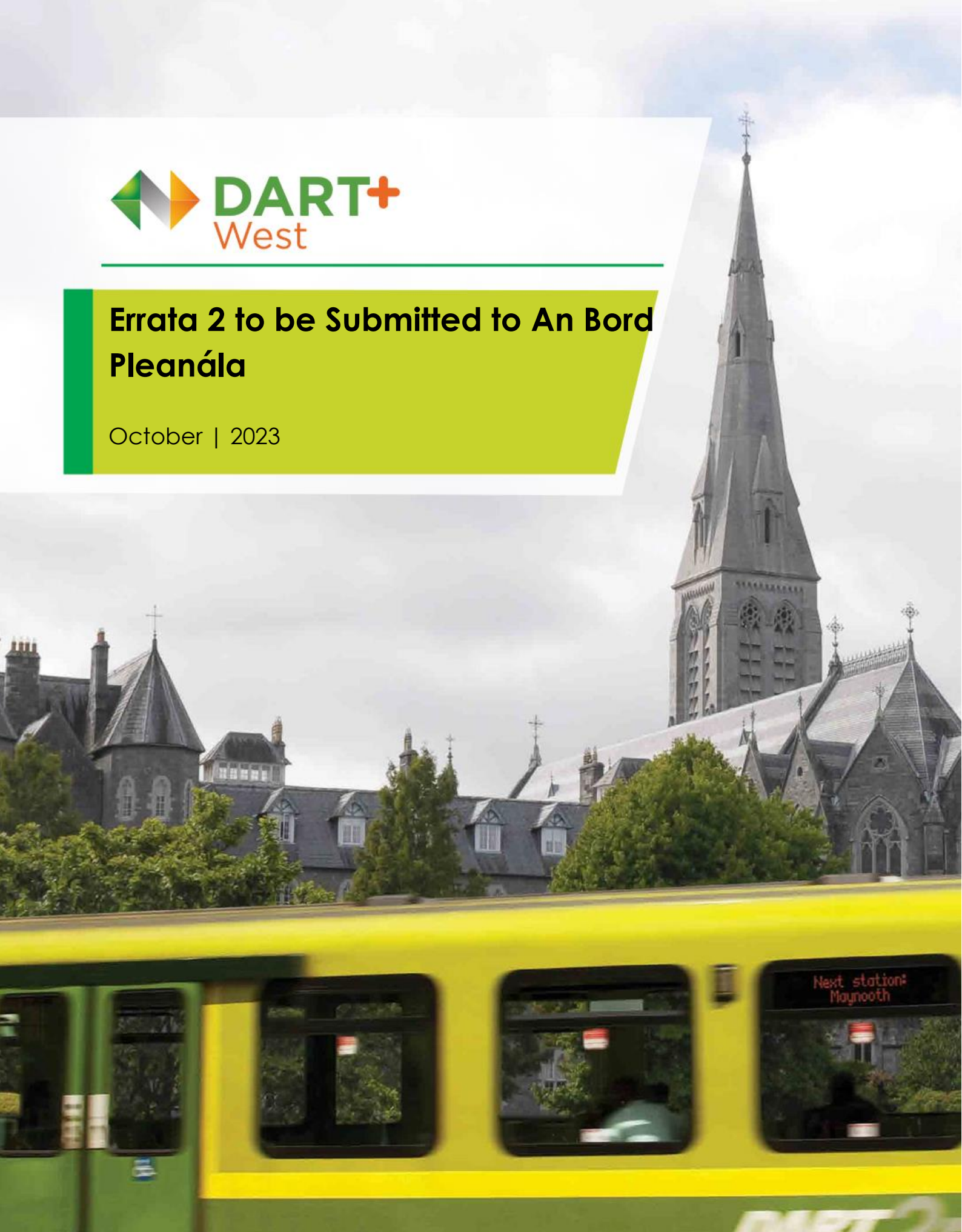




## Errata 2 to be Submitted to An Bord Pleanála

October | 2023



Tionscadal Éireann  
Project Ireland  
2040



Údarás Náisiúnta Iompair  
National Transport Authority



Iarnród Éireann  
Irish Rail

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# 1 INTRODUCTION

Changes to the text within the Environmental Impact Assessment Report, Natura Impact Statement and Appendices are outlined in this report as follows:

- Text to be removed is identified as ~~red text and struck through~~,
- Text to be added is identified as green and underlined.

## 2 ENVIRONMENTAL IMPACT ASSESSMENT REPORT

The following edits have been identified within the EIAR since publication and are updated in the following subsections.

### 2.1 Chapter 3 Alternatives

#### 2.1.1 Section 3.6.1.5.3 Ashtown substation error in text, Page 3/21

The power study determined the requirement for an electrical substation in Ashtown. Ashtown Station is located on the Dublin Connolly to Maynooth and Docklands to M3 Parkway services. It serves Ashtown, Dublin, and is located approximately 300 m north of the Ashtown roundabout on the Navan Road (R147). There is no dedicated car parking space at the train station. The train station is located immediately east of Ashtown level crossing, which is proposed to be removed under the DART+ West project. The preferred option for replacement of access on removal of the level crossing is a full vehicular road bridge with pedestrian and cycle facilities. It is also proposed to provide a pedestrian bridge ~~with lifts~~ at the location of the existing level crossing. The substation location assessment must consider the preferred option for Ashtown level crossing.

#### 2.1.2 3.6.9.7.5 Level Crossing Compounds error in text, Page 3/219

##### Substation Compounds

The scheme also includes new substations, which are necessary for the electrification of the line. The erection of these buildings requires the support provided by construction compounds whose location is dictated by the substation location ~~(except in the case of Leixlip Confey substation)~~. In some cases, the substation compound is integrated next to another compound. It occurs in Docklands, Castleknock, Leixlip Confey, Blakestown, Dunboyne and M3 Parkway. In other cases: Glasnevin, Ashtown, Coolmine, Maynooth and Hansfield, the proposal requires specific substation compounds. Refer to Vol 3A of this EIAR for drawing MAY-MDC-GENROUT-DR-Z-0001-D for more details on the preferred option.

#### 2.1.3 3.6.9.7.1 Multi-Disciplinary Compounds error in text, Page 3/215

##### Leixlip Confey (Structure/ Substation)

Leixlip Confey construction compound integrates a structure compound (comprising two spaces), which will support the OBG14 (Cope bridge) reconstruction works; and a substation compound, to serve the building of the proposed Leixlip Confey substation. Refer to Vol 3A of this EIAR for drawing MAY-MDC-GEN-ROUT-DRZ-0001-D for more details on the preferred option.

The overbridge compound is a space located adjacent to the structure to be reconstructed, due to the nature of these works. ~~The new substation is placed on Captain's Hill carpark, just to the west of the existing Leixlip Confey station and to the northeast of a residential district, in a tight area that lacks enough space to locate a construction site.~~ The proposed substation compound lays on the nearest empty space, a green area immediately to the east of the R149, having a direct access point to the mentioned road. This access is situated just opposite the station road access point, on the other side of the R149, providing a direct link from the compound to the substation works site. This connection avoids Glendale as compound access road, which reduces impact on the residential area to the east of the cited street.

### 2.2 Chapter 4 Description of the proposed development

#### 2.2.1 Section 4.5.14. MSDC clarification on details, Page 4/29

The following areas will be provided inside the compound:

- Sensitive material storage warehouse 900 m<sup>2</sup>.
- Assembly Shed 250 m<sup>2</sup>.
- Welfare facilities 150 m<sup>2</sup>.

- Employer's Representative Office 100 m<sup>2</sup>.
- On-site Office 200 m<sup>2</sup>.
- Staff parking ~~320~~ 480 m<sup>2</sup> (for ~~40~~ 60 employees).

## 2.3 Chapter 5 Construction Strategy

### 2.3.1 Section 5.3.4. MSDC clarification on details, Page 5/18

The planned activities to be carried out at the MSDC site will consist of material storage, the loading/unloading of material and the pre-assembly of material. The MSDC is required to be operational for approximately 39 months in order to service the SET construction activities. Activities will be carried out continuously, 24 hours a day, 7 days a week. A number of areas will be designated for these specific activities within the MSDC as follows:

- SET materials (including OLE masts, cantilevers and other OLE components; foundation materials, wiring) ~~27,675~~ 27,675 m<sup>2</sup>
- Welfare facilities 150 m<sup>2</sup>
- Staff parking 480 m<sup>2</sup> (for 60 employees)
- Employer's Representative Office 100 m<sup>2</sup>.
- On-site Office 200 m<sup>2</sup>
- Machine parking 1250 m<sup>2</sup>
- Load and unload area 1250 m<sup>2</sup>

### 2.3.2 Section 5.3.8 Bridges – Removal of reference to proposed protected structure at Cope Bridge, Page 5/40

#### 5.3.8.1.1.1 Introduction

There are a number of existing arch bridges requiring deck reconstruction in order to increase the vertical clearance for the catenary system. These are listed below.

Rail bridges adjacent to protected structures – Masonry arch bridges:

- OBG5 Broome Bridge.
- OBG11 Castleknock Bridge.

~~Rail/canal bridge proposed protected structure:~~

- ~~• OBG14 Cope Bridge.~~

## 2.4 Chapter 7 Population

### 2.4.1 Section 7.4.4 Travel to work, school or college text amendments, Page 7/18

Passenger capacity on the Maynooth line is projected to increase from 5,000 per hour per direction in 2019 to 13,200 passengers per hour per direction ~~subject to passenger demand. The Irish Heavy Rail census 2019 reports that the Kildare line has increased in proportional terms significantly increasing from 8% in 2003 to 14% in 2019, due to year-on-year growth in patronage from 2012.~~ The Irish Heavy Rail census 2019 report shows that the Maynooth line (which is within the Longford - Dublin - Bray (East and Westbound) statistics within the census) has increased in rail patronage from 11,641 daily rail patronage in 2003 to 26,238 in 2019. This equates to 11% of total daily GDA rail patronage in 2003 increasing to 17% in 2019. (The GDA rail patronage comprises the following lines: Dublin- Carlow/ Athlone / Portlaoise (North and Southbound), the Dundalk – Gorey (North and Southbound) and the DART (North and Southbound). The fastest journey time



in 2019 from Dublin (Connolly) to Maynooth line was reported to be 32 minutes with 79 number services per weekday<sup>1</sup>.

## 2.5 Chapter 8 Biodiversity

### 2.5.1 Section 8.1.2 References- Reference add for paper cited in Section 8.9.7.3, Page 8/87

[Barrientos, R., Alonso, J.C., Ponce, C. & Palacín, C. \(2011\) \*Meta-Analysis of the Effectiveness of Marked Wire in Reducing Avian Collisions with Power Lines\*. Conservation Biology. Vol. 25, Issue 5. Pp 893-903.](#)

## 2.6 Chapter 12: Air Quality

### 2.6.1 Section 12.5.1.3.2 Detailed ADMS Assessment, location clarification, Page 12/51

The impact of the proposed development on the nearby ecologically sensitive areas during the Construction Phase is outlined in Table 12.37. The annual mean NO<sub>x</sub> concentration has been compared to the critical level of 30µg/m<sup>3</sup> at each of the designated habitat sites (pNHAs). The predicted concentration of mean annual NO<sub>x</sub> at the Royal Canal for all sections modelled exceed the critical level for NO<sub>x</sub>. There is an [increased](#) contribution at some intersections with the Royal Canal pNHA Hanover Quay/ ~~and South of Guild Street and Royal Canal pNHA at North of Sheriff Street~~ [Newcomen Bridge](#) due to the proposed development of above 1% of the critical level. Therefore, the project ecologist was consulted however as the critical load for nitrogen deposition was not exceeded no significant concerns were raised.

**Table 12.37 Impacts at Key Ecological Receptors for the Construction Phase Detailed Assessment (NO<sub>x</sub> Annual Mean Concentration)**

Receptor	Receptor Location (ITM)	Do Nothing (µg/m <sup>3</sup> )	Distance from road beyond which concentration is below critical level (30 µg/m <sup>3</sup> ) (m)	Do Something (µg/m <sup>3</sup> )	Distance from road beyond which concentration is below critical level (30 µg/m <sup>3</sup> ) (m)	Impact (DS – DN) (µg/m <sup>3</sup> )	Change as a percentage of critical level (30 µg/m <sup>3</sup> ) (%)
Royal Canal pNHA (Hanover Quay/South of Guild Street)	717149, 734489	66.3	>200m	70.0	>200m	3.6	12.1%
Royal Canal pNHA (North of Guild Street)	717156, 734655	32.7	>200m	32.9	>200m	0.2	0.6%
Royal Canal pNHA (North of Sheriff Street)	717170, 734825	35.0	60m	30.0	10m	<del>3.6</del> <a href="#">5</a>	<del>12.1%</del> <a href="#">16.5%</a>
Royal Canal pNHA (East of Newcomen Bridge)	716885, 735472	41.7	60m	43.2	60m	<del>0.0</del> <a href="#">1.5</a>	<del>0.0%</del> <a href="#">4.9%</a>
Royal Canal pNHA (West of Newcomen Bridge)	716874, 735480	40.5	60m	41.9	60m	<del>0.2</del> <a href="#">1.3</a>	<del>0.6%</del> <a href="#">4.5%</a>

Note: Two decimal places have been provided where required in order to provide clarity of results.

<sup>1</sup> NTA(2019) [NTA Heavy Rail Census Report 2019..pdf \(nationaltransport.ie\)](#)

## 2.7 Chapter 17 Material Assets: Non Agricultural Properties

### 2.7.1 Section 17.6.1.3 Noise and Vibration Clarification of text, Page 17/30.

Timing of works and noise and vibration limit values are amongst the main measures to mitigate noise impacts on sensitive receptors. These measures are detailed within Chapter 14 Noise and Vibration in Volume 2 of this EIAR.

Prior to construction and subject to written agreement with the relevant property owners, property condition surveys will be undertaken in relation to ~~potentially vulnerable all buildings / structures in use located within 50 m of the extents of the landtake boundary~~ buildings and structures as outlined in Section 14.5.3.4. Good communication between the contractor and property owners during the construction phase will prevent undue disturbance due to noise.

## 2.8 Chapter 27 Summary of Mitigation and Monitoring Measures

### 2.8.1 Section 27.14, Table 27.14 Mitigation and Monitoring Measures for Material Assets: Non-agricultural Properties, Clarification of text, Page 27/42

Table 2-1 Mitigation and Monitoring Measures for Material Assets: Non-agricultural Properties

Section Ref.	Description
17.6	<b>Mitigation measures</b> This section describes the measures that when implemented will mitigate the adverse impact on non-agricultural property. At this stage measures such as compensation for land acquisition and disturbance are not considered. These matters will be agreed, if possible, with landowners or their representative(s) once approval for the proposed development has been granted. If agreement is not possible, such compensation will be decided upon by an arbitrator.
17.6.1.1	<b>Construction Mitigation</b> <u>Temporary landtake</u> Following the completion of relevant construction works, lands temporarily acquired will be reinstated where necessary.
17.6.1.2	<u>Access to property</u> Access will be maintained to all affected property as much as possible and if interrupted will be restored without unreasonable delay. Traffic management measures will be put in place during construction where temporary or minor diversions are required.
17.6.1.3	<u>Noise and vibration</u> Prior to construction and subject to written agreement with the relevant property owners, property condition surveys will be undertaken in relation to <del>potentially vulnerable all buildings / structures in use located within 50 m of the extents of the landtake boundary</del> buildings and structures as outlined in Section 14.5.3.4. Good communication between the contractor and property owners during the construction phase will prevent undue disturbance due to noise.

## 2.9 Appendix A5.1. CEMP

Amendments to the text in Volume 4 App A5.1. Construction Environmental Management Plan are presented below:

### 2.9.1 Appendix A, Section 27.14, Table 27.14 Mitigation and Monitoring Measures for Material Assets: Non-agricultural Properties, Clarification of text, Page 27/42

**Table 2-2 Mitigation and Monitoring Measures for Material Assets: Non-agricultural Properties**

Section Ref.	Description
17.6	<p><b>Mitigation measures</b></p> <p>This section describes the measures that when implemented will mitigate the adverse impact on non-agricultural property. At this stage measures such as compensation for land acquisition and disturbance are not considered. These matters will be agreed, if possible, with landowners or their representative(s) once approval for the proposed development has been granted. If agreement is not possible, such compensation will be decided upon by an arbitrator.</p>
17.6.1.1	<p><b>Construction Mitigation</b></p> <p><u>Temporary landtake</u></p> <p>Following the completion of relevant construction works, lands temporarily acquired will be reinstated where necessary.</p>
17.6.1.2	<p><u>Access to property</u></p> <p>Access will be maintained to all affected property as much as possible and if interrupted will be restored without unreasonable delay. Traffic management measures will be put in place during construction where temporary or minor diversions are required.</p>
17.6.1.3	<p><u>Noise and vibration</u></p> <p>Prior to construction and subject to written agreement with the relevant property owners, property condition surveys will be undertaken in relation to <del>potentially vulnerable all buildings / structures in use located within 50 m of the extents of the landtake boundary</del> buildings and structures as outlined in Section 14.5.3.4. Good communication between the contractor and property owners during the construction phase will prevent undue disturbance due to noise.</p>



### 3 NATURA IMPACT STATEMENT

The following edits have been identified within the Natura Impact Statement and are updated in the following sections.

#### 3.1 Section 1.1, Background. Correction of the AA Screening Report conclusion in paragraph 4, Page 3.

The AA Screening Report, which was prepared by IDOM and ROD on behalf of CIÉ concluded, in view of best scientific knowledge and the Conservation Objectives of the sites concerned, that, in the absence of appropriate mitigation, the proposed development had the potential to significantly affect ~~four~~ three European Sites, namely the Rye Water/ Carton SAC, the South Dublin Bay & River Tolka Estuary SPA and the North Bull Island SPA ~~and the North Dublin Bay SAC~~. On the basis of that conclusion, CIÉ, in its capacity as the Competent Authority at the screening stage, determined that AA was required in order to assess the implications of the proposed development for those sites.

#### 3.2 Section 2.3 Likely Effects on the Natural Environment, Inclusion of information relating to the effects of the proposed development on air quality, Page 13.

The construction and operation of the proposed development have the potential to increase NO<sub>x</sub>, ammonia (NH<sub>3</sub>) concentrations, nitrogen deposition levels and total acid deposition levels, which can lead to the eutrophication and acidification of habitats. An assessment of the impacts on air quality was prepared by the DART+ West team.

The construction phase model predicts a slight reduction in air quality in some discreet locations, and a single exceedance of the critical load at Pike Bridge, however this impact will be short term in nature. Pike Bridge is 2.5km west of Leixlip and 400m south of the Rye Water. The fall-off in concentration will results in nutrient nitrogen deposition reducing to below the critical load within 50m of the road edge.

The operational phase model indicates an exceedance of the critical load for nitrogen deposition at the Ratoath Road, however the nitrogen deposition level decreases in the Do-Something relative to the Do-Minimum and therefore the impact of the proposed project is beneficial at this location.

Therefore, it can be concluded that the proposed development will have no appreciable effect on the environmental with regards to air quality, during the construction or operational phase, and that there is no potential for adverse effects on any European site.

## 4 RAILWAY ORDER BOOK OF REFERENCE - SCHEDULES

The following edits have been identified within the Railway Order Book of Reference since publication and are updated in the following subsections.

### 4.1 First Schedule: Railway works and works authorised by this Order – amend the text as follows:

25. Railway Order - Sheet 42 (MSDC 6.0 – 7.0km, offset)

Works No.	Description	Drawing No.
42.5	The use of a portion of a storage building previously approved under planning registration reference Fingal County Council F21A/0667 (Granted 19 December 2022).	• WP042
42.7	Temporary offices, welfare facilities, workshops, hardstanding and sheds to be provided for the assembly, storage and management of materials and plant for the construction of the project.	• WP042

### 4.2 Fourth Schedule: Land of which temporary possession may be acquired

Schedule reference DW.009.T.01(E) on Property Plan DW.009 which is referenced as belonging to Waterways Ireland to include the ownership interests of Grainne Malone and the Representatives of John Malone.

## 5 RAILWAY ORDER BOOK OF REFERENCE - PLANS

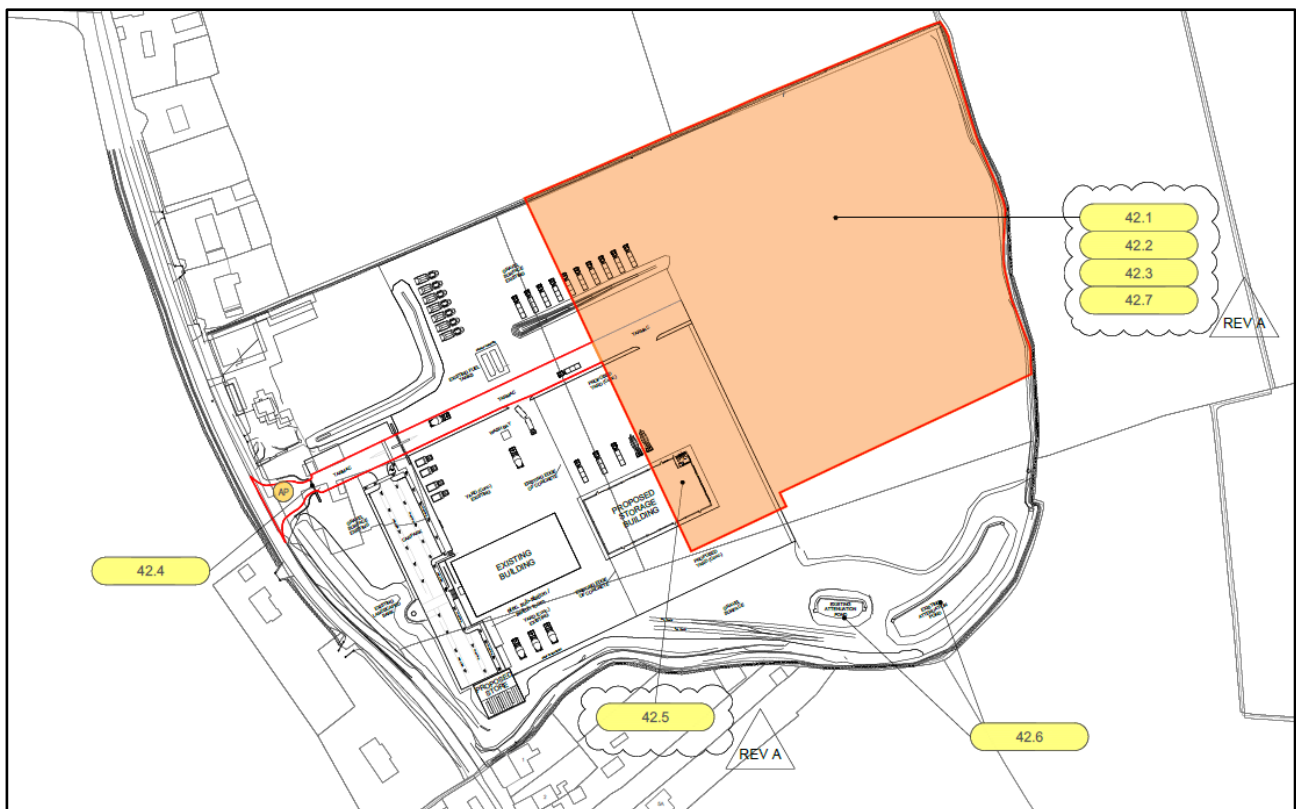
The following edits have been identified within the Railway Order Book of Reference since publication and are updated in the following subsections.

### Book 1: Railway Works Plan – modifications are as follows:

#### WORKS LAYOUT PLAN NO. WP042

Works Layout Plan No: DW.042 is proposed to be modified to Works Layout Plan No: DW.042 Rev A as shown below and on updated plans in Railway Order Drawing Section with changes as follows:

- Label locations updated.



**WORKS LAYOUT PLAN NO. WP042 (Extract) – Updated Labels**

## 6 RAILWAY ORDER DRAWINGS

### Works Layout Plan

Drawing Title	Drawing Number
<b>Works Layout Plan</b>	
Works Layout Plan No: WP042	042 Rev A

## 7 RAILWAY ORDER SCHEDULES

### **Land of which temporary possession may be acquired**

**DW.009**

**T.01(E)**

QUANTITY, DESCRIPTION AND SITUATION OF LAND	OWNERS OR REPUTED OWNERS	LESSEES OR REPUTED LESSEES	OCCUPIERS
<b>Quantity (sq.m.)</b> 19	Waterways Ireland 2 Sligo Road Enniskillen Co. Fermanagh		
<b>Description</b> Towpath	The Repts of John Malone Station House Ashtown Road Castleknock D15 WFX2		
<b>Situation</b> Ashtown, Dublin 15	Grainne Malone Station House Ashtown Road Castleknock D15 WFX2		
<b>Townland</b> Ashtown			

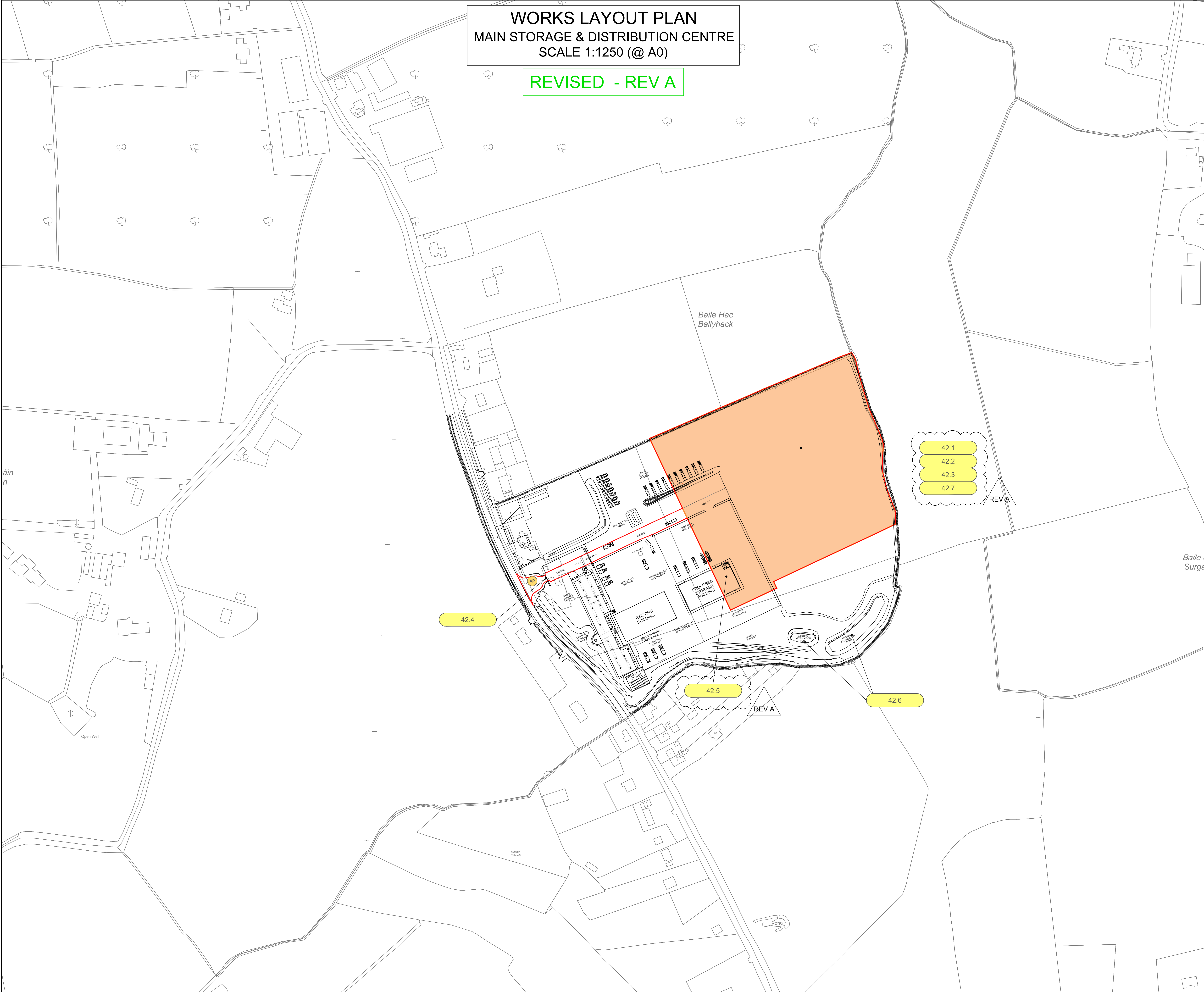
## Observations

Referenced By: C.I.E.

Ref. No.

DW.009.T.01(E)





NOTES

1. THIS PLAN MUST BE READ IN CONJUNCTION WITH THE DRAFT RAILWAY ORDER SCHEDULES, THE ENVIRONMENTAL IMPACT ASSESSMENT REPORT AND THE RAILWAY ORDER PLANS

2. PROJECT CHAINAGE IS IN KILOMETRES (km)

LEGEND

5.1

REFER TO SCHEDULE 1 FOR DETAILS

—

DEVELOPMENT BOUNDARY

—

EXISTING RAILWAY

—

NEW TRACK & ELECTRIFICATION

—

PROPOSED RAILWAY ELECTRIFICATION

—

PROPOSED TRACK ALIG.MODIF. & ELECTRIFICATION

---

PROPOSED TRACK ALIG. MODIF. NOT ELECTRIFIED

---

DISCONNECT TRACK

■

RAILWAY STATION MODIFIED

■

RAILWAY STATION EXISTING

■

RAILWAY STATION NEW

■

TEMPORARY ACCESS

■

PERMANENT CONSTRUCTION COMPOUND

■

CONSTRUCTION COMPOUND

■

FLOOD COMPENSATORY STORAGE AREA

■

PARAPET HEIGHTENING

■

WALL HEIGHTENING

●

EXISTING ACCESS POINTS

●

NEW ACCESS POINTS

●

NEW TRACK ACCESS POINTS

■

SET BUILDINGS  
(SUB-STATION, ESB, SEB, PSP, TER, DNO, 10kv & THP)

—

OHLE - PROPOSED SINGLE TRACK CANTILEVER  
(Refer to drawing MAY-MDC-GEN-ROUT-DR-Z-0005 for details)

—

OHLE - PROPOSED TWIN TRACK CANTILEVER  
(Refer to drawing MAY-MDC-GEN-ROUT-DR-Z-0005 for details)

—

OHLE - PROPOSED MULTI TRACK GANTRY  
(Refer to drawing MAY-MDC-GEN-ROUT-DR-Z-0005 for details)

ALL WORKING LAYOUT PLAN DRAWINGS  
TO BE READ IN CONJUNCTION WITH  
SCHEDULE 1 OF THE RAILWAY ORDER

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Survey No. 007878 (OS Area Data) or OS (Line Data) & Survey No. 200005, NMA, NIS (OS Vector Data).  
All elevations are in metres and relate to ODI Geoid Model (DSGM02) Mean Sea Level as defined by existing Project Control.  
All Co-ordinates are in Irish Transverse Mercator Grid (ITM) as defined by OS active GPS station Tallaght College (TLLO).

KEY PLAN

Client

Project

Drawn By

LA

Checked By

MH

Approved By

MH

Scale:

1:1250 (@A0)

Date:

May 2022

Rev:

A

Area No:

042

Plan No:

WORKS LAYOUT PLAN NO. WP042