

# CIE Residents Association

## *Inchicore on Track news*

*Monday 15<sup>th</sup> June 2009*

### **PUBLIC MEETING**

The next public consultation evening about the proposed DART Underground project takes place this **Wednesday, 17th June from 7PM** at the **Inchicore Sports & Social Club**. We are urging residents to attend in large numbers in order to ensure that you know what has happened so far, and to share your views on this controversial development. We look forward to seeing you there.

### **UPDATE**

Since the last meeting, which took place at the end of April, There have been a number of developments:

- Over 30 residents volunteered to form a dedicated committee on the issue – Inchicore on track (IoT). John Beck of North Terrace is chairing the group. Each terrace and street within the estate has members on IoT and a list of committee members who will act as contacts will be given out on soon.
- IoT wrote to Irish Rail, and Dart Underground Project Director, Peter Muldoon, outlining the concerns of the community about the project and the consultation process. We submitted almost 100 detailed questions about the project to Irish Rail and a reply is expected shortly.
- Most of the candidates in the recent local elections expressed their support for the community.
- We have linked up with other groups affected by the proposals including Inchicore Road residents.
- In May, IoT met directly with Irish Rail representatives. The company answered some of our questions, but was unable to answer others. The company agreed to a public consultation meeting in the area this month.

### **WHAT WE KNOW SO FAR**

#### **Tunnel**

The original route was announced in 2004. But, now, after five years of planning and consultation, Irish Rail says that for technical and operational reasons, including pressure from Guinness, the company has decided to look for alternatives to Heuston Station as the location for the 'Portal' (tunnel entrance) and 'Turnback' facility. The extension to Inchicore was first proposed by Irish Rail at the beginning of 2009. This is incredibly recent.

#### **Construction**

The proposed construction area includes;

- The land within the Sports Ground wall (except the club building and residence)
- The green area opposite Wheaton Court
- The 'Filter Beds' and 'Permanent Way' compounds
- The car park and 'hardcore' area
- The field in front of St Georges Villas
- A private garden on St Georges Villas
- A section of Inchicore parade at the entrance to the Inchicore Works.

The average depth of the tunnel in the estate would be five to nine metres below ground, and between 12 and 15 metres at track level. This is about half the average depth of the tunnel across the rest of the city. The tunnel enters the estate at Sarsfield Road and under Wheaton Court and underneath the residence attached to the club.

#### **The Works**

Irish Rail do not propose to situate the Dart Underground works compound within the 74 acres of The Inchicore Works because they claim that there are geological issues which make this option less preferable and less safe, and that access to any future (*Continued over...*)

DART station at Inchicore would be poor as a result.

They also claim that there is not enough space within the existing works site to remain operational while the DART Underground work takes place.

#### **Site Access**

Access to the construction site within the estate would be from the Jamestown Road end through the existing Inchicore Works entrance at Inchicore Parade, except for emergency traffic which may enter the site from South Terrace. Spoil (waste material) from the tunnel would be removed by rail or by road via Kylemore Road. Irish Rail estimates up to 300 vehicle movements (tipper trucks and delivery trucks) per day at the peak of construction.

#### **Aftermath**

Irish Rail says that the areas affected within the estate would be fully restored as they are now. The company proposes to permanently demolish some buildings within the works, including the main stores. They propose to build a permanent ESB substation on the main stores site.

#### **Environmental Impact**

The environmental impact is likely to be huge. This would be one of the biggest construction sites within a residential area Dublin has ever seen. We'd expect over five years of construction work surrounded by a large hoarding, with a likely increase in noise, dust, light pollution and vibration levels.

It is possible that there will be health implications associated with this work. Even at this late stage, Irish Rail is still carrying out tests. Required surveys on conservation, heritage and archaeology, as well as the environmental impact study, are still not complete. Irish Rail says that buildings will be assessed for the impact of the proposed work and, if necessary, foundations will be strengthened.

#### **Future of CIE Works**

The company says it has no plans to move any staff out of the Inchicore Works. However, it is planning a 'rationalisation' of the site, which could mean reducing staff and premises in the works. Irish Rail has said that CIE will not be making any submission to rezone lands in the CIE Works in the next Dublin city development plan.

#### **Station**

Irish Rail is now saying there will be a station in the middle of the Inchicore Works when the line opens in 2016. They say that there would only be one route for traffic into the station via Jamestown Road, no parking would be provided. All other access would be by pedestrian walkways through the Inchicore Works. Questions need to be asked about whether this is a viable station, exactly how it is planned to deal with parking issues and whether in fact this station only really becomes feasible when significant residential development occurs.

#### **Trains**

It is projected that there would be 10 trains per hour at peak times in each direction in 2016, increasing to 16 trains per hour in 2030.

#### **Railway Order, An Bórd Pleanála**

The company intends to apply for a Railway Order (planning permission) this year, possibly as early as September 2009. Once Irish Rail applies for a Railway Order we have six weeks to make a submission. An Bórd Pleanála has 18 weeks to make a decision. It may hold an oral hearing but doesn't have to, and its decision is final.

#### **It's your future**

Please attend the public consultation meeting at the club this **Wednesday (17<sup>th</sup>) at 7PM**. If Irish Rail thinks we don't care, the company can do whatever it likes. Please don't let that happen. Irish rail have leafletted the wider Inchicore area about this meeting, we need to make sure our voice is heard.