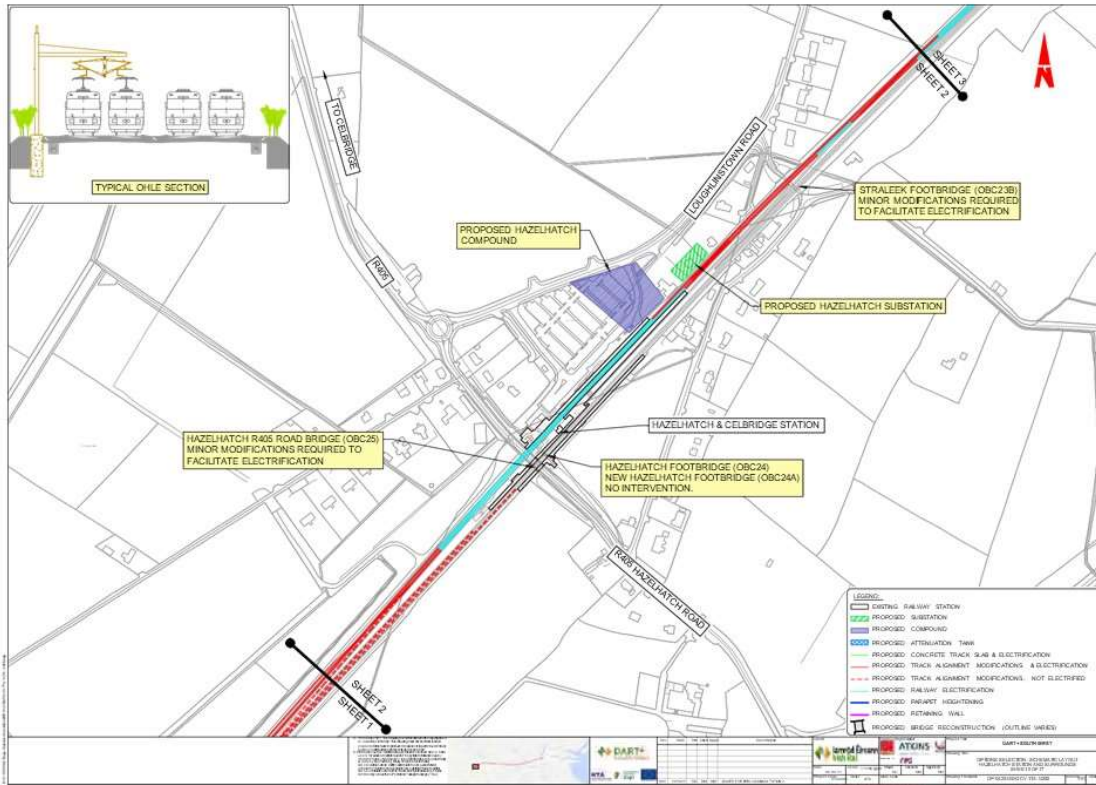
Community Liaison Officer,
DART+ South West,
Iarnród Éireann,
Inchicore Works,
Inchicore Parade,
Dublin 8,
D08K6Y3.

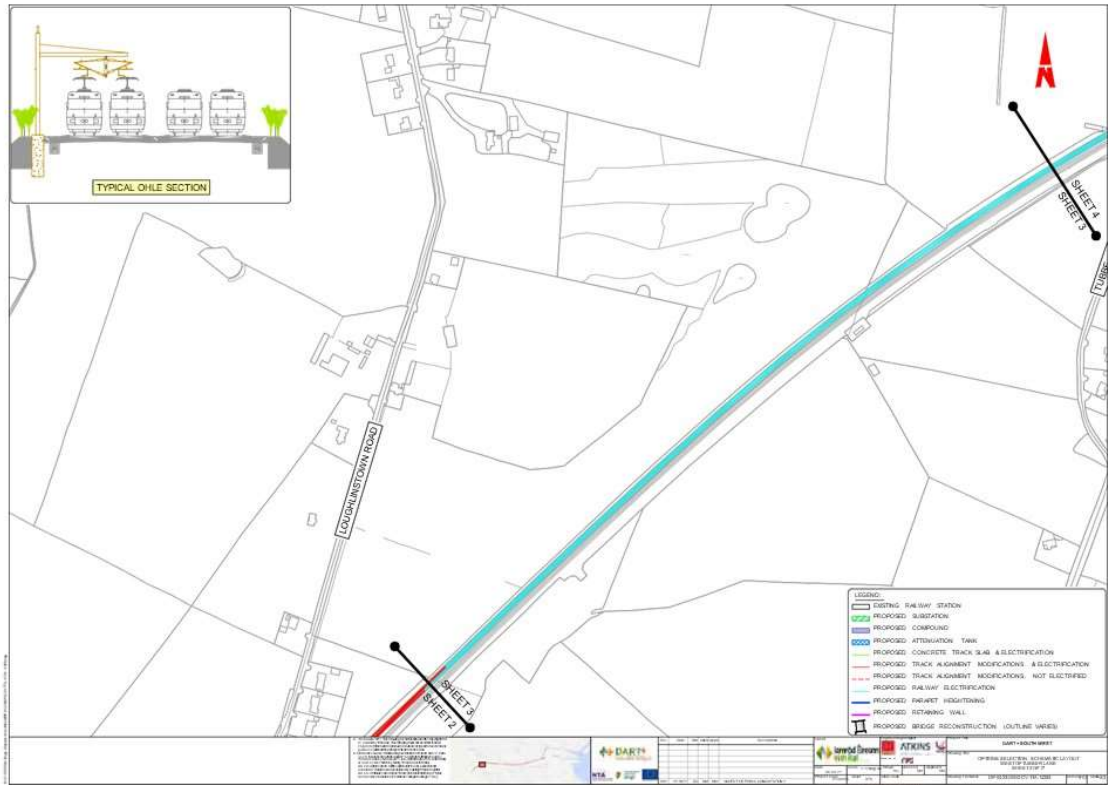


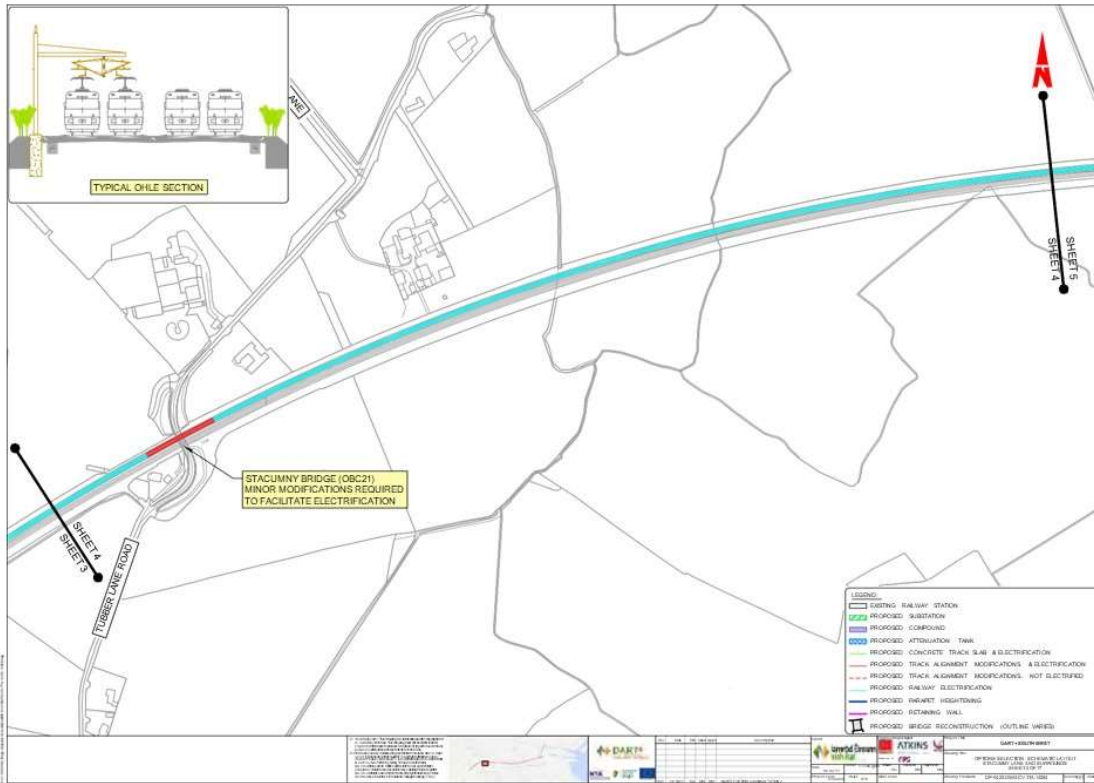


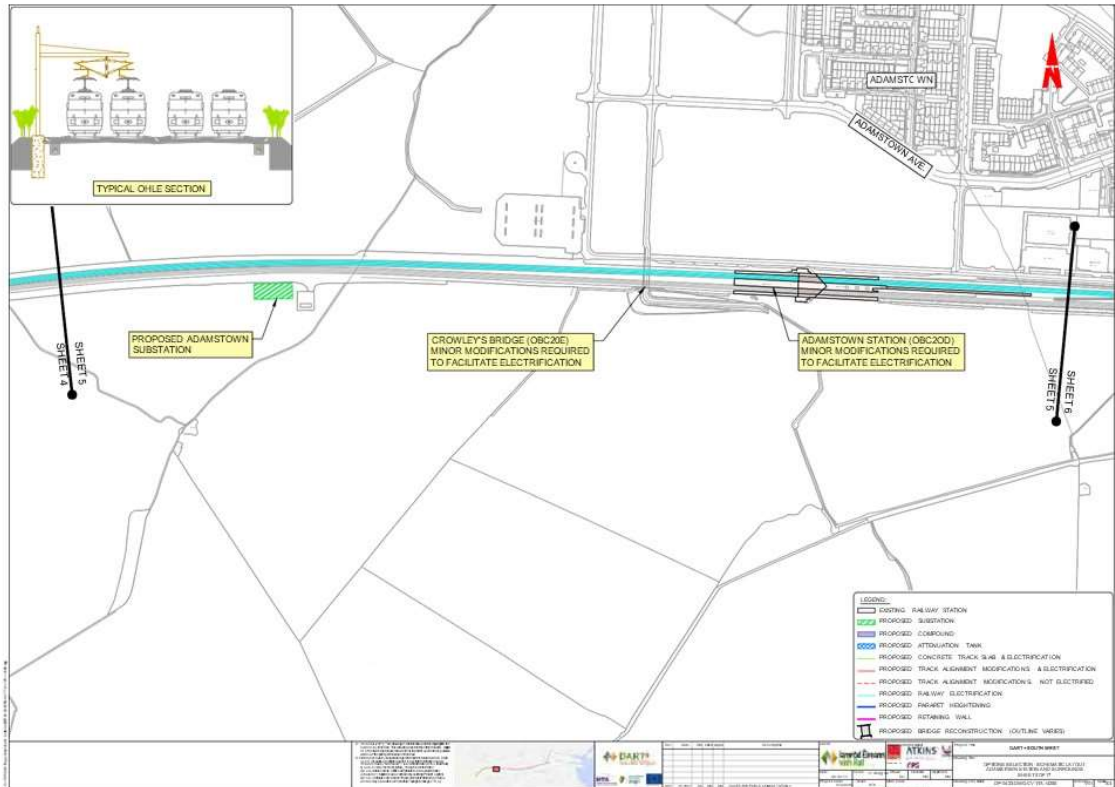


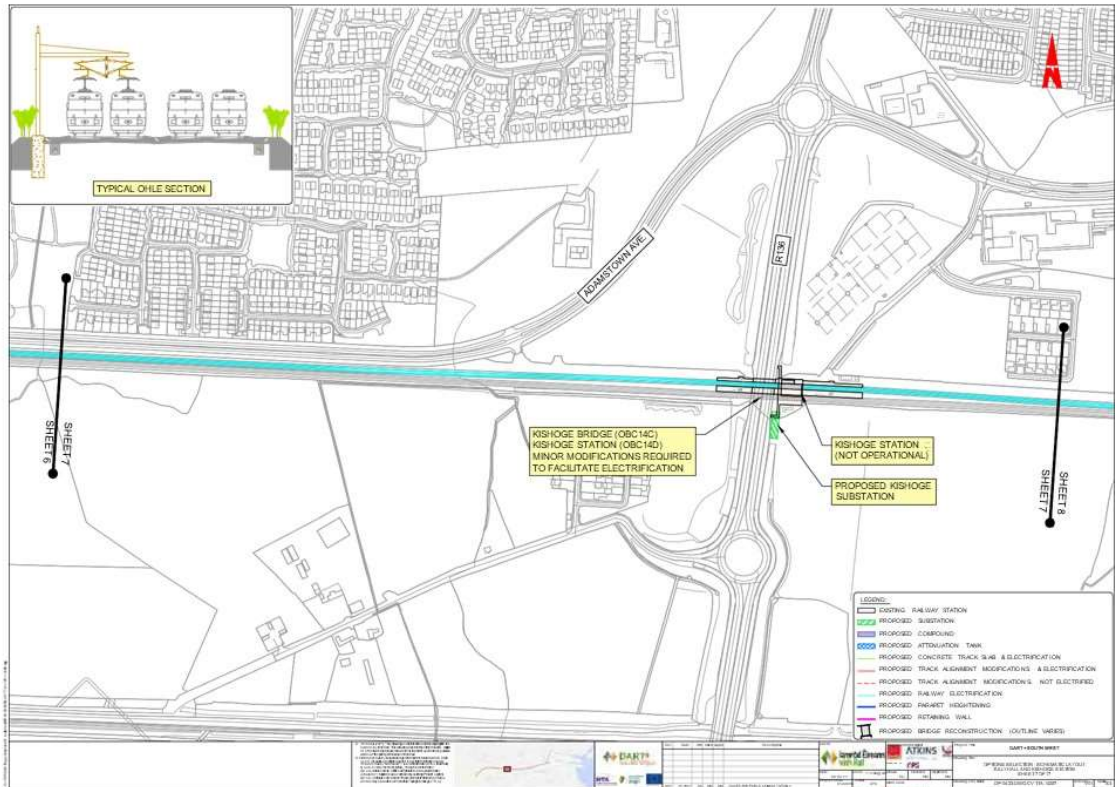


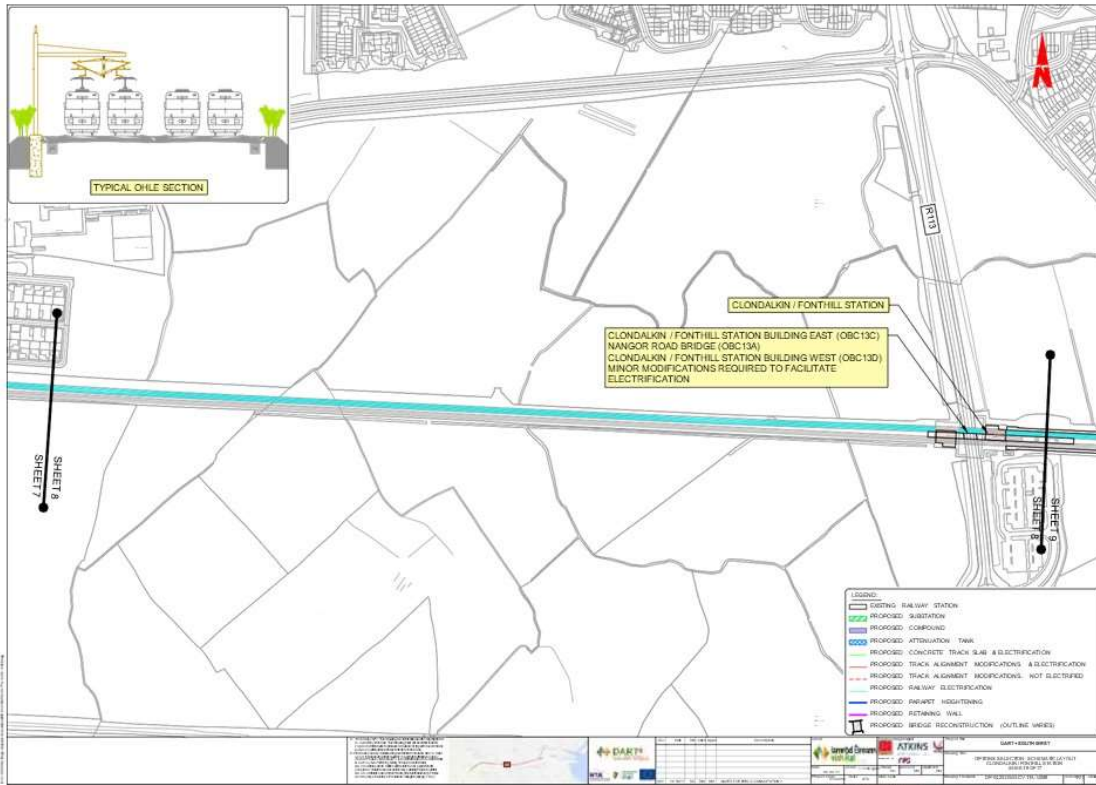


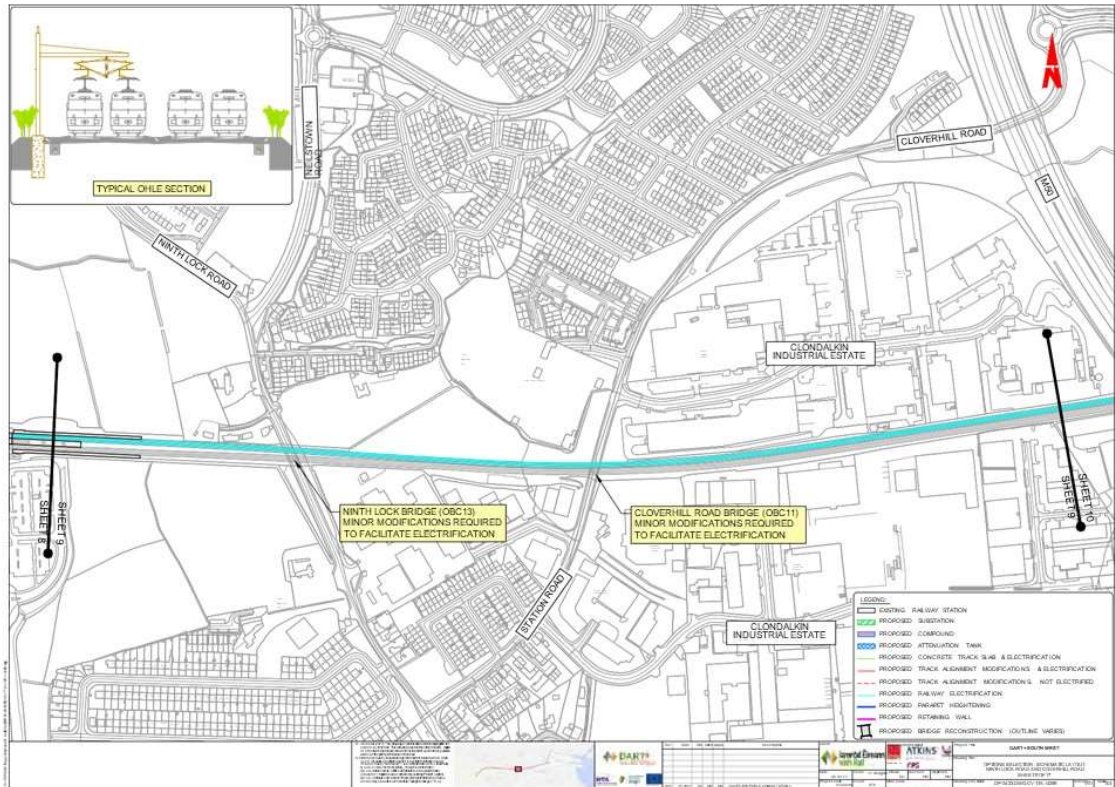


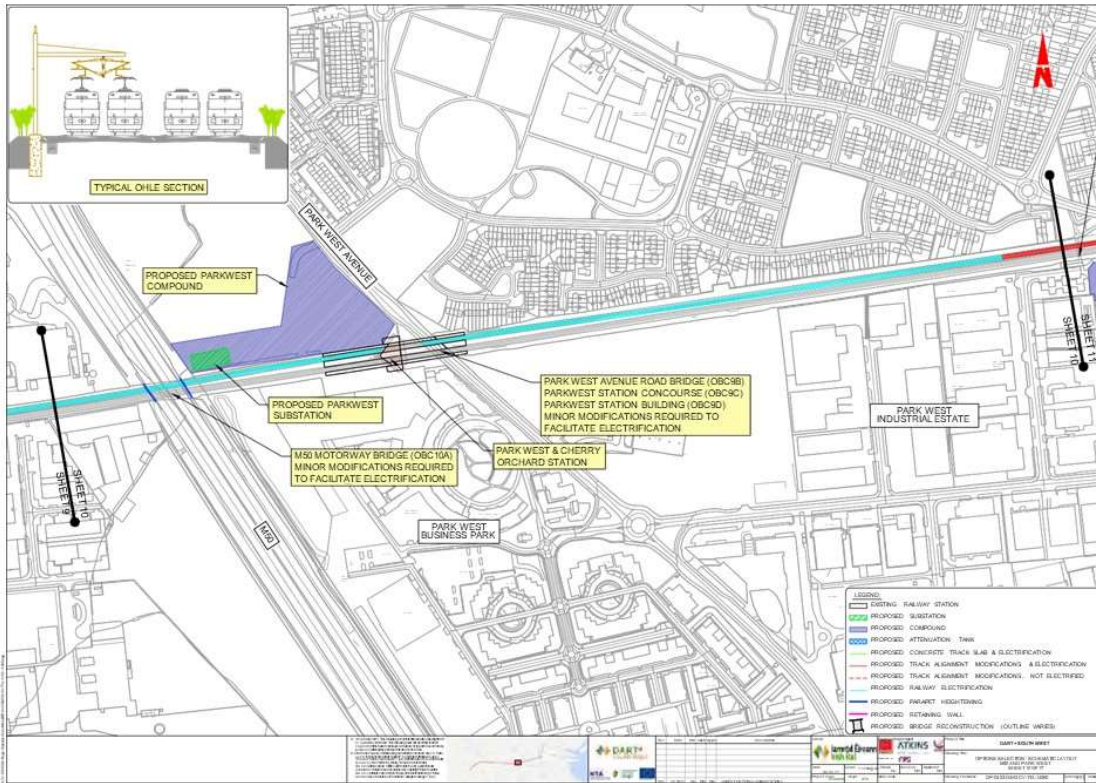


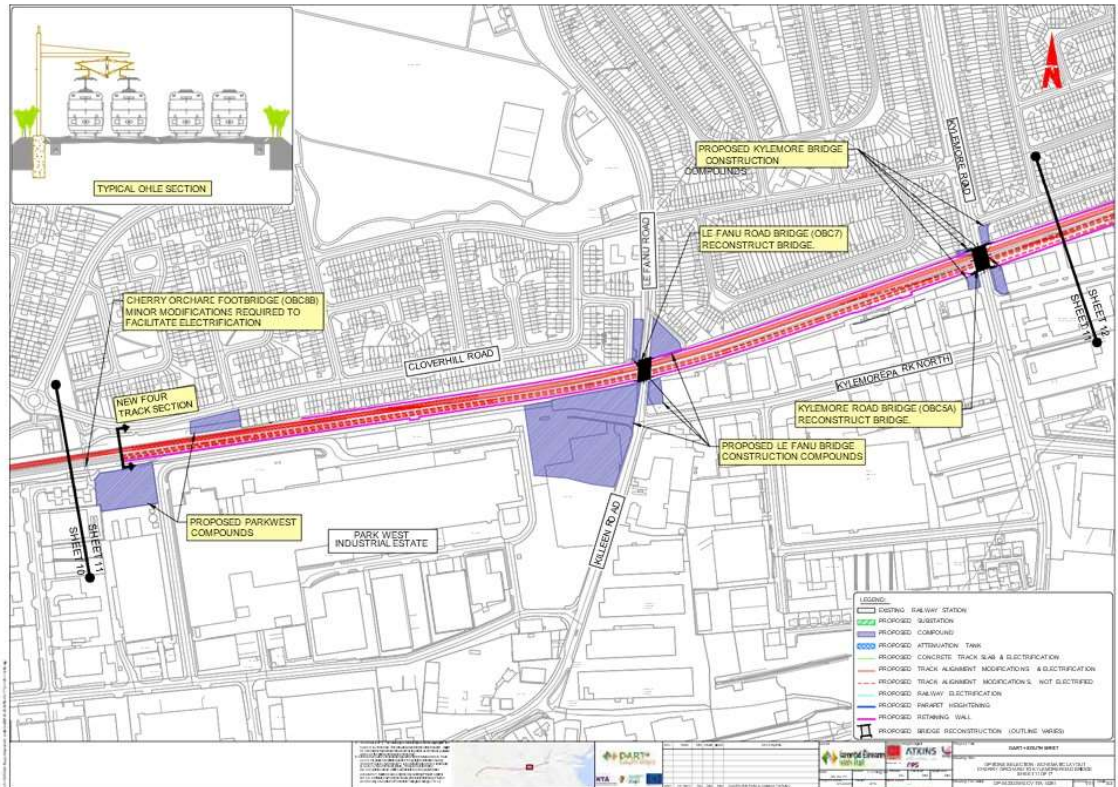


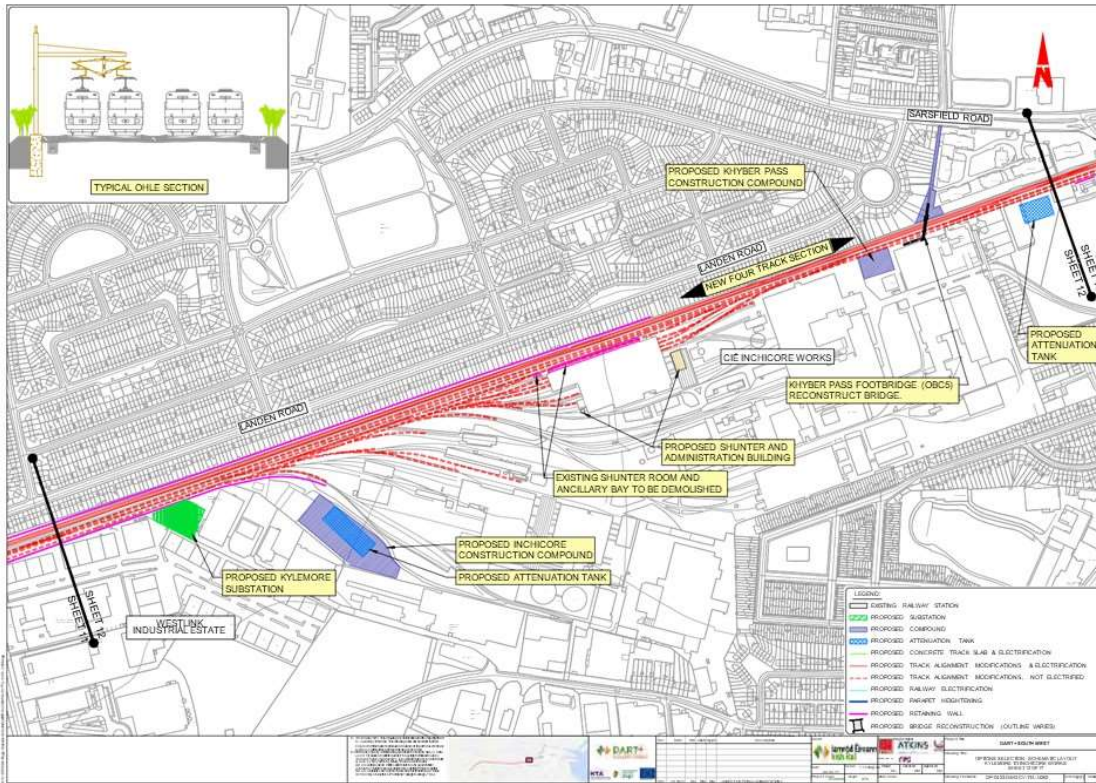


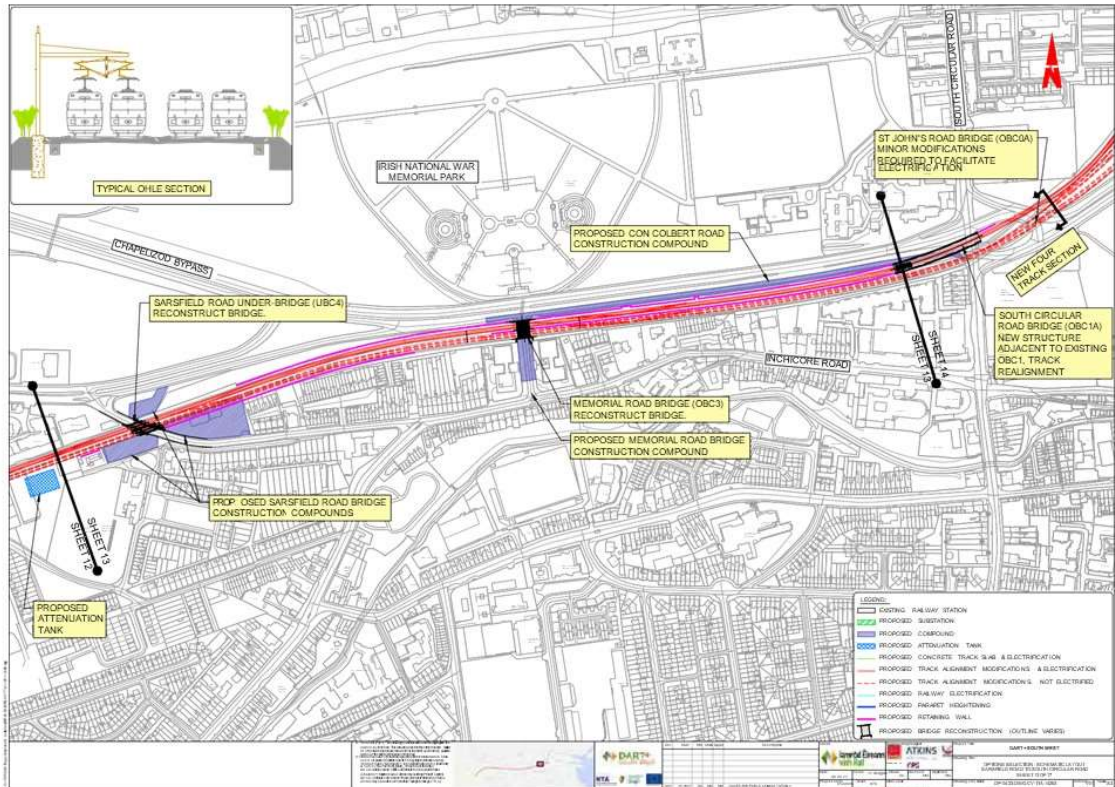


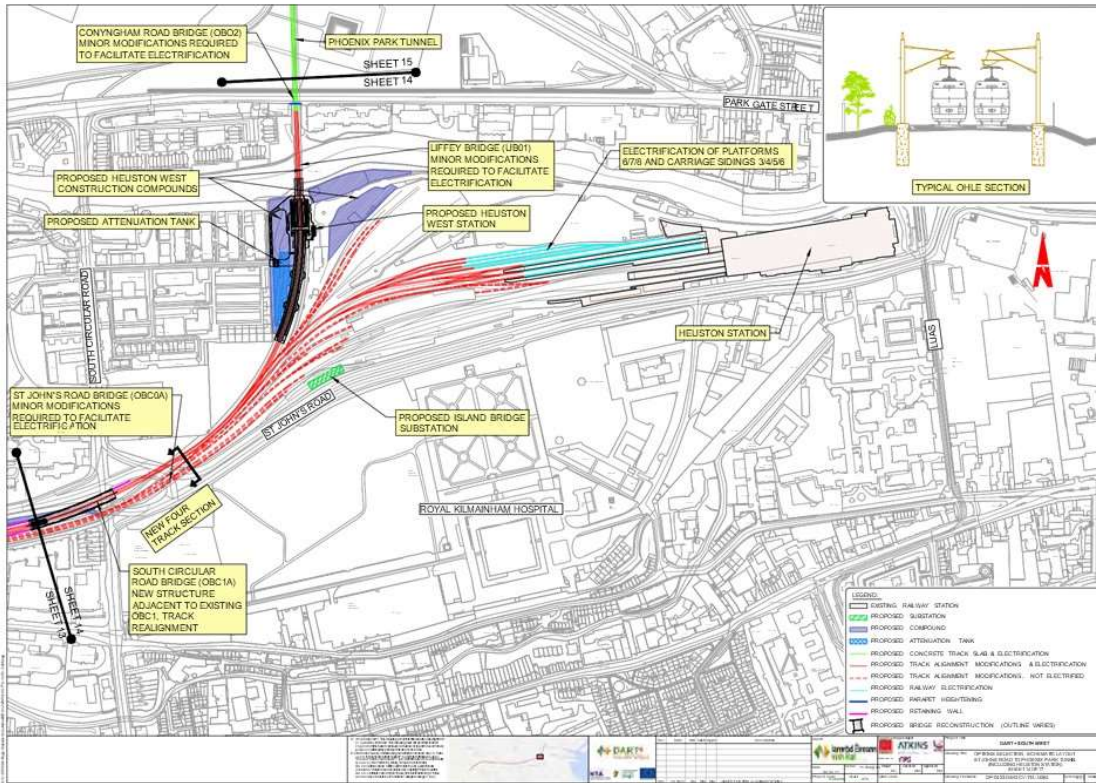


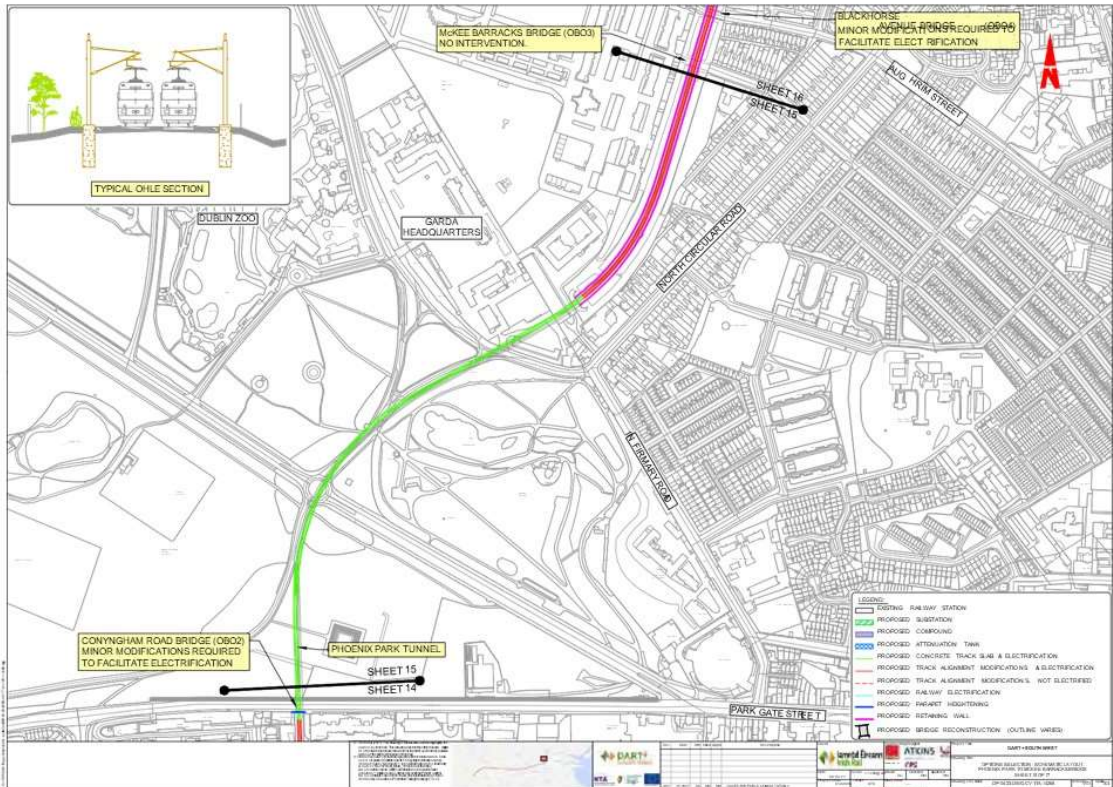


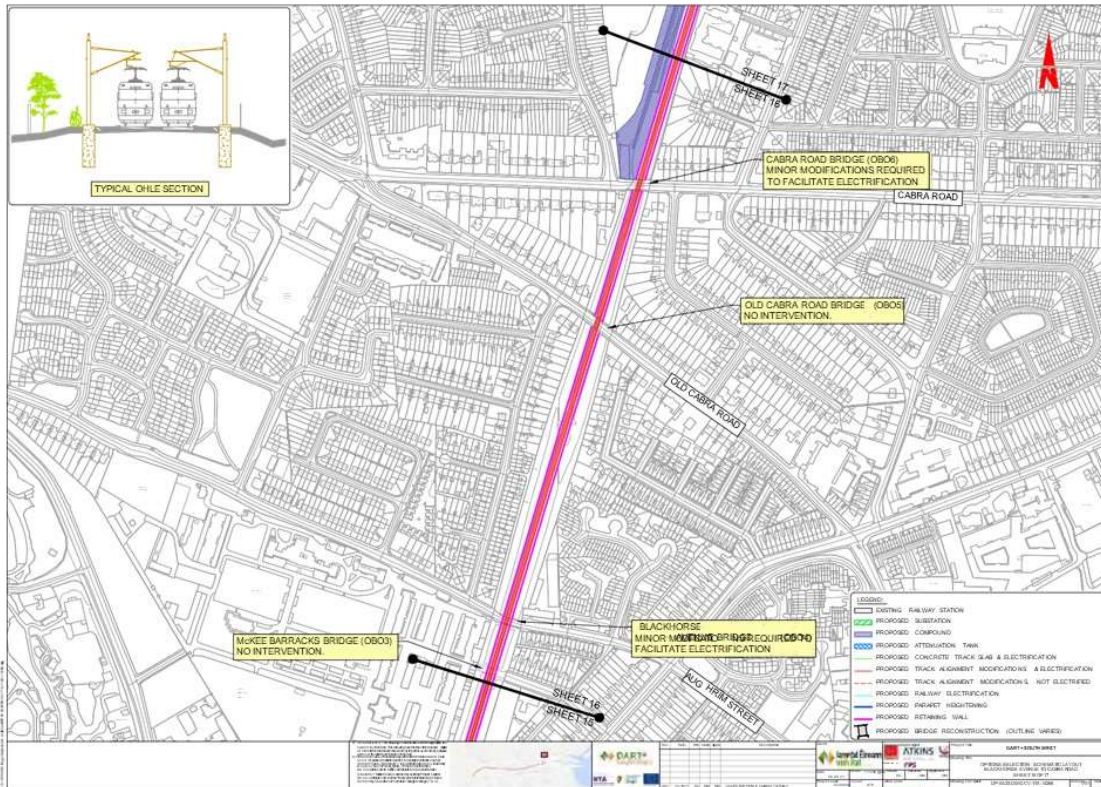


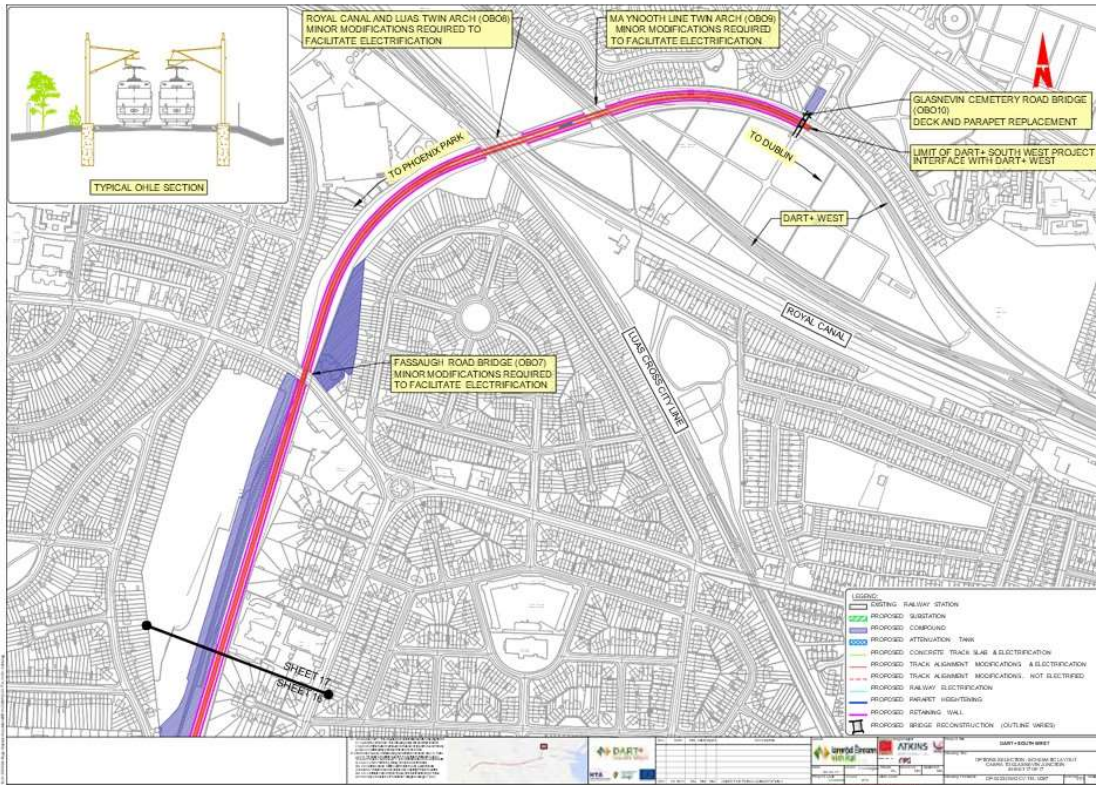














DART+
South West



Appendix D. Website Screenshots and Frequently Asked Questions

Website Screenshots



About DART+ Programme

Projects

News

FAQs

English



Welcome to the DART+ South West Project

The second of the infrastructural projects of the DART+ Programme to be delivered will be the DART+ South West Project. This rail improvement project will provide a sustainable, electrified, reliable and more frequent rail service to our customers, revolutionising capacity between Hazelhatch & Celbridge station and Dublin City Centre, whilst also increasing capacity and reducing journey times for non-electrified InterCity and Commuter services.



DART+ South West Virtual Exhibition Room

Iarnród Éireann wants to provide you with every possible opportunity to learn about the DART+

- [Key Infrastructural Elements](#)
- [DART+ South West Route Map](#)
- [Benefits of DART+ South West](#)
- [DART+ South West Preferred Option](#)
- [DART+ South West Public Consultation Process](#)**
- [DART+ South West Public Consultation No.2 Useful Material and Downloads](#)
- [DART+ South West Next Steps](#)
- [How to Engage/ Contact Us](#)
- [Frequently Asked Questions](#)
- [DART+ South West Public Consultation No.1 Useful Material](#)

DART+ South West Public Consultation Process

Public participation is a key element to the delivery of major infrastructure projects, such as the DART+ South West Project. There are three main opportunities for customers, residents and businesses adjacent to the route, as well as other stakeholders, to provide feedback to the scheme development and Railway Order approval process as outlined below:

- Public Consultation No. 1 on the Emerging Preferred Option (Summer 2021) - **Completed**
- Public Consultation No. 2 on the Preferred Option (Winter 2021) - **Completed**
- Statutory Consultation Period as part of the Railway Order application process - (Summer 2022/ Autumn 2022)

These are highlighted in graphical form below:



Frequently Asked Questions

1. My house backs on to the existing railway line. What will the impact be?

Construction Phase

The starting principle for the Project is to upgrade the existing railway corridor and to undertake all works, within the railway corridor. This can be achieved over the majority of the route, including building on the groundwork carried out under the original Kildare Route Project, which delivered the existing four track system and several reconstructed bridges from Hazelhatch & Celbridge Station to Park West & Cherry Orchard Station. The last remaining significant constraint is the area between Park West and Heuston Station, where four tracks reduce to two tracks. Extending to four tracks in this area will require an increase in the width of the existing rail corridor and this will have a potential impact on adjoining property owners.

In order to minimise construction impacts, the majority of works will be carried out within the existing rail corridor, where possible. In order to maintain services during the day, the majority of the construction works along the railway line itself will take place at night. Works outside of the live railway corridor can progress during the day (i.e. construction of bridges associated with bridge widening, substations, construction compounds). Every effort will be made to avoid, reduce, and/or mitigate negative impacts, however, there is likely to be some disturbance experienced by those in close proximity to the railway line caused by noise, lighting or fencing/hoarding erected associated with the construction activities. The types of construction work required at each specific location will determine the type of impact that may affect the area of your property. However, there will be general linear works required along the full length of the route, such as:

- Overhead electrification equipment along the full extent of the railway line. This will be similar in style to that currently used on the existing DART network.
- Modifications to the existing rail bridges and tunnels, such as modifications to the structure, track lowering or a combination of both.
- Substations will be required at intervals along the rail line to provide power to the network.
- Signalling upgrades and additional signalling will be required to the upgraded infrastructure.

Interfaces with existing utilities, boundary treatments, drainage works, vegetation management and other ancillary works will be required along the length of the project. Upon appointment of a construction contractor a dedicated Community Liaison Officer will be put in place to communicate details of upcoming works and every potential mitigation will be put in place to minimise the disruption that may occur.

Operational Phase

During the operational phase, the frequency of service will increase.

Assessment of Impacts

All likely significant effects during both the construction and operational phases will be identified and detailed in the Environmental Impact Assessment Report with a detailed schedule of mitigation measures identified to reduce those potential effects.

2. What is the difference between what is being presented now and what was presented at Public Consultation No.1?

At Public Consultation No. 2 we are presenting the DART+ South West Preferred Option which supersedes the Emerging Preferred Option presented at Public Consultation No. 1. The Preferred Option reflects consideration of the feedback received during Public consultation No. 1, information received from surveys and investigations, further design development and re-evaluation of the design options, where appropriate.

It focuses on the findings of the optioneering process for works needed to facilitate the Project outside of the rail corridor including expanding the rail corridor to four tracks, bridge replacements, and options for the location of substations and temporary construction compounds.

It also presents additional information relating to the linear elements, design aspects and construction technologies required and / or under consideration for the Project.

The design process remains open and your feedback during Public Consultation No. 2 will be analysed prior to reaching a decision on the design of the proposed development to be taken forward to Railway Order application in Summer/Autumn 2022.

3. Why is a new station needed at Heuston West needed?

The delivery of Heuston West Station provides more city centre capacity and passenger options for alighting in the environs of Heuston or continuing to the city centre in the environs of Connolly / Spencer Dock / Grand Canal Dock.

The delivery of Heuston West Station also takes into consideration the current development strategy and Masterplan for the wider Heuston Station site and the surrounding environment. The Masterplan area stretches some 500m along the south bank of the River Liffey and includes the Córás Iompar Éireann owned site on the north bank at Conyngham Road.

The urban design proposals are to facilitate development of a new city quarter on the western edge of the city centre, incorporating an integrated inter-modal transport hub centred on the existing station, a new retail and commercial core, and a residential neighbourhood all with a high focus on the provision of open space

4. Why aren't more stations being delivered as part of this project?

A significant number of submissions during PC1 called for new railway stations along the railway line, including at Kylemore, Cabra and Heuston West.

The scope of the DART+ South West Project considers the necessary railway infrastructure to enable increased rail capacity and transition to electrical power. While the provision of new stations does not form part of this scope, consideration has been given to potential future stations during design development, including track alignments and other infrastructure which would not preclude the delivery of new stations in the future.

The National Transport Authority published the draft Transport Strategy for the Greater Dublin Area 2022-2042 in November 2021. A number of new stations have been identified in the draft Strategy, including at Kylemore, Cabra and Heuston West. Following the electrification and upgrade of the commuter lines, NTA has committed to developing these stations in conjunction with Iarnród Éireann to provide higher levels of public transport accessibility at locations which currently accrue little gains from the presence of a rail corridor.

5. Why DART+ South West hasn't been extended to Sallins/Naas

The National Transport Authority published the draft Transport Strategy for the Greater Dublin Area 2022-2042 in November 2021. The draft Strategy identifies that forecast demand for travel, when considered in tandem with

the need to reduce transport emissions, has shown that, over the lifetime of the Transport Strategy, there will be a requirement to further extend DART services to key locations in the GDA. An extension of the DART service on the Kildare Line to Naas / Sallins will provide additional capacity to this area, including to a planned regional Park & Ride site in this vicinity.

6. Will the DART+ South West project provide additional car parking near existing stations along the route

The provision of strategic Park & Ride facilities and car parking at or near existing train stations is not part of the DART+ Programme. However, the NTA's Park and Ride Development Office is currently working with Iarnród Éireann to identify strategic locations to develop Park & Ride schemes that will connect with the rail system. Proposals to develop Park and Ride will be brought forward independently of the DART+ Programme.

7. What design changes have been made since the Emerging Preferred Option, presented in the Public Consultation No. 1

Having completed the first public consultation, contributions from the public led to a number of design changes which are evident in the 'Preferred Option', presented as part of Public Consultation No. 2. The principal changes include the following:

- The inclusion of the new Heuston West Station in the scope of the project to be brought forward for Railway Order (RO).
- Following feedback and more detailed design of the four-tracking requirements between Kylemore Road Bridge and Khyber Pass Footbridge, it is possible to avoid removing a turret associated with a locomotive shed to the south of the line. This structure is listed in the National Inventory of Architectural Heritage (NIAH) (Reg. No. 50080418) and is located within the Railway Works at Inchicore.

Public Consultation No. 2 also provides details of the proposed location of electrical sub-stations and the construction compounds.

Design development has brought forward further locations through the optioneering process relating to the required electrical substations along the route and necessary construction compounds.

Cognisant of the level of feedback relating to construction and operational environmental impacts we have also sought to provide additional information relating to the construction methodology and scope of the Environmental Impact Assessment Report (EIAR); so that the public may understand the approach being considered. It is acknowledged that this information is based on information and level of design available at this time and it will continue to be developed as part of the Railway Order package and supporting documentation including EIAR.

8. How close will the new tracks and infrastructure be to my house/back wall?

Track layout will remain unaltered between Hazelhatch & Celbridge Station and the Park West & Cherry Orchard Station and no trains will be closer than at present to property boundaries in between these stations. Four locations are identified for substations along and adjacent to this section of the railway corridor at Hazelhatch, Adamstown, Kishoge and Park West; and may be new railway infrastructure development for the immediate locality.

Between Park West & Cherry Orchard Station to Heuston Station widening of the railway corridor and completion of four tracking will move some tracks closer to properties boundaries. For this section, design development is currently in progress and specific property boundaries that may be moving close are yet to be finalised. Two locations are also identified for substations along this section at Kylemore and Islandbridge / Heuston Station; and may be new railway infrastructure development for the immediate locality.

If your property has been identified as potentially impacted by the proposals, a letter will have been delivered to your property. A dedicated landowner specialist will be available to meet with individual property owners and provide regular updates on the project. In addition, a community liaison officer will also be available to provide regular updates on the project.

If you have a query, please contact the project team. Our contact details are available [here](#).

9. Will my house or wall be damaged?

The works will be undertaken in a manner so as to avoid impacts on adjoining property. Subject to Railway Order approval and as necessary, a condition survey will be provided of existing structures and buildings immediately adjacent to the works at certain locations. These will be determined on a case-by-case basis depending on the works required at that location. Should your property be deemed to require a condition survey you will be notified, and your permission sought to conduct the survey. The condition survey would take place at the preconstruction stage to provide assurance to property owners.

10. My house back onto the existing railway line. What will the impact be?

The starting principle for the Project is to upgrade the existing railway corridor and to undertake all works, within the railway corridor. This can be achieved over the majority of the route, including building on the groundwork carried out under the original Kildare Route Project, which delivered the existing four track system and several reconstructed bridges from Hazelhatch & Celbridge Station to Park West & Cherry Orchard Station. The last remaining significant constraint is the area between Park West and Heuston Station, where four tracks reduce to two tracks. Extending to four tracks in this area will require an increase in the width of the existing rail corridor and this will have a potential impact on adjoining property owners.

Six substations are proposed at intervals along the rail line to provide power to the network. Four are located on lands owned by CIÉ's adjacent to the rail corridor. The preferred location for the Park West and Kylemore substations is on third party land, requiring land acquisition.

11. Will there be improved cycle facilities at the existing station?

The DART+ South West Project will replace or enhance (where practicable) pedestrian and cycle facilities where bridge reconstruction is necessary. Pedestrian and cycle facilities associated with many of the existing stations were provided as part of the original Kildare Route Project; the facilities are consistently under review and are the remit of the Iarnród Éireann Station Enhancement Programme.

12. Is the project compatible with a future LUAS?

The Kylemore Road Bridge replacement proposals for DART+ South West will be compatible with the future provision of Luas across Kylemore Road Bridge in terms of accommodating the necessary loading and providing the flexibility to extend the bridge laterally in the future.

13. Will DART+ link with the future DART Underground Project?

Alignment proposals for DART+ South West will be compatible with the future provision of DART Underground. Delivery of DART Underground is a long-term objective of the Transport Strategy for the Greater Dublin Area. DART+ South West will not preclude its later delivery.

14. What is the timeline for commencement of service of the new electrical vehicles?

The DART+ South West project aims to commence commercial service in 2026, further to completion of construction works, testing and commissioning, which are subject to availability of funding.

15. How does the Railway Order process work?

Railway Order application is broadly similar to the planning application process. The project is categorised as Strategic Infrastructure Development (SID) and Iarnród Éireann applies directly to An Bord Pleanála for permission. The Railway Order application process is set out in the Transport (Railway Infrastructure) Act 2001 as amended by the Strategic Infrastructure Act 2006. Following two phases of public consultation, we will submit the Railway Order application. Any person or body may make a submission or observation in writing to An Bord Pleanála in relation to the application and / or the Environmental Impact Assessment Report and / or the compulsory acquisition requirements.

The Railway Order application will include a number of technical documents and project drawings and an Environmental Impact Assessment Report. All of these documents and drawings together with any feedback/submissions received from the public as part of the statutory public consultation process will be reviewed and considered by An Bord Pleanála before a decision on the application is made. We expect that An Bord Pleanála will conduct an Oral Hearing before they make a decision. At an Oral Hearing the authors of relevant reports and experts will give evidence on the submissions received and will be available for questioning. Further information on making a submission / observation in writing to the Board and Oral Hearing procedures are available from the Board's website.

16. Will there be an Environmental Impact Assessment Report (EIAR)?

Yes, an EIAR will be prepared for the project which will contain detailed analysis of the potential impacts of the proposed project on the existing environment and will include sufficient information to allow the consenting authority, in this case, An Bord Pleanála, to decide on whether consent should be given to the project.

The EIAR will present a description of the existing environment, an assessment of the potential impacts of the scheme, will set out measures to avoid or reduce any adverse impacts and will identify any remaining residual effects. The impacts will be assessed and presented in line with the environmental topics, and in accordance with Transport (Railway Infrastructure) Act 2001 as amended and the EIA Directive 2014/52/EU.

17. Will any services to stations stop/be affected by the project?

The project will continue to serve all the existing stations between Hazelhatch & Celbridge Station and Dublin City. The only other change will be that there will be more train services and more passenger capacity on these services.

18. Why do you need to widen the rail corridor at Inchicore as there are already four tracks?

The railway along this section comprises two main line tracks which are joined by two sidings used to access the depot and for train storage. The Project requires two additional operational DART tracks as well as the existing tracks to facilitate the required increase in capacity.

19. Will access to private 3rd party land be required?

Some access to third party lands will be required. Should this be required formal contact will be made with the relevant landowner and permission will be sought for access.

20. Is the project needed in light of COVID-19?

Despite the impacts of Covid-19 on public transport and passenger numbers as a whole, Iarnród Éireann, and the National Transport Authority remain firmly committed to the DART+ South West Project and supporting the implementation of Project Ireland 2040 and the National Planning Framework. DART+ South West is required to secure the long-term sustainability of public transport post-Covid life in the Greater Dublin Area and will ensure that Ireland meets its many ambitious long-term national climate change targets and in transportation going forward.

21. How will the local community benefit?

DART+ South West Programme is seeking to significantly increase the frequency and capacity of train services between Hazelhatch & Celbridge and Heuston/Grand Canal Dock. This can be achieved by changing to electrified, high-capacity DART trains and increasing the frequency of trains. Delivery of this project will support the existing communities along the railway and support future sustainable development. It will serve all existing stations along the route as well as Kishoge Station in the future, using electrical power that has a lower carbon footprint than the existing diesel trains. The frequency and quality of service that will be provided will provide a viable transport alternative to communities along the route and help encourage people to switch from private car use. This will assist in Ireland reducing greenhouse gas emissions from transport and help combat climate change. The electrification of the rail line will predominantly follow the existing railway corridor.

22. I am a regular commuter between Hazelhatch & Celbridge and Grand Canal Dock; will I have direct services?

Yes. The DART+ South West will provide capacity for up to 11 additional services per hour and per direction - four will finish service at Heuston and seven will follow the Phoenix Park Tunnel Branch Line towards the Docklands area.

23. How am I going to be impacted during construction and operational phases?

In order to minimise construction impacts, the majority of works will be carried out within the existing rail corridor, where possible.

The retaining wall solution along both the north and south sides of the rail corridor where it is to be extended to four tracks may require the temporary acquisition of lands in third party ownership the duration of the works to facilitate the construction of retaining structures. Further design development and construction related solutions will seek to minimise this impact.

In order to maintain services during the day, the majority of the construction works along the railway line itself will take place at night. Works outside of the live railway corridor can progress during the day (i.e. construction of bridges associated with bridge widening, substations, construction compounds). Every effort will be made to avoid, reduce, and/or mitigate negative impacts, however, there is likely to be some disturbance experienced by those in close proximity to the railway line caused by noise, lighting or fencing/hoarding erected associated with the construction activities. The types of construction work required at each specific location will determine the type of impact that may affect the area of your property. However, there will be general linear works required along the full length of the route, such as:

- Overhead electrification equipment along the full extent of the railway line. This will be similar in style to that currently used on the existing DART network.
- Modifications to the existing rail bridges and tunnels, such as modifications to the structure, track lowering or a combination of both.
- Signalling upgrades and additional signalling will be required to the upgraded infrastructure.

Interfaces with existing utilities, boundary treatments, drainage works, vegetation management and other ancillary works will be required along the length of the project. Upon appointment of a construction contractor a dedicated Community Liaison Officer will be put in place to communicate details of upcoming works and every potential mitigation will be put in place to minimise the disruption that may occur.

A number of construction compounds are required to facilitate construction works. Where possible construction compounds are located on lands owned by Corás Iompair Éireann.

Constructions compounds also include those required to facilitate localised work, especially at bridges. Temporary acquisition of lands in third party ownership will be required.

During the operational phase, the frequency of service will increase from the current 12 trains per hour per direction to 23 trains per hour per direction (i.e., maintain the existing 12 services, with an additional 11 train services provided by DART+ South West).

Appendix E. Virtual Consultation Room Panels



Public Consultation No. 2

Preferred Option

10th November 2021 - 17th December 2021



PUBLIC CONSULTATION NO. 2
Preferred Option



What is DART+ South West

The DART+ South West Project, as part of the DART+ Programme, will deliver an improved electrified network, with increased passenger capacity and enhanced train service between Hazelhatch & Celbridge Station and Heuston Station (c. 16km) on the Cork Mainline, and to Glasnevin via the Phoenix Park Tunnel Branch Line (c. 4km).



DART+ South West will significantly increase train capacity from the current 12 trains per hour per direction to 23 trains per hour per direction (i.e. maintain the existing 12 services, with an additional 11 train services provided by DART+ South West).

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, as the new fleet being delivered as part of the DART+ Programme will have greater carrying capacity.

Delivery of DART+ South West will support existing communities and support future sustainable development. It will serve all existing stations along the railway corridor between Hazelhatch & Celbridge Station and Dublin City Centre using electrical power, which has a lower carbon footprint than the current diesel trains. The frequency and quality of service will provide a viable transport alternative for surrounding communities other than private car travel. This will assist in Ireland reducing road congestion and greenhouse gas emissions from transport, thereby helping to combat climate change.



PUBLIC CONSULTATION NO. 2

Preferred Option



Benefits of DART+ South West



Increase peak passenger capacity from 5,000 to 20,000 per hour per direction and increase train frequency between Hazelhatch & Celbridge Station and Dublin City – facilitating fast, frequent and reliable transport to the surrounding communities.



Enhance public transport opportunities for work, education or leisure purposes.



Facilitate the development and future growth of existing and new communities that will greatly benefit from the connectivity that the DART+ South West will deliver.



Alleviate road congestion.



Build a sustainable and connected city region, supporting the transition to a low carbon and climate resilient society.



Facilitate people to make sustainable travel choices by encouraging a move away from private cars to reliable, efficient and safe public transport network.



Improve multimodal transport connectivity through interchange with the Luas at Heuston Station, Bus Connects and the proposed MetroLink.



Improve journey time reliability.

PUBLIC CONSULTATION NO. 2

Preferred Option



DART+ South West Map



PUBLIC CONSULTATION NO. 2

Preferred Option



Key Infrastructural Elements

The key infrastructural elements of the DART+ South West Project includes:

- Completion of four tracking from Park West & Cherry Orchard Station to Heuston Station, extending the works completed on the route in 2009.
- Electrification and re-signalling of the line from Hazelhatch & Celbridge Station to Heuston Station and also from Heuston Station to Glasnevin, via the Phoenix Park Tunnel Branch Line, where it will link with the proposed DART+ West.
- Undertaking improvements/reconstructions of bridges to facilitate movement of electrified train services.
- Remove rail constraints along the Phoenix Park Tunnel Branch Line.
- Delivery of a new Heuston West Station.

The **'Preferred Option'** will be compatible with future stations at Kylemore and Cabra, although the construction of these stations is not part of the DART+ South West Project.



PUBLIC CONSULTATION NO. 2

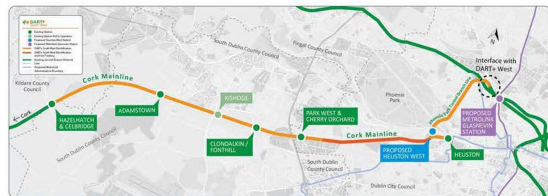
Preferred Option



Preferred Option

The preferred option for the DART+ South West is as presented in the following sections:

- General linear works
- Hazelhatch & Celbridge Station to Park West & Cherry Orchard Station
- Park West & Cherry Orchard Station to Heuston Station
- East of St John's Road Bridge (Islandbridge) to Glasnevin Junction



General Linear Works

The following is a summary of the general linear works required along the full length of the project:

- Overhead electrification equipment which will be required along the full extent of the railway line from Hazelhatch & Celbridge Station to Heuston Station and through the Phoenix Park Tunnel Branch Line up to Glasnevin Junction

- Signalling upgrades and additional signalling infrastructure.
- Telecommunications infrastructure.
- Ancillary equipment cabins.
- Works to the Permanent Way (or track or railway corridor)

In addition, the following discrete project elements are proposed along the full length of the line:

- Six electrical substations will be required at intervals along the rail line to provide power to the network.
- Retaining walls supporting widening of the rail corridor and replacement bridges.
- Overhead electrified line protection works at bridges.
- Construction compounds.

Hazelhatch & Celbridge Station to Park West & Cherry Orchard Station

The works carried out in this section under the original Kildare Route Project between 2006 and 2009 provided the main groundwork for DART+ South West Project, including the installation of the four-track section and the upgrade or replacement of several structures on this section of the route, including ten

road overbridges and footbridges, meaning the electrification works can be run under the existing bridges with no / minimal intervention to the bridge structures. Works along this circa 11km section comprise of general linear works only.

Park West & Cherry Orchard Station to Heuston Station

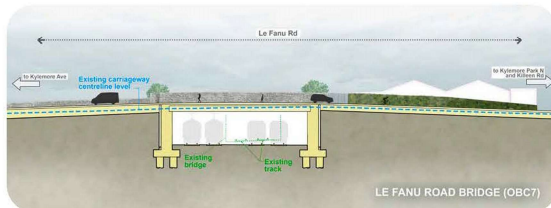
The section requires electrification and widening to four tracks. Extending to four tracks in this area will require an increase in the width of the existing rail corridor outside of lands owned by Córas Iompair Éireann, potentially interfering with property rights (on a permanent and / or temporary basis).

Park West to Le Fanu Road Bridge

Increasing to four tracks in this section requires the realignment of the existing tracks and an increase in the overall railway corridor width. The Preferred Option replaces Le Fanu Road bridge with a longer span or spans to facilitate the additional width required for the additional tracks. To overcome the lack of height available for the electrification infrastructure, the road level will be raised in combination with lowering the rail track.

PUBLIC CONSULTATION NO. 2

Preferred Option

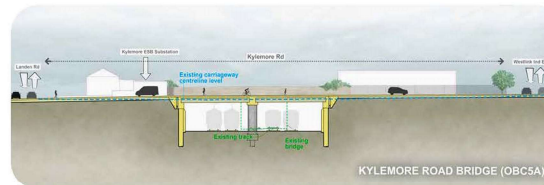


Preferred Option for Le Fanu Road Bridge

Le Fanu Road Bridge and Kylemore Road Bridge

This section of the railway requires widening of the rail corridor to facilitate increasing to four tracks. The Preferred Option replaces Kylemore Road Bridge with a longer span to facilitate the additional track width. To overcome the lack of height available for the electrification infrastructure, the road level will be raised in combination with lowering the rail track.

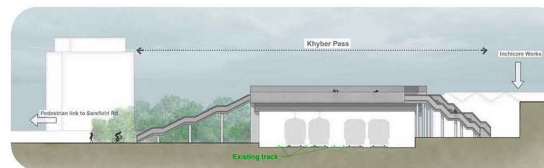
The Preferred Option is designed to include passive provision for a potential future railway station at this location.



Preferred Option for the Kylemore Road Bridge

Kylemore Road Bridge to Sarsfield Road Bridge (including Inchicore Works)

The railway in this area requires the laying of additional tracks, which in turn requires the realignment of the existing tracks and an increase in the railway corridor width in this area. The Preferred Option replaces Khyber Pass Footbridge with a new pedestrian bridge with sufficient height and width to meet the requirements for four-tracking and electrification.

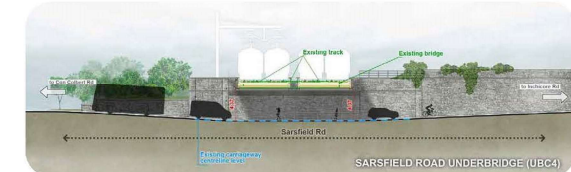


Preferred Option for Khyber Pass Footbridge

Sarsfield Road Underbridge to Memorial Road Bridge

It is proposed to increase the number of tracks at this section of the railway to four tracks

and to electrify two tracks on the northern side of the corridor. Sarsfield Road Bridge and the railway corridor in this area are not wide enough to carry the fourth track that is required. The Preferred Option replaces the existing bridge deck with two parallel bridge decks, one for the Intercity service and one for the DART service.



Preferred Option for Sarsfield Road Bridge

The Preferred Option replaces Memorial Road Bridge with a longer span bridge and lowers the rail tracks, to facilitate the electrification infrastructure beneath the new bridge.



Preferred Option for Sarsfield Road Bridge

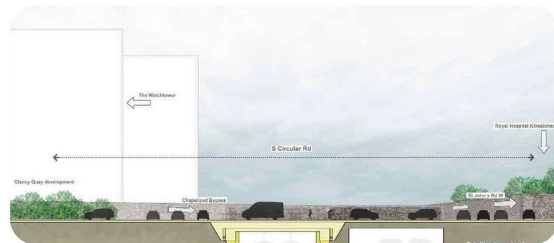
PUBLIC CONSULTATION NO. 2

Preferred Option



Memorial Road Bridge to South Circular Road Junction

There are two major bridge structures in this area which are part of the junction, namely South Circular Road and St. John's Road Bridge. No or minimal work is required to St. John's Road Bridge. The Preferred Option leaves South Circular Road Bridge in place for existing Intercity services and includes the construction of a new structure to the north of the existing bridge for the new DART tracks.



Preferred Option for South Circular Road Bridge

Heuston Station and Environs

The specific requirements for this area are:

- Provide access to platforms and sidings within the Heuston area, as required for the DART+ services.
- Modification of the connections to running lines due to four tracking modifications.
- Provide Electrification of platforms and

sidings within the Heuston area, as required for the DART+ services

- Maintain current functionality of the other platforms and station services.
- Track alignment and drainage requirements.
- Delivery of a new station at Heuston West.

A new Heuston West Station is proposed as part of the DART+ South West Project. The proposed site for the new station is located to the north west of the greater Heuston Station complex adjacent to the Liffey Bridge and the Clancy Quay Development.

East of St John's Road Bridge (Islandbridge) to Glasnevin Junction

This area extends from the east of St John's Road Bridge and northwards over the River Liffey via the Liffey Bridge and under Conyngham Road Overbridge where it enters the Phoenix Park Tunnel. The line then continues east and interfaces with the proposed DART+ West Project at Glasnevin Junction.

The Preferred Option for Liffey Bridge Railway features electrification and retention of the existing fixed track system.

The existing clearance beneath Cabra Road Bridge, Faussagh Avenue Bridge, Grand Canal

and Luas Twin Arches and Maynooth Line Twin Arch is insufficient to allow the installation of a standard OHLE solution.

At these locations, track lowering, installation of a reduced height OHLE solution or a combination of both shall be employed to allow a suitable solution to be achieved.

The clearance beneath Glasnevin Cemetery Road Bridge is also insufficient to accommodate the new OHLE system. The Preferred Option for Glasnevin Cemetery Road Bridge involves partial reconstruction. This option proposes to replace the bridge deck at a higher soffit level.



Preferred Option for Glasnevin Cemetery Road Bridge

A more detailed description of the Preferred Option is available in Volume 1 of the Option Selection Report which can be seen at www.dartplus.ie.

PUBLIC CONSULTATION NO. 2

Preferred Option



Public Consultation Process

Public participation during the design process is a key element to the delivery of major infrastructure projects such as DART+ South West.

Public Consultations are our way of asking you, as potential users of the improved services or those likely to be affected by its development, for your views on our plans, whilst the design process is active. Your local knowledge and comments will inform the design and help us improve the project, ensuring it will be a success for you and the communities it will serve.

This project has two non-statutory Public Consultations and one Statutory Consultation Period as part of the Railway Order application process.

This current consultation is Public Consultation No. 2 seeking feedback on the **'Preferred Option'**.

- Public Consultation No. 1 on the Emerging Preferred Option - Completed (Summer 2021)
- Public Consultation No. 2 on the Preferred Option - **Current stage** (Winter 2021)
- Statutory Consultation Period as part of the Railway Order application process (Summer 2022/ Autumn 2022)

Iarnród Éireann invites you to engage in the design process and all feedback is welcome. Your feedback will be accepted during all stages of the design development and can be submitted through the project website, e-mail address, phone line or by written correspondence.

For further details on how to submit your feedback please see the **'How to Engage'** section or visit our website www.dartplus.ie.

COVID 19 Due to the COVID-19 restrictions this consultation event will be predominantly a digital public consultation on the **'Preferred Option'**.

PUBLIC CONSULTATION NO. 2
 Preferred Option



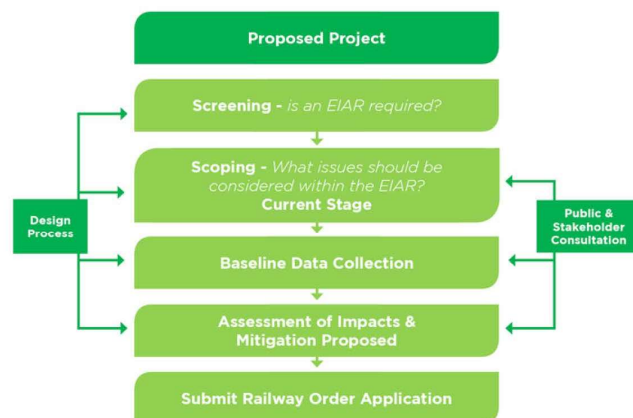
Next Steps

Further design development and option selection

The option selection and design development that has been undertaken has led to the development of the preferred option that is the focus of this public consultation stage. Once the public consultation process is complete all feedback and submissions received will be reviewed and assessed as part of the finalisation of the design development. Following a full appraisal of the feedback, a Consultation Findings Report will be prepared and published to document this process. All information gathered by the project team will be used to inform the design development of the project which will be the subject of the Environmental Impact Assessment (EIA) and Appropriate Assessment (AA), as part of the railway order application that will be submitted to An Bord Pleanála.

Railway Order

The application to An Bord Pleanála for a railway order is broadly similar to the planning process with which most people are familiar. The railway order application process is set out in the Transport (Railway Infrastructure) Act 2001 (as amended) and the application will be made to An Bord Pleanála. The Environmental Impact Assessment Report (EIAR) will detail the nature and extent of the proposed Project and identify and describe the impacts on the environment. It will also detail measures which will be taken to avoid, reduce and/or monitor these impacts. Following the submission of the railway order Application to An Bord Pleanála, the public are invited through public notices to make submissions which will be duly considered by An Bord Pleanála as part of the decision-making process. We expect that An Bord Pleanála will conduct an oral hearing, to allow the public to provide further participation in the decision-making process for this project. At an oral hearing the Iarnród Éireann project team will provide responses to submissions and will be available for questioning. Any person or body may make a submission or observation in writing to the Board in relation to the railway order application including the EIAR and the Compulsory Purchase land requirements.



The EIA Process leading to submission of Railway Order to An Bord Pleanála

PUBLIC CONSULTATION NO. 2
Preferred Option



How to Engage

The project team would like to hear your views on the **'Preferred Option'** to inform us in the development of the project.

We welcome your feedback on any issues or information, related to the project, which you think should be consider by the design team in progressing the **'Preferred Option'**. Feedback can be submitted from 10th November until 17th December 2021.

All project information, including maps and reports are available to view on the project website (**www.DARTplus.ie**).

The DART+ South West Project team are available to answer any of your question and are available to assist you regarding the project via the following means:

Website | www.dartplus.ie

Email | DARTSouthWest@irishrail.ie

Phone line | (01) 284 1029

Postal Address

If you would prefer to write to us, please send it or any correspondence to:

Community Liaison Officer,
DART+ South West,
Iarnród Éireann,
Inchicore Works,
Inchicore Parade,
Dublin 8.
D08K6Y3

