



DART+ Depot

Preferred Option

Public Consultation Brochure

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Introduction to the DART+ Programme

1. Introduction to DART+ Programme

The DART+ Programme comprises a suite of transformative projects which will modernise and improve existing rail services in the Greater Dublin Area (GDA). It will see the existing DART network grow from 50 km in length to over 150 km through the electrification and upgrade of existing lines transforming commuter rail travel in the GDA. The DART+ Programme also includes the purchase of new train fleet.

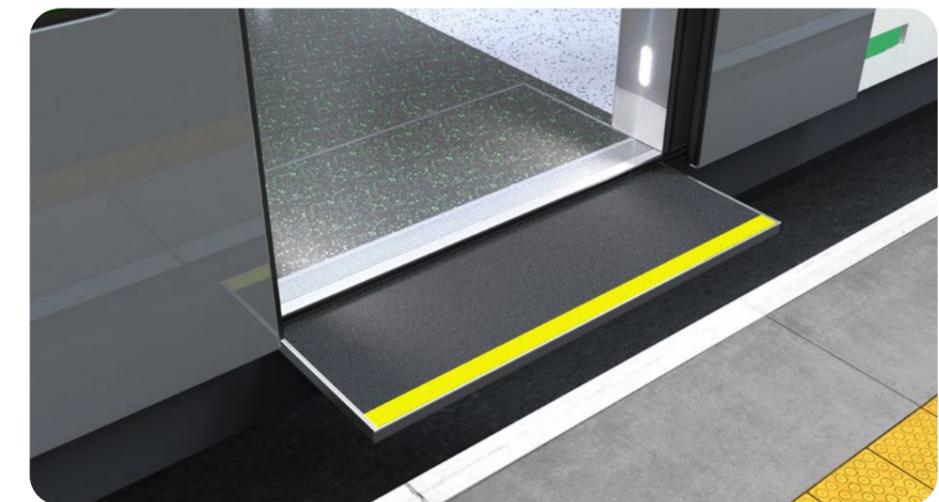
The programme will deliver frequent, sustainable, electrified services from Dublin City Centre (Connolly & Spencer Dock) to:

- Kilcock & M3 Parkway;
- Hazelhatch & Celbridge;
- Drogheda; and
- Greystones.

DART+ is a key transportation improvement to enable a high quality and integrated public transport system. It will have benefits for the residents of the GDA and also those living in nearby regions. It will assist in providing sustainable transport infrastructure and consequent societal benefit for current and future generations.

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

This Public Consultation is to inform you that an option selection process has been undertaken to identify the preferred site for a new depot which is required to facilitate the DART+ Programme.



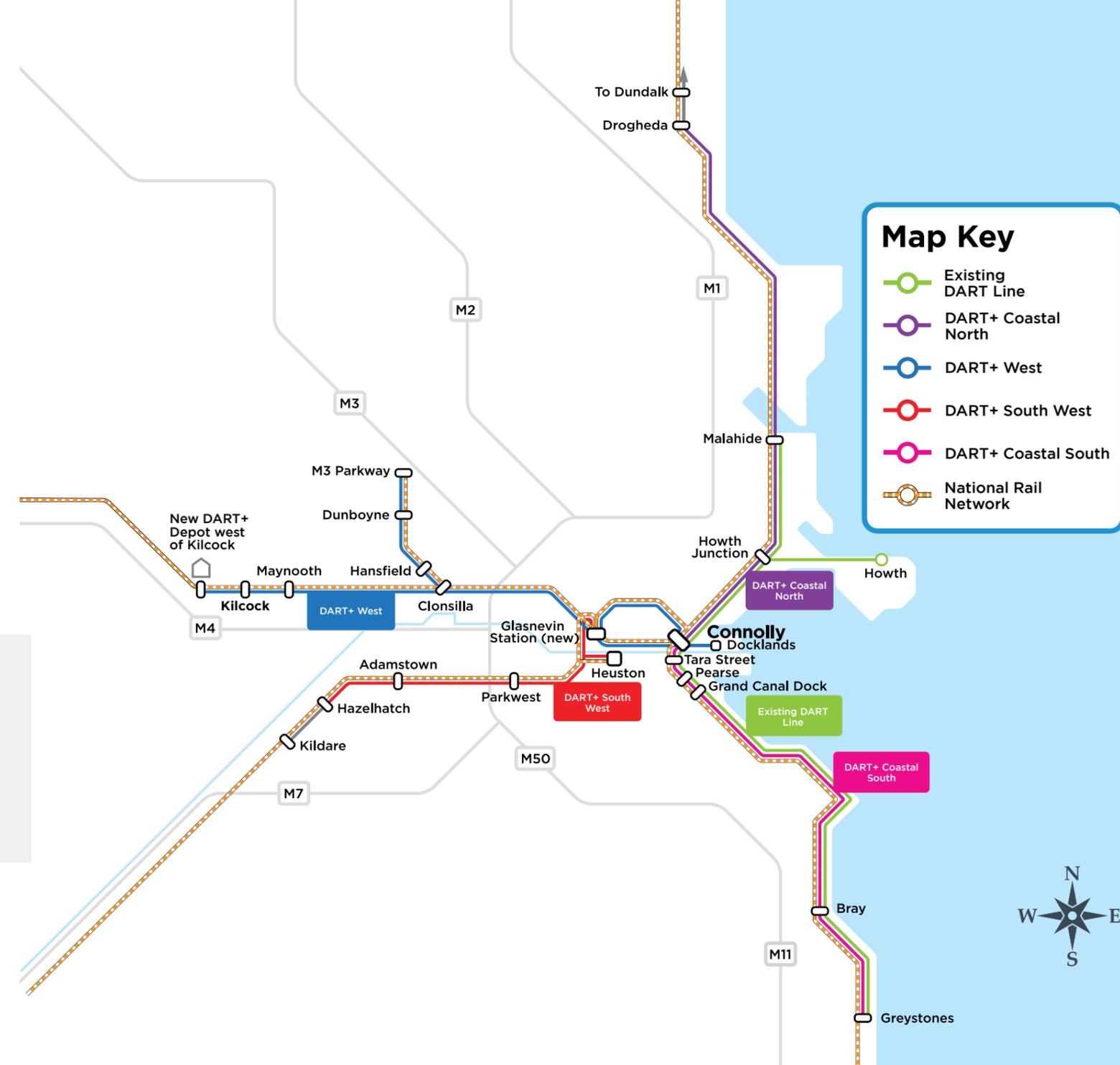
The principal components of the DART+ Programme include:

- Twin tracking, electrification, and re-signalling of the Western Commuter Line to Kilcock, and modifications to the existing Kilcock Station;
- Provide DART+ services to the existing and future communities in the vicinity of Kilcock, the M3 Parkway line, the Belfast Line between Dublin and Drogheda, and infrastructure modifications on the Dublin-Rosslare Line between Greystones and Dublin City Centre to boost capacity, the Dublin-Cork Line between the Dublin Docklands and Hazelhatch (all approximately 150km in length);
- Capacity enhancements at Connolly Station (with modifications to junctions and the station) to facilitate an increase in throughput of trains and passenger numbers through Connolly Station;
- Provision of a new Spencer Dock Station, which will better serve the north Docklands area and improve interchange with the Luas;
- Closure of level crossings and the provision of replacement bridges where required;
- Interventions at existing bridges over the railway line where there are insufficient clearances for the overhead electrification equipment;
- Electrical substations, equipment buildings and all other civil and ancillary works necessary to accommodate the programme; and
- Construction of new State of the Art Technology DART+ Depot facilities to accommodate the maintenance and parking (stabling) of trains.

These principal DART+ Programme components will be delivered through the following projects:

- **DART+ South West – Hazelhatch & Celbridge to the City Centre:** Railway Order was granted in November 2024.
- **DART+ Coastal North – Drogheda to the City Centre:** Railway Order was granted in August 2025.
- **DART+ Coastal South – Greystones to the City Centre:** Public Consultation on the Preferred Option for Stage 1 of DART+ Coastal South to increase frequency of train services between Bray and Greystones took place in winter of 2025.
- **DART+ Fleet – purchase of new train fleet to increase train services:** Iarnród Éireann have provision to commission up to 750 electric/battery electric powered vehicles over a 10-year timescale. 185 DART+ Fleet vehicles have been ordered so far to operate on the network. The first of these trains have arrived in Ireland and are in the testing and commissioning phase.

DART+ West – Maynooth and M3 Parkway to the City Centre: Railway Order was granted in July 2024. A depot was previously planned at a site west of Maynooth, as part of the DART+ West project, but An Bord Pleanála (now An Coimisiún Pleanála) removed the depot from the approved Railway Order by way of modification. A new process was commenced to identify a new Preferred Option for the proposed DART+ Depot which has resulted in the selection of a site to the west of Kilcock. This project is described further in Section 2 and is the subject of this Public Consultation.



Why investment in the DART+ Programme is needed

Provides Sustainable Transport Options

- Over-reliance on private car use and increasing congestion in GDA.
- DART+ is more sustainable and cleaner than current diesel trains.

Achieve Climate Change Targets

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



Supporting Economic and Population Growth

- Congestion in GDA is increasing.
- Cost of Time Lost in the GDA was €358 million in 2012 forecast to rise to €2.08 billion by 2033.
- Sustainable public transport infrastructure (pedestrian, cycling, bus and rail) will sustain economic and population growth while reducing emissions.

Integration of Land-use & Transport Planning

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

Facilitates Integration with other modes of transport

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





2. DART+ Depot Project

As part of the DART+ Programme, a fleet of new DART carriages has been procured, the first of which are currently in their testing and commissioning phase and expected to enter service in 2027. The new fleet will include up to 750 carriages. The maintenance and stabling requirements for this new fleet means a new depot facility is needed.

The DART+ Depot project has been conceived to facilitate the delivery of the depot and associated infrastructure. As a result of the preferred site being identified to the west of Kilcock, the project will include electrification and twin tracking of the line from Maynooth to the west of Kilcock, including Kilcock Station modifications, the extension of DART+ Services to Kilcock and the twin track solution at Jackson's Bridge.

The DART+ Programme is contained within Project Ireland 2040, the National Development Plan 2017 to 2028, the National Planning Framework Transport Strategy for the Greater Dublin Area 2015-2035 and the Climate Action Plan 2025.

Project Objectives

The DART+ Depot project has been established to facilitate the delivery of a depot for the proposed DART+ Network of which key objectives include:

- To deliver maintenance and stabling facilities to facilitate the increased capacity and provide a reliable electrified service associated with the DART+ Programme.
- To deliver a depot which best meets the demands of the DART+ Programme Train Service Specification.
- To minimise adverse impacts on existing rail services, road users and landowners associated with the construction, operation and maintenance of the proposed development.

- To identify cost effective solutions from a capital, operations and maintenance perspective.
- To deliver a sustainable, low carbon and climate resilient design transport solution including making use of existing railway infrastructure together with targeted interventions to remove capacity constraints.

Benefits of the DART+ Depot

The key benefits of the DART+ Depot are listed below:

-  Facilitates the implementation of the DART+ Programme across all of the DART Network.
-  Easier travel opportunities for work, education, or leisure purposes.
-  Facilitates the development and future growth of existing and new communities that will greatly benefit from the connectivity that DART+ will deliver along the line.
-  Building a sustainable and connected City region. Supporting the transition to a low carbon and climate resilient society.
-  Facilitates people to make sustainable travel choices by encouraging a move away from private cars to reliable, efficient and safer public transport network.
-  Improves journey time reliability.
-  Extends the DART+ services to Kilcock to serve the existing and future communities in the vicinity of Kilcock.

3. Public Consultation Process

Public participation during the design process is a key element to the delivery of major infrastructure projects such as DART+ Depot. This project is now seeking feedback on the 'Preferred Option'.

This consultation is 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, while the design process is active. Your local knowledge and comments will inform the preferred design to help us improve the project and ensure it will be a success for you and the communities it will serve.

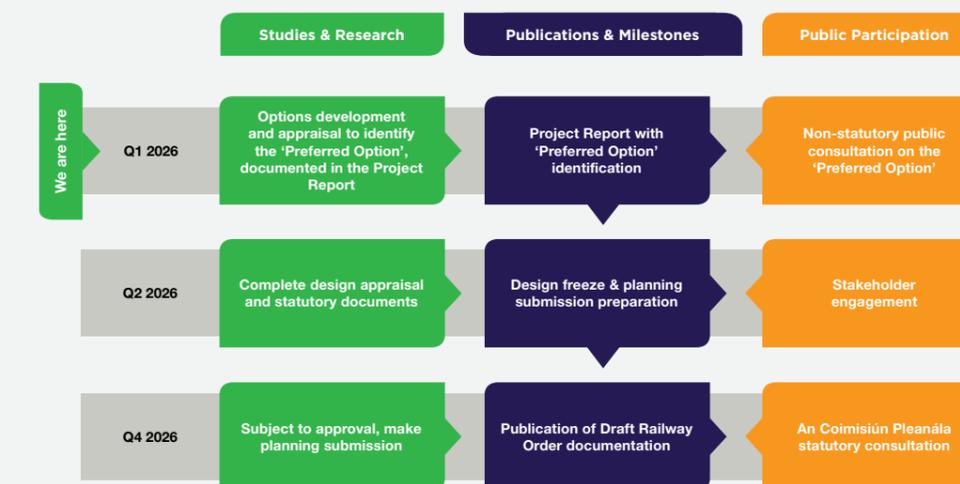
Public participation is welcomed and encouraged throughout the design development process, however, there will be two main project consultation stages which will provide you with the opportunity to learn about the design development and provide feedback which will inform the next stage as appropriate. The two main public participation/feedback stages as part of the project development are illustrated in graphical form below and include:

- Non-Statutory Public Consultation on the Preferred Option (Q1 2026 – Current Stage)
- Statutory Consultation as part of the Railway Order application process (Q4 2026)

Public feedback will be accepted during all stages of the design development and can be submitted through the project website, e-mail address, phonenumber or by written correspondence.

For further details see the '**How to engage**' section.

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



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Current design status



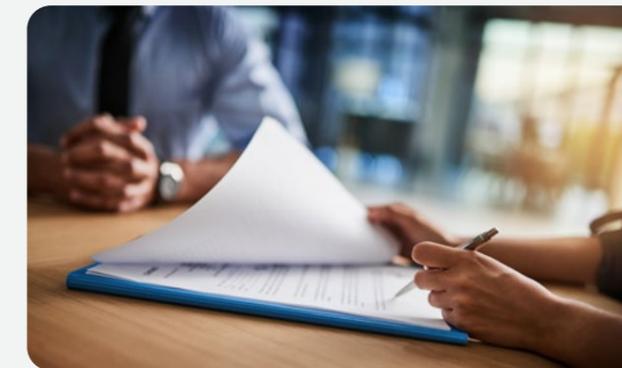
4. Current Design Status

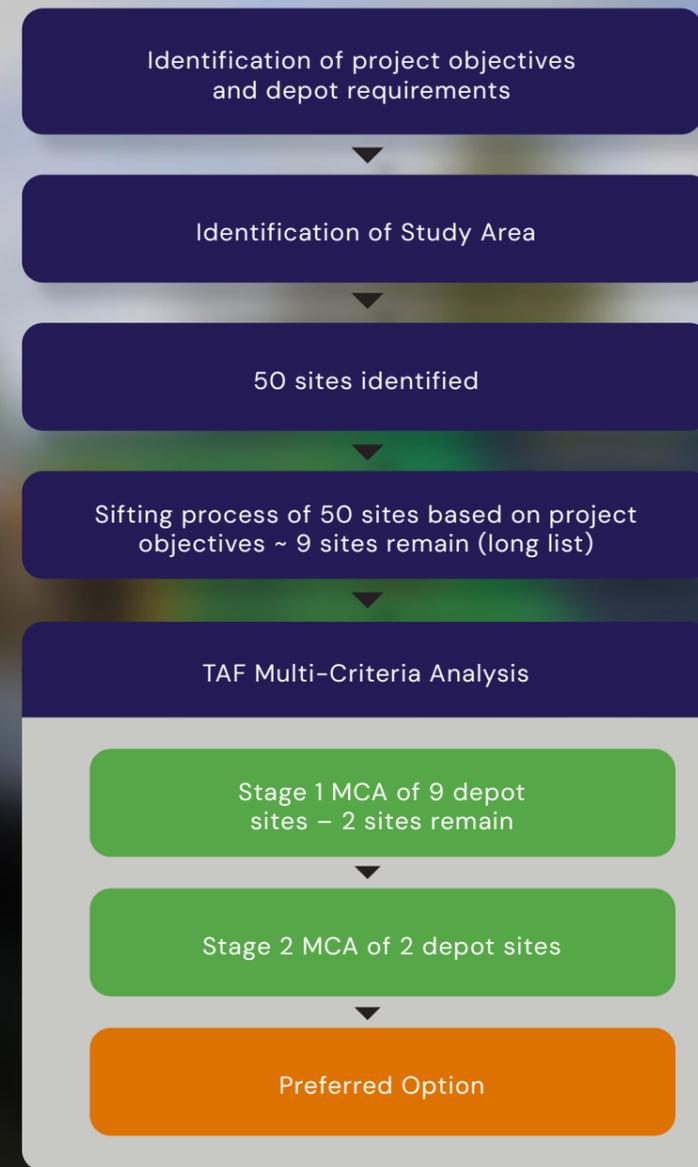
This brochure explains the current design status of the project, its benefits, potential impacts, and how you can send us your queries and suggestions.

The option selection process for the DART+ Depot project is largely complete, and we are at a key stage of the project. The design has been developed to a relatively advanced level of detail to ensure decision making in respect of option selection is informed and to ensure an appropriate level of detail can be presented to the public and to affected stakeholders.

Before we proceed any further with the design, we would like your views on elements of the Preferred Option for the proposed DART+ Depot Project being proposed by Iarnród Éireann as part of this process.

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 as part of the project. The project will culminate with the submission of a Draft Railway Order to An Coimisiún 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 Draft Railway Order submission will be made to An Coimisiún Pleanála for approval in Q4 2026. Your participation and feedback are essential elements in confirming the design outcome, informing the environmental assessment and facilitating the advancement of the proposed scheme in consultation with the public and affected stakeholders.





Summary of Option Selection Process

5. Option Selection Process

5.1 Depot Site Selection

As part of the site selection process for the depot, an initial study area was identified that covered the entire area of the proposed DART+ Programme network. In addition, a 10km zone along the railway and beyond the extents of the proposed programme network was included to ensure sufficient potential sites in the surrounding area were included.

The entire study area was examined to identify potential sites, namely those adjacent to the railway, with an area of at least 30 hectares (ha) and limited residential development, so that they meet the minimum size requirements for a depot. A total of 50 sites were identified.

These 50 sites were then sifted based on the project objectives. The sifting process resulted in the identification of the long list of potential sites.

Assessment Criteria

The longlist options for the depot were assessed using a multi-criteria analysis (MCA) process aligned with the Department of Transport's (DoT) Transport Appraisal Framework (TAF). The most recent version of the TAF was published on 30th April 2025 by the DoT and is the appraisal framework for assessing all transport related projects in the country.

The MCA was carried out under the seven TAF criteria as follows:

- Transport User Benefits & Other Economic Impacts;
- Accessibility Impacts;
- Social Impacts;
- Land Use Impacts;
- Safety;
- Climate Change Impacts; and
- Local Environmental Impacts.

The Department of Transport's 7-point scoring system for transport appraisals, as outlined in Department of Transport's TAF Module 7-Detailed Guidance on Appraisal Techniques Strategic Research and Analysis, was used to evaluate the impact of each depot site option relative to the baseline environment.

The longlist of options was subjected to a two stage multi-criteria analysis aligned with the TAF. Stage 1 MCA involved the assessment of the longlist of options to identify an options shortlist. The shortlisted options progressed to Stage 2 MCA which involved a more detailed site selection assessment to determine a Preferred Option.

Following the completion of Stage 1 MCA, two options, both along the Maynooth line progressed to Stage 2 MCA. Following detailed assessment of the final two prospective site options, a site west of Kilcock was identified as the Preferred Option.

5.1.1 Maynooth to Kilcock Twin Tracking Optioneering

Following the selection of the Preferred depot site to the west of Kilcock, an option selection process was undertaken to assess the potential options to provide an additional track between Maynooth (from OBG 21A) and west of Kilcock. OBG23 Jackson's Bridge, a Protected Structure (RPS no. B05-36) represents a major challenge for the electrification as there is insufficient clearance to allow for overhead lines beneath the bridge.

Five options for twin tracking including both online and offline options were assessed at the location of Jackson's Bridge with the Preferred Option identified as an offline option to the south of Jackson's Bridge, refer to Section 6.4.



Jackson's bridge carrying the existing L5041 local road over the rail line and the Royal Canal

5.1.2 Modifications to Kilcock Station

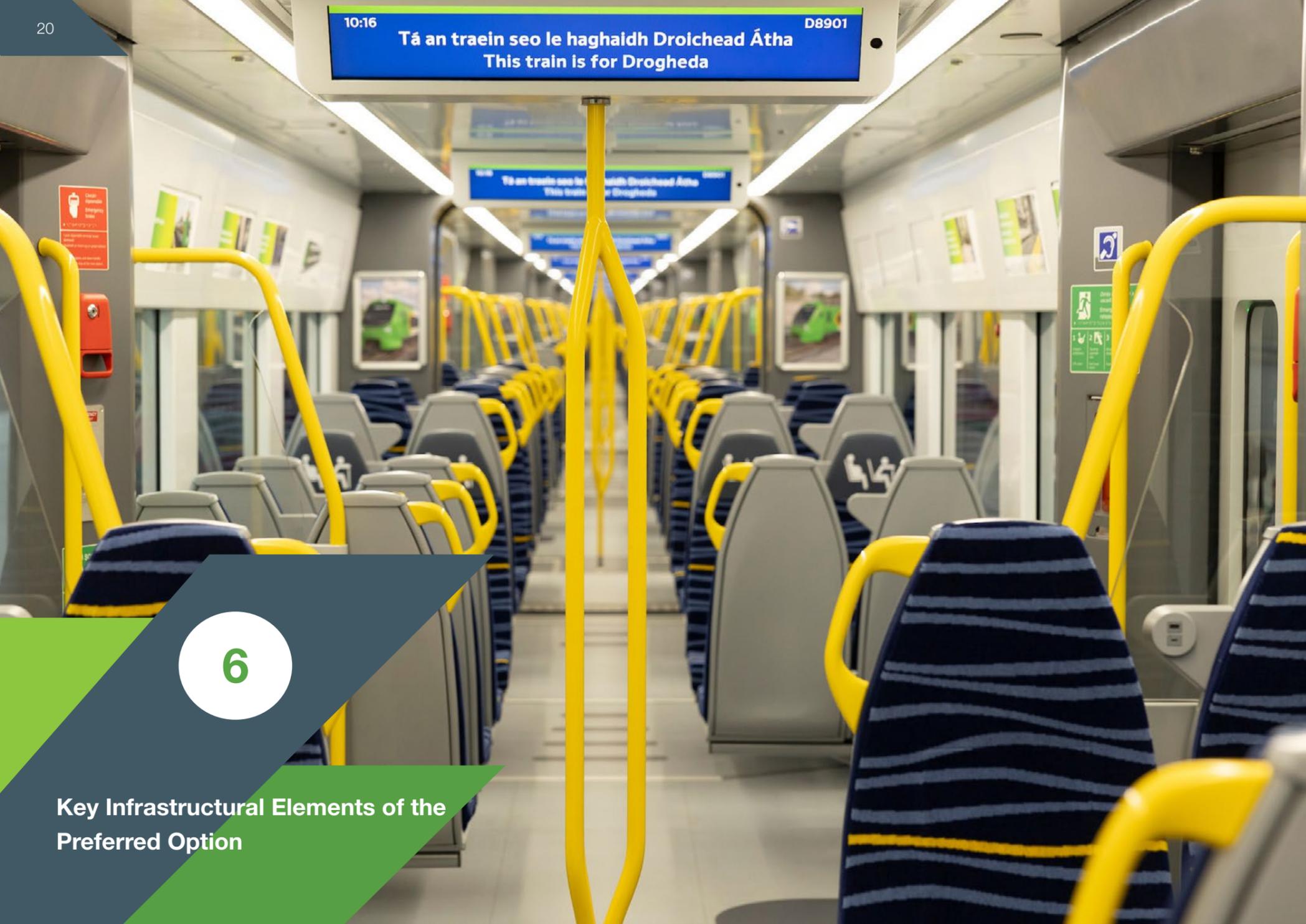
As the preferred depot site is west of Kilcock, it is necessary to electrify the line from Maynooth to the depot and it was therefore decided to extend the DART+ services to Kilcock station. However, the existing Kilcock station has just one track and platform and, is located on a curve and would not be capable of accommodating twin tracking without modifications. A pedestrian access bridge with lifts is also proposed to allow movement between platforms. An option selection process resulted in three options being considered and the Preferred Option is presented in Section 6.5. These modifications require the construction of a northern platform and extension and modifications to the existing platform.



View of existing Kilcock Station from Shaw's Bridge



View of existing Kilcock Station and track from Shaw's Bridge



6

Key Infrastructural Elements of the Preferred Option

6. Key Infrastructural Elements of the Preferred Option

The options selection studies set out above have informed the identification of the Preferred Option for the project. Key project elements of the Preferred Option are described in below.

6.1 General Linear Works

The project will require modernisation and modifications to the existing railway line/linear works from the west of Maynooth Station to Boycetown townland, west of Kilcock. Some of the key infrastructural works that will be required include:

- Twin tracking and 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;
- An electrical substation will be required along the railway to provide power to the network;
- Signalling modifications along the whole section of railway from Maynooth to the Level Crossing West of the Depot entrance;
- Alterations to existing utilities, boundary treatments, drainage works, vegetation management and other ancillary works will be required along the length of the project;

6.2 Interventions at Bridges

Works are required at a number of existing rail overbridges to obtain the necessary clearances for the twin tracking and the overhead line equipment (OHLE) as follows:

- OBG23 Jackson's Bridge – no alterations required. Railway realignment south of existing bridge on a new embankment above flood levels, and the replacement of the L5041 road connection on a new road alignment to the west of the existing L5041 at Jackson's Bridge;
- OBG24 Baileys Bridge – raise the parapets to 1.8m height;
- OBG25 Shaw Bridge – no alterations required;
- OBG26 Allen Bridge – reconstruction of the railway bridge with retaining walls along the eastern approach to accommodate the double-track, electrification and track lowering.



Rail line corridor

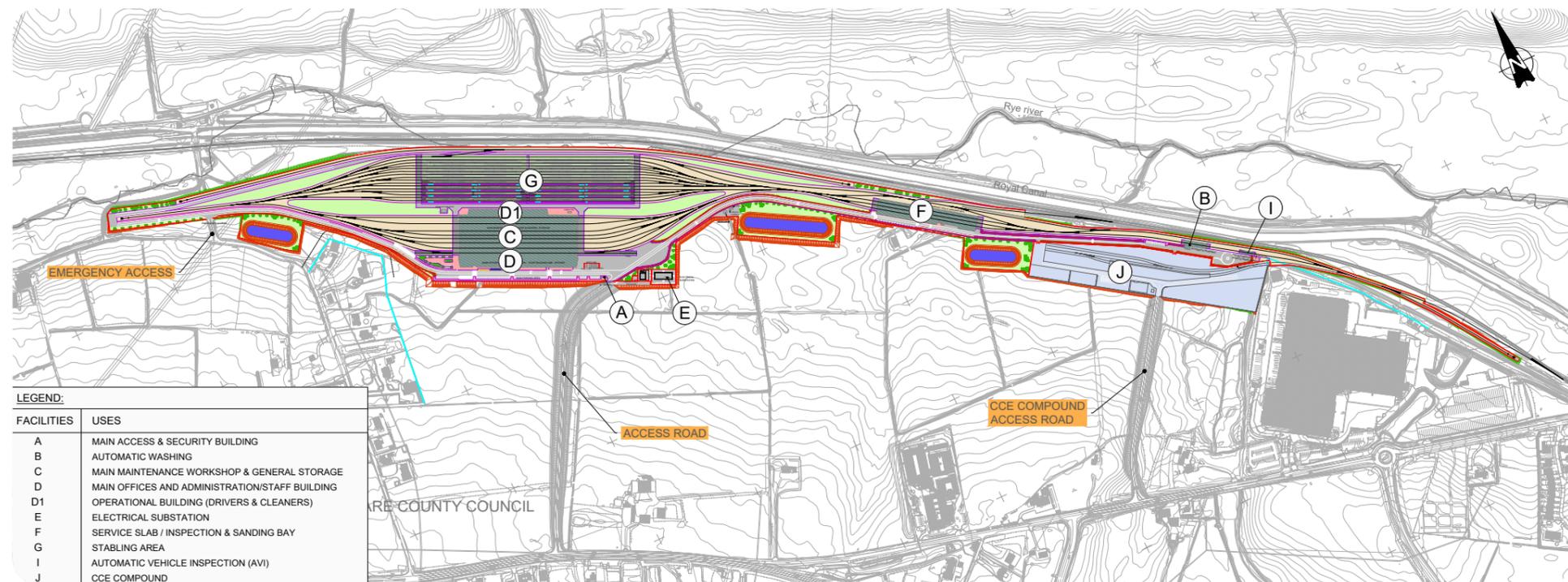
6.3 Depot West of Kilcock

The proposed depot is located on the DART+ West line immediately west of Kilcock. It will be used for train maintenance and train parking (stabling) associated with the new and existing fleet of electric trains. It will facilitate the DART+ Programme which will provide sustainable transport options to the Greater Dublin Area.

The proposed depot will comprise a depot building, maintenance shed, offices, an automatic train wash, an automatic vehicle inspection unit, service facilities and other maintenance facilities. It will include a test track, stabling for trains, an electrical substation, a security building and car and bicycle parking. Between Maynooth and the depot, the existing single line track will be upgraded to a double-track section. This new track will be located parallel to and to the north of the existing track west of Allen Bridge.

Three road access points will be provided to the depot site; one priority junction access at the CCE (Chief Civil Engineer) compound, another priority junction access to provide connection with the R148 and onwards to the M4, and an emergency access road at the western end of the depot. The access road to the west side of the depot will serve as the main entrance to the depot for heavy vehicles carrying new fleet.

To facilitate the construction of the depot, a section of the existing L5027 local road will be diverted to maintain access at Ferrans Lock.



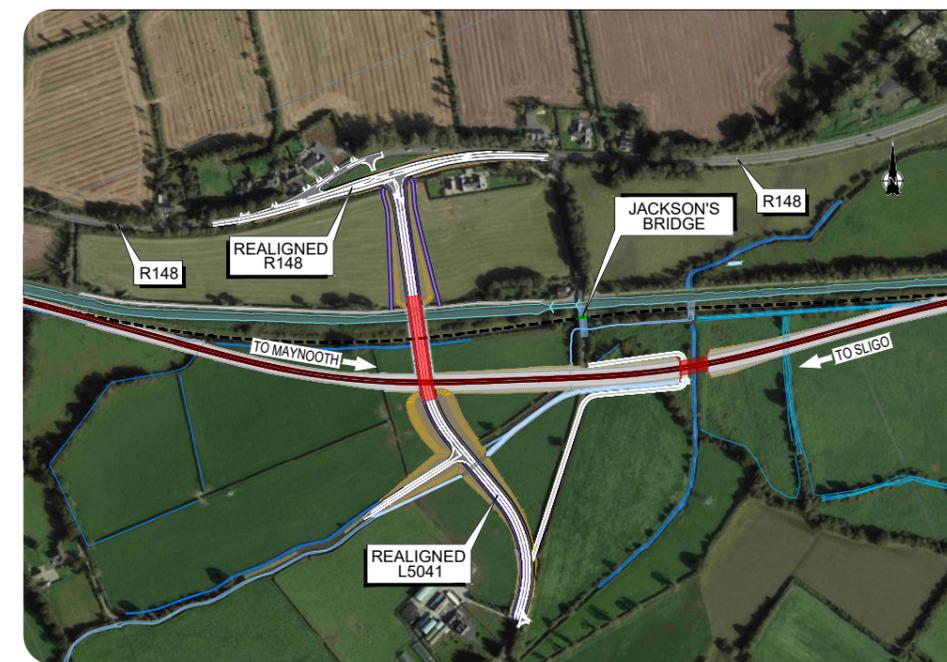
Proposed Depot Layout

6.4 Maynooth to Kilcock Twin Tracking

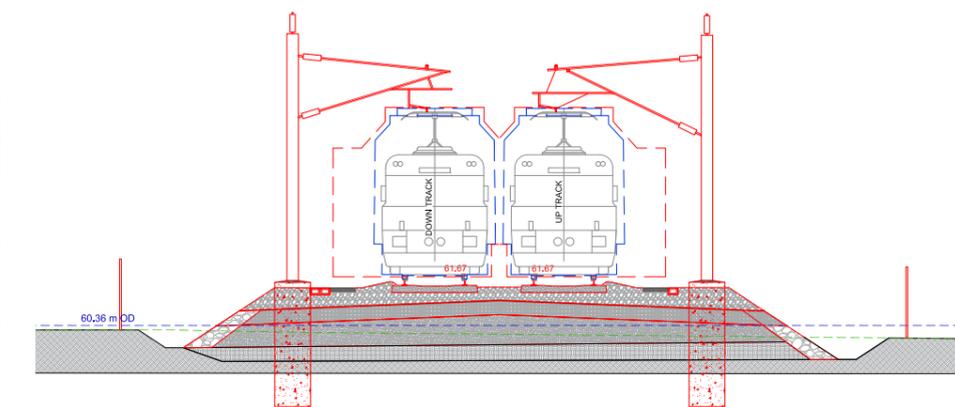
The project will require the inclusion of twin tracking between Maynooth and the depot to meet the project objectives.

Jackson's Bridge is located to the west of Maynooth, where the L5041 local road crosses the railway and canal and the Lyreen River crosses under the railway line as well as the Royal Canal. It is a protected structure and is included in the record of protected structures for Kildare County Council.

The Preferred Option for the twin track is to build a new section of track on an embankment south of Jackson's Bridge, intersecting the L5041 local road but avoiding direct impacts on this protected structure. The L5041 will be diverted to the west of the existing road and will travel over both the new and existing railway lines and the Royal Canal via a new bridge. A new T-junction is proposed for the L5041 local road to connect with the R148 regional road. The existing R148 will be realigned over a short distance of approximately 400 metres.



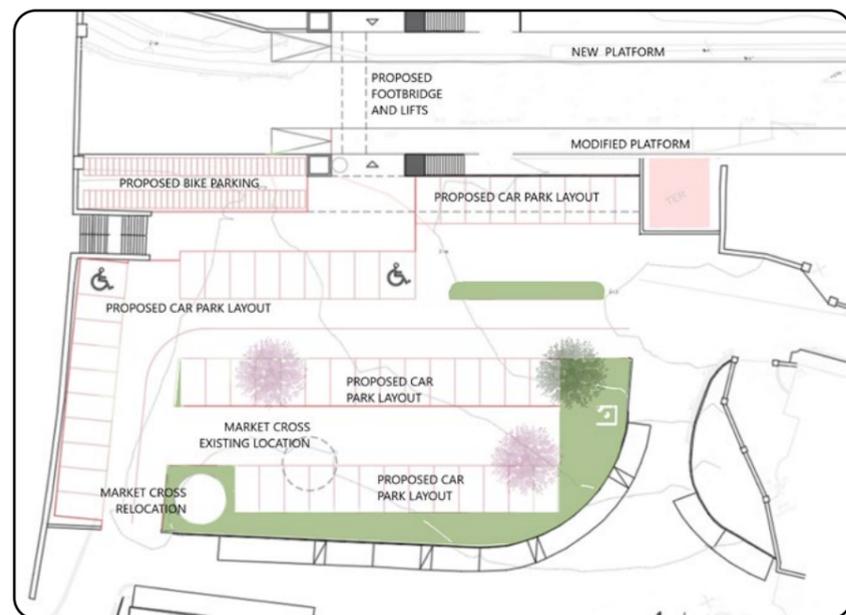
New twin tracking solution at Jacksons bridge



Typical cross section of the twin tracking and electrified railway line at Jacksons bridge

6.5 Kilcock Station

The proposed works to the existing Kilcock Station entail twin tracking, the construction of a new northern platform to serve the additional track, and the relocation of the existing station's platform east of Shaw's Bridge. The existing southern platform will be shifted approximately 120 metres towards the east. The current station entrance will be retained, and the track alignment will be adjusted under Shaw's Bridge to facilitate the twin-tracking without impacting the bridge. The platforms will be up to 3 metres wide. The Preferred Option will include a pedestrian access bridge which will be erected above the tracks. The bridge will include lifts to provide access for all with various mobility needs. The southern platform of the proposed station will connect directly with the access point to the car park to minimise walking distance for passengers.



Proposed Kilcock Station layout

To facilitate the construction of the new platforms to the east, the existing Kilcock Canoe Polo Club will also be impacted requiring further consideration as part of the ongoing design process.

New crossovers, west and east of the station platforms, will be necessary to allow the movement of trains in all necessary configurations, as Kilcock Station will serve as a terminus station once the project is implemented. A new siding, approximately 450 metres to the west will be impacted requiring further consideration as part of the ongoing design process.

It is also proposed to provide additional car and bicycle parking at Kilcock Station.

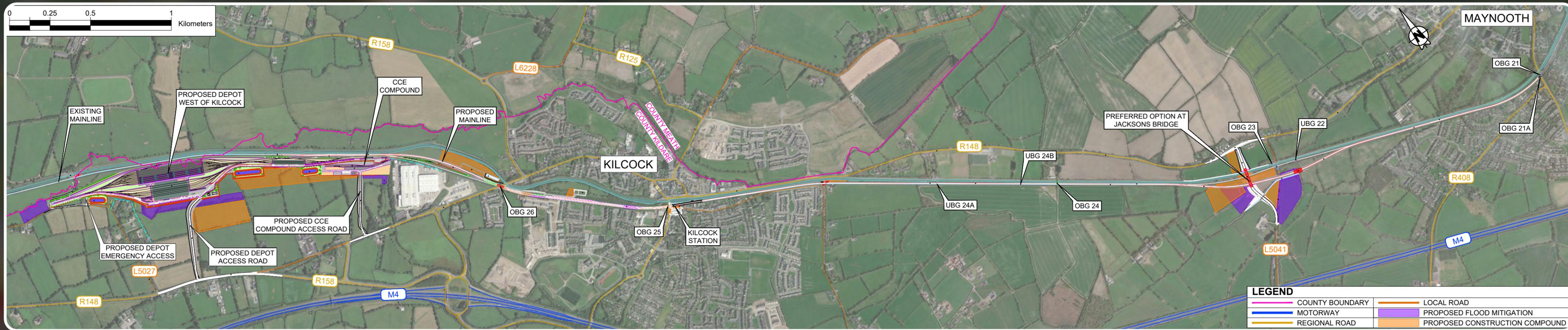


Visualisations of proposed modifications at Kilcock Station



Visualisations of proposed modifications at Kilcock Station

Extents of the Preferred Option



7. 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

Land acquisition will be required where interventions and modifications are required outside of the existing rail corridor, namely at the proposed depot, twin tracking at Jackson's Bridge and the proposed substation. We are now embarking on an extensive programme of consultations 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 the preferred option.

Environmental Impacts

The project will involve changes to the local environment during both the construction and operation stages. These will be both temporary and permanent impacts to the environment and communities. The design process will make every effort to ensure that negative impacts are avoided, reduced or mitigated as far as practicable, and positive effects are maximised.

Electrification of the Line

Overhead line electrification (OHLE) equipment will be required to provide electrical power to the DART+ network to power the trains to serve Kilcock and the new depot. This will involve considerations such as:

- The supply of power from the ESB supply infrastructure will need to be agreed and assessed under the cumulative impact assessment as part of the Railway Order application process.

- The construction of a substation along the line to provide the power over the proposed 7.5km electrification. The proposed location of the substation is to the west of Kilcock Station and will require land acquisition and access from the public road network.
- Development of overhead electrification equipment to provide the power to the lines and associated landscape and visual impacts.
- The equipment carrying the power lines have certain vertical clearance requirements. A number of existing bridges on the line have been identified as having insufficient clearance for this electrical equipment. A range of options have been considered at these locations resulting in the need to demolish Allen Bridge and construct a new bridge in its place and the realignment of the existing railway along a section of approximately 1.8km south of Jackson's Bridge.
- Boundary walls and fencing along the existing railway may need to be changed. Where necessary wall heights may need to be increased to ensure public safety. This is especially relevant due to the erection of overhead electrical line equipment, to prevent any potential risk that the public could come in contact with electricity.

Kilcock Station

The provision of an electrified rail service to Kilcock will result in an increased train frequency and capacity which is anticipated to attract more passengers. Potential impacts associated with increased demand and subsequent traffic will be addressed in the Environmental Impact Assessment Report (EIAR).

Depot

The proposed depot will require acquisition of agricultural lands west of Kilcock. The depot site is a major piece of infrastructure vital to the whole DART+ Programme extending over 2.7km in length. Potential impacts associated with the construction and operation of the proposed depot will be addressed in the EIAR and will be informed by consultation with the relevant stakeholders.

8. Next Steps

Further design development & option selection

The option selection and design development undertaken has led to the development of the Preferred Option which is the focus of this public consultation.

Once the public consultation process is complete, all feedback and submissions received will be reviewed and assessed as part of the next stage of the design development. Following a full appraisal of the feedback, a public consultation feedback report will be prepared to document this process, and this will be incorporated into the Option Selection Report.

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), Appropriate Assessment (AA) (if required), Site Specific Flood Risk Assessment (SSFRA) (if required), and ultimately the draft Railway Order application will be submitted to An Coimisiún Pleanála.

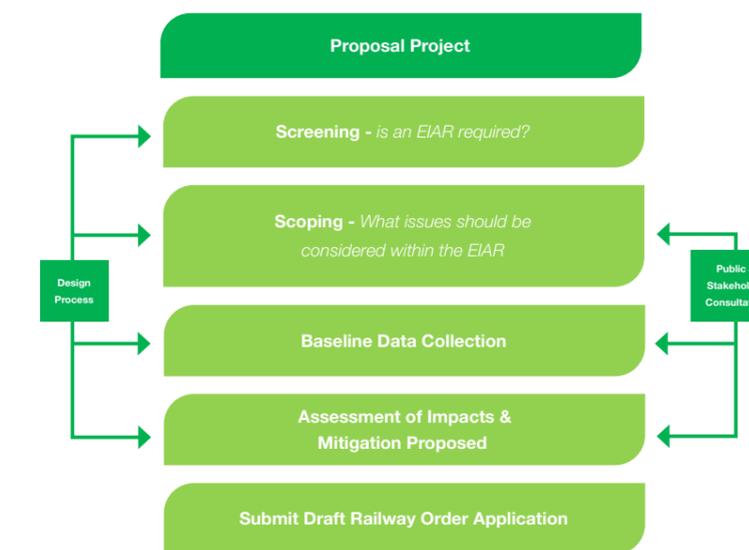
The Railway Order process

The application to An Coimisiún 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 Coimisiún Pleanála. The EIA 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 draft Railway Order Application to An Coimisiún Pleanála, the public are invited through public notices to make submissions which will be duly considered by An Coimisiún Pleanála as part of the decision making process.

An Coimisiún Pleanála may 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 EIA and the Compulsory Purchase land requirements.

We expect to make the application to An Coimisiún Pleanála in Q4 2026.



The EIA Process leading to submission of the draft Railway Order to An Coimisiún Pleanála



9. How to Engage

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 design, help us to improve the scheme and ensure it will be a success 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** | <https://www.dartplus.ie/en-ie/projects/dart-depot>

 **Email** | dartplusdepot@irishrail.ie

 **Phoneline** | 086-2358913

Postal Address

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

Community Liaison Officer,
DART+ Depot,
DART+ Office,
Iarnród Éireann,
Inchicore Works,
Inchicore Parade,
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