



An
Bord
Pleanála

Record of Meeting

ABP-308826-20 3rd meeting

Case Reference / Description	DART+ South West, involving railway improvement works from the environs of Hazelhatch Station to the environs of Heuston Station; and the environs of Heuston Station to the environs of Glasnevin / Phibsborough		
Case Type	Pre-application consultation		
1st / 2nd / 3rd Meeting	3 rd		
Date	17/06/21	Start Time	11.00 a.m.
Location	N/A	End Time	12:40 a.m.

Representing An Bord Pleanála
Staff Members
Ciara Kellett, Assistant Director of Planning (Chair)
Karla McBride, Senior Planning Inspector
Jennifer Sherry, Executive Officer
Representing the Prospective Applicant
Colm Reynolds, Programme Director (DART+ Programme), Iarnród Éireann
Rita Monaghan, CIE Solicitor, Iarnród Éireann
Ricardo Santos, Programme Manager (DART+ South West), Iarnród Éireann
Mark Conroy, EIA and Railway Order Manager, Iarnród Éireann
Gessica Silva, Project Manager, Iarnród Éireann

Colm Shevlin, Project Manager, RPS Group
Leah Kenny, Railway Order Lead, RPS Group
Antonia Gaughran, Environmental Lead, RPS Group
Caitriona Reilly, EIAR Lead, RPS Group
Hannah Miller, RPS Group

Introduction

The Board referred to the previous meeting held with the prospective applicant on the 13th May, 2021 and the record of this meeting. The prospective applicant clarified on page 2 at the bullet point named ‘Optioneering Methodology’, it is proposed to replace the text, with, “It was also highlighted that the proposed works and interventions are within the existing rail infrastructure, however this is not possible at all locations”.

Presentation

The prospective applicant in its presentation addressed the following project elements:

- **Hazelhatch & Celbridge to Park West & Cherry Orchard** – is an 11km long section of the railway line with a focus on providing overhead electrical line infrastructure and ancillary works (including 3 substation locations). The overhead electrification equipment will be required on the northern side of the railway line, and it is proposed the 3 electrical substations may be located at Kishoge, Adamstown and Hazelhatch. There are a number of high-level environmental considerations along this stretch from heritage in the vicinity of Hazelhatch & Celbridge station, biodiversity potential of green open spaces, flooding in the immediate area of Hazelhatch and Griffeen River to the east of Lucan, and landscape and visual considerations.

The emerging preferred option from Hazelhatch to Park West is ‘Do-Minimum Option’ as it meets the project objectives with no, or minimal, intervention outside of the existing rail corridor, or significant intervention to existing structures.

Electrification works under the existing bridges is possible with no intervention in

the bridge structures and minimal track lowering. The Overhead Line Electrified (OHLE) concept is detailed in the presentation provided and will be subject to more detailed assessment as the design progresses.

- **Planning Context** – the DART+ South West project is identified in the following policy documents, as discussed in the presentation provided by the prospective applicant:
 - i. **European policy** – TEN-T connecting Europe Facility Programme (CEF).
 - ii. **National policy** – National Planning Framework: Project Ireland 2040, National Development Plan 2018-2027, Climate Action Plan 2019, Regional Spatial and Economic Strategy 2019-2031, Transport Strategy for the Greater Dublin Area 2016-2035.
 - iii. **Local policy** – Kildare County Development Plan 2017-2023, Celbridge Local Area Plan 2017-2023, South Dublin County Council Development Plan 2016-2022, Dublin City Development Plan 2016-2022, Park West-Cherry Orchard Local Area Plan 2019, Naas-Ballymount Cherry Orchard-Park West URDF Masterplan, Adamstown SDZ and Clonburris SDZ.

In summary the prospective applicant stated there is a robust policy context at European, national, regional and local level which supports the DART+ Programme.

- **Approach to Environmental Impact Assessment Report** – the prospective applicant set out it will be taking into account both the Transport (Railway Infrastructure) Act, 2001 and the 2014 EIA Directive [2014/52/EU] in the preparation of the EIAR, to be presented in five volumes, which may be subject to change. The prospective applicant also outlined the approach proposed for mitigation measures in the EIAR. It was highlighted there is a coordinated approach across various transportation projects in the greater Dublin area (Bus Connects, Metrolink and DART+ Programme) to ensure an alignment of the EIAR.
- **Appropriate Assessment** – stage 1 screening is currently taking place with the initial zone of influence identified as 15km around the proposed development site, based upon source-pathway-receptor analysis and where appropriate, European Sites outside the initial zone of influence. There are no European Sites or

nationally designated sites for nature conservation which are directly traversed by the DART+ South West project. There are, however, a number of potential protected sites that may have a pathway to the proposed development site by indirect hydrological connectivity via the River Liffey and its tributaries, and Liffey Estuary which discharges into Dublin Bay. The potential SAC's and SPA's are identified in the presentation provided and are mainly located within Dublin Bay.

- **Biodiversity** – the approach for the EIAR will be to define the habitats present within the zone of influence and determine the significance of any potential impacts. The biodiversity study area is set out in more detail in the presentation provided. The ecology baseline consists of a desktop study in combination with field surveys. Further detailed habitat and species surveys are ongoing with a programme of ecological monitoring taking place until the lodgement of the application. The prospective applicant discussed the following in detail:
 - a) **Bat Activity** – bat roosting, and dusk and dawn surveys are being undertaken at site specific locations using static bat detectors to characterise and identify bat activity.
 - b) **Potential Impacts** – pathways for potential impacts on Biodiversity will be considered during the construction and operation phase of the proposed development.
 - c) **Current position** – work is being progressed by gaining an understanding of baseline information, and detailed research through site visits, including aquatic, and terrestrial surveys to confirm the ecological status along the project route. Consultations with relevant prescribed bodies ongoing.
- **Air and Climate** – the EIAR will include consideration of direct emissions, indirect emissions and potential for climate impacts on the rail network. This will be informed by a desktop assessment of national and regional climate mitigation and adaption policy. Some positive impacts will be the reduction of greenhouse gas emissions which will assist in the de-carbonisation of the transport sector. Potential impacts for climate at construction phase and operation phase will be undertaken using the TII climate tool for quantitative assessment.

Positive impacts on air quality are anticipated once the proposed development has been completed. The EIAR approach will consider the potential for dust during construction, effects of electrification and potential emissions for properties along the rail line, modal shift of current road traffic passengers to rail transport and construction impacts to roads to facilitate modifications to the rail corridor. The approach, methodology and potential impacts at construction phase and operation phase for air quality are discussed in further detail in the presentation provided by the prospective applicant.

- **Public Consultation No. 1** – an example of how the information for public consultation is presented was illustrated in the presentation provided. Some activities carried out by the prospective applicant include briefings with elected representatives, public webinars, and meetings with affected landowners. The closing date for public consultation No. 1 is 23rd June, 2021.

Discussion

The following matters were discussed as part of the meeting:

- The Board's representatives noted the following points:
 - The Grand Canal pNHA runs between 500-700 metres south of the western section of the route, and the section located between Hazelhatch, and the 12th Lock is an Ecologically Sensitive Area that contains several protected species, including badgers and otters.
 - The Board enquired if the sites of the proposed substations at Kishoge and Hazelhatch have any links between the track and canal.
 - There are several species of bats known to frequent the canal.

The Board's representatives further stated it might be useful to look at flight paths of birds from coastal and mountain European sites that could possibly utilise the surrounding green open spaces Including Griffin Park.

- The prospective applicant in response to the Board's representative's recommendation agreed they will include a section in the EIAR that contains mitigation measures and cumulative impact assessment.

- The Board's representatives referred to the feedback received by the prospective applicant during public consultation No. 1 regarding the provision of new stations such as Kylemore Road, Cabra and Heuston West. The prospective applicant advised any future new stations are not part of the project scope and may be subject to separate planning projects in the future. The prospective applicant highlighted the current DART+ South West is designed to passively provide for new transport infrastructure in the future. The Board suggested the prospective applicant should give reassurances to the local community that those areas haven't been forgotten about and should make it very clear in the current application why potential new stations are not being included at this stage. The prospective applicant said they will provide feedback from public consultations to the NTA and stated they have to maintain the scope of the project which is the electrification of the line.
- The Board's representatives welcomed the joint coordination in respect of the approach for the EIAR with other transport infrastructure projects for example Bus Connects and Metrolink.

Conclusion

The record of the meeting will issue to the prospective applicant, and it will then be a matter for the prospective applicant to submit any comments on this if it wishes to do so or at the time of a further meeting. It was agreed that a further meeting would take place in mid-late July, 2021. The prospective applicant indicated topics for discussion at the next meeting will be provided nearer the time.

Ciara Kellett

Assistant Director of Planning