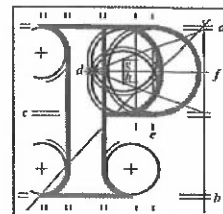


Our Case Number: ABP-316119-23

Planning Authority Reference Number:



**An
Bord
Pleanála**

Kildare County Council
Aras Chill Dara
Devoy Park
Naas
Co. Kildare
W91 X77F

Date: 26 May 2023

Re: DART+ South West Electrified Heavy Railway Order - Hazelhatch & Celbridge Station to Heuston Station, and Hesuton Station to Glasnevin
County Dublin and County Kildare

Dear Sir / Madam,

An Bord Pleanála has received your recent submission in relation to the above-mentioned proposed Railway Order and will take it into consideration in its determination of the matter.

The Board will revert to you in due course with regard to the matter.

Please be advised that copies of all submissions/observations received in relation to the application will be made available for public inspection at the offices of the relevant County Council(s) and at the offices of An Bord Pleanála when they have been processed by the Board.

More detailed information in relation to strategic infrastructure development can be viewed on the Board's website: www.pleanala.ie.

If you have any queries in the meantime, please contact the undersigned. Please quote the above mentioned An Bord Pleanála reference number in any correspondence or telephone contact with the Board.

Yours faithfully,



Eimear Reilly
Executive Officer
Direct Line: 01-8737184

Teil	Tel	(01) 858 8100
Glao Áitiúil	LoCall	1890 275 175
Facs	Fax	(01) 872 2684
Láithreán Gréasáin	Website	www.pleanala.ie
Ríomhphost	Email	bord@pleanala.ie

64 Sráid Maoilbhríde	64 Marlborough Street
Baile Átha Cliath 1	Dublin 1
D01 V902	D01 V902

Eimear Reilly

From: SIDS
Sent: Tuesday 16 May 2023 15:16
To: Eimear Reilly
Subject: FW: ABP-316119-23 DART+South West Electrified Railway Order -Kildare CC Submission
Attachments: ABP 316119-23 DART+ South West Railway KCC Submission.pdf

From: Bord <bord@pleanala.ie>
Sent: Tuesday, May 16, 2023 2:59 PM
To: SIDS <sids@pleanala.ie>
Subject: FW: ABP-316119-23 DART+South West Electrified Railway Order -Kildare CC Submission

From: Catherine Howard <cehoward@kildarecoco.ie>
Sent: Tuesday, May 16, 2023 2:53 PM
To: Bord <bord@pleanala.ie>
Subject: ABP-316119-23 DART+South West Electrified Railway Order -Kildare CC Submission

Hello,

Please find attached Kildare County Council's submission in relation to ABP-316119-23 DART+South West Electrified Railway Order.

Original copy to follow via registered post.

ABP Ref: ABP-316119-23

Thanks and regards,

Catherine

ASO - Planning Department,

Kildare County Council, Áras Chill Dara, Devoy Park, Naas, Co.Kildare. W91 X77F

☎: 045 980467 | ✉: cehoward@kildarecoco.ie

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Tá an ríomhphost seo príobháideach agus ní ceadmhach úsáid an ríomhphoist seo d'éinne ach don té ar seoladh chuige é. D'fhéadfadh go mbeadh eolas ann atá faoi phribhléid agus rúnda de réir an dlí. Munar duit an ríomhphost seo, déan teagmháil leis an seoltóir chomh luath agus is féidir. D'fhéadfadh nach iad tuairimí Chomhairle Contae Chill Dara na tuairimí atá curtha in iúl sa ríomhphost seo. Déanann Comhairle Contae Chill Dara iarracht ríomhphoist a chosaint ó víris. Mar sin féin, moltar duit gach ríomhphost a scanadh, mar ní ghlacann an Chomhairle aon dliteanas i leith damáiste do do chórais. Le haghaidh eolas ar do chearta príobháideachta agus ar conas a bhainistimid sonraí pearsanta, logáil isteach ar <https://kildarecoco.ie/YourCouncil/GovernanceandCompliance/DataProtection/> Chun do

chuid sonraí pearsanta a nuashonrú cuir ríomhphost chugainn ag customercare@kildarecoco.ie Caithfidh tú deis a thógáil don Chomhairle cé thú féin a chinntiú trí cruthúnas céannachta agus/nó seoladh a sholáthar, sula ndéanaimid aon athruithe.

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Our Website kildarecountycouncil.ie 'Follow' us on Twitter - 'Like' us on Facebook

Comhairle Contae Chill Dara
Kildare County Council



Planning Department
045-980845

Date: 16/05/2023
Our ref:
ABP Ref: ABP-316119-23

EMAIL & REGISTERED POST

An Bord Pleanála
64 Marlborough Street
Dublin 1
D01 V902

Re: ABP -316119-23

Development: DART + South West Electrified Heavy Railway Order – Hazelhatch & Celbridge Station to Heuston Station to Glasnevin.
Co. Dublin & Co. Kildare.

Dear Sir/Madam,

I refer to your letter dated 24th March 2023 in connection with the above application ABP-316119-23.

The Planning Authority notes the content of the application, and please find set out below the Planning Authority's observation on same.

Please refer to the attached Kildare County Council Submission and internal department reports in relation to the assessment of this planning application.

Yours faithfully,


Senior Executive Officer



Submission

DART+ South West Electrified Railway Order 2023

16th May 2023

Kildare County Council welcomes the proposal to electrify the lines and expand the Dart service to the station of Hazelhatch where is recognized that the proposal will provide a more reliable and frequent rail service with greater capacity for the community of north County Kildare and the town of Celbridge in particular.

The Council acknowledges that this project will contribute to the sustainable and plan-led growth of this area of the County and lead to more sustainable and viable commuting patterns, is consistent with Climate Action principles, while also providing valuable quality of life improvements for existing Kildare-based users of Irish Rail services.

The extent of the Dart Plus project within the County Kildare Area is limited to approximately 2.8km of track length and involves principally the installation of overhead lines and track lowering.

The DART+ Project has long been identified as one of the key determinants for growth in north Kildare and across the broader MASP area.

It will enable the delivery of a sustainable, infrastructure-led development strategy for the north-east of County Kildare and the wider Dublin Metropolitan Area, as provided for through the National Planning Framework, the growth objectives outlined in the Regional Spatial and Economic Strategy and the policies and objectives of the Kildare County Development Plan 2023-2029. A reliable and frequent rail service, with greater capacity for the town of Celbridge, will support the achievement of critical mass and compact growth.

Dart + South West is supported by the objectives of the Kildare County Development Plan 2023-2029.

TM 010	Facilitate and secure the delivery/implementation of the public transport projects that relate to County Kildare as identified within the Integrated Implementation Plan (2019-2024), (or any superseding document), including the DART+ programme (including DART+ West and DART+ South West), BusConnects and the light rail investments. The DART+ projects present an opportunity to improve journey time, reliability, and train frequency.
---------------	--

TM O50	Facilitate and support the extension of the DART+ line to Kilcock, the extension of the DART+ Southwest line to Naas/Sallins (and promote a future extension to Newbridge and Kildare Town in the next DART + programme / GDA Transport Strategy Review) and the extension of the LUAS network, in co-operation with Irish Rail, the Department of Transport and the National Transport Authority.
TM O51	Support the electrification of intercity routes.

Reports were received from the various departments of Kildare County Council as set out below and these are attached in Appendix 1 of this correspondence.

Department	Date of Report
Transportation and Public Safety,	27/04/2023
Parks,	04/05/2023
Conservation Officer,	04/05/2023
Heritage Officer,	27/04/2023
Environment,	27/04/2023
Water Services,	28/04/2023

I request that the Board notes the comments and recommendations of each of the sections that made submissions. Of particular note, please refer to the following:

Parking and Traffic Impact

There will be a substantial increase in customers using the improved service that will put additional pressure on the access and parking facilities at the Hazelhatch & Celbridge Station. This increase will need to be quantified in an assessment, and it is the position of Kildare County Council that additional parking should be provided as part of the Project or delivered concurrently with the commencement of operations. It is recommended that the upgrading of the facilities at the Hazelhatch & Celbridge Station should be included in the Project which should include improved access for all road users, additional parking bays, electric charging points and cycle parking.

Concerns have been raised that should additional parking not be provided and improved access arrangements and active travel measures not be put in place that this will give rise to haphazard parking in the vicinity of the station potentially creating a traffic hazard.

Built Heritage

A 19th century lime kiln in Stacumny is located adjacent the existing railway lines. The lime kiln is included in Kildare County Development Plan 2023-2029, RPS Ref. B11-12. Additional tree planting / screening should be included adjacent the Stacumny lime Kiln to lessen the visual impact of the proposed supports for the overhead line equipment on the protected structure.

Ecology

Please note the Heritage Officer's review of the relevant chapters in the EIAR. Amongst the conditions, please note the recommendation that an ecological clerk of works be engaged prior to the commencement of site clearance, that an invasive alien species management program be put in place, and that preconstruction bat and badger surveys are required. Monitoring of the ecological mitigation measures included in the EIAR should be put in place for the initial years of the operation of the development.

Construction Management including Waste Management and Noise during Construction

I draw the attention of the Board to the submission of the environment section and the recommended conditions.

Tree Protection and Landscaping

Please note the comments and recommendations of the parks section of Kildare County Council. A qualified Arborist should be engaged as an Arboricultural consultant for the entire period of construction activity.

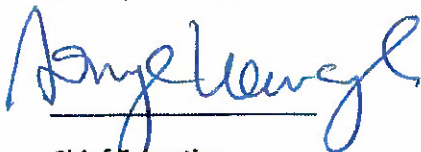
Surface Water and Flood Risk

Please note the submission of the Water Services Section of Kildare County Council. Separate contact should be made with Uisce Éireann. A final drainage and SuDS strategy completed prior to commencement of the proposed development shall comply with the requirements of the Kildare County Development Plan 2023-2029 and relevant guidance. Finally, Irish Rail should actively engage with OPW to implement the proposed Hazelhatch Flood Relief Scheme and amend the proposed flood risk mitigation measures for the development accordingly.

Conclusion

I thank you for the consideration of Kildare County Council's submission. Kildare County Council remain available to discuss and assist with any aspect of the development or the submission as outlined above. It is acknowledged that Dart + South West is an extensive and complex project and to this end we have confined our comments to that part of the project within the functional area of Kildare County Council only.

As stated in previous correspondence to Irish Rail and An Bord Pleanála, the Dart + expansion programme, including this project and Dart + West, is a much wanted and positive development in County Kildare and it is considered that the development will successfully contribute to sustainable travel patterns, climate action and quality of life of the Kildare community.



Chief Executive

Kildare County Council

16th May 2023

Date

Appendix 1 Reports from Sections

Department	Date of Report
Transportation and Public Safety,	27/04/2023
Parks,	04/05/2023
Conservation Officer,	04/05/2023
Heritage Officer,	27/04/2023
Environment,	27/04/2023
Water Services,	28/04/2023

Kildare County Council Roads, Transportation and Public Safety

Department Planning Report

Development: Dart + South West Hazelhatch & Celbridge to Clondalkin
Project Railway Order (ABP-316119-23)

Developer: Iarnród Éireann / Irish Rail

Date: 27th April 2023

The KCC Roads, Transportation and Public Safety Department wishes to confirm that they welcome the Iarnród Éireann and Irish Rail proposals as outlined in the Dart + South West Hazelhatch & Celbridge to Clondalkin Project to develop and improve the DART service on the route from Hazelhatch & Celbridge Station to Heuston Station as well as the route through the Phoenix Park Tunnel Branch Line which will connect (via the Dart+ West Project) to the Dublin Docklands area.

It is noted that Dart + South West Hazelhatch & Celbridge to Clondalkin Project will significantly increase the 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 where four will finish service at Heuston and seven will follow the Phoenix Park Tunnel Branch Line towards the Docklands area. This will increase the 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.

Preamble

The KCC Roads, Transportation and Public Safety Department attended a substantial number of briefings and presentations on the Project and our comments are outlined below:

Hazelhatch & Celbridge Station Parking Facilities

There will be a substantial increase in customers using the improved service that will put additional pressure on the access and parking facilities at the Hazelhatch & Celbridge Station. This increase will need to be quantified in an assessment, and from our analysis additional car parking demand should be provided for as part of the Project and delivered concurrently with the commencement of operations. It is

recommended that the upgrading of the facilities at the Hazlehatch & Celbridge Station should be included in the Project which should include improved access for all road users, additional parking bays, electric charging points and cycle parking.

Concerns have been raised that if this is not the case then there will be inadequate parking facilities in the Hazlehatch & Celbridge Station and some customers may have no option but to park outside the Station and on the nearby public roads which will create a traffic hazard.

Design Information

Design details should be submitted to the KCC Roads Planning Section for approval prior to the commencement of works on site which should include:

- Alignment of rail works with horizontal, vertical and cross section details (on-line and off-line).
- Location of proposed rail stations and works at stations.
- Location of Bus Depot and works required.
- Proposed land acquisition under Railway Order.
- Programme and timeline of works.
- Construction details of works on tracks, bridges, roads, bus depot and bus stations.
- Location of power supply for electrification.
- Site investigation works.
- Topographical survey with ground and track levels.
- Flood risk assessment where there is a history of flooding at the Lyreen River.
- TTA (Traffic and Transport Assessment) including the traffic impact on the local road network.
- Facilities and access for vulnerable road users (peds and cyclists).
- Parking proposals including cycle spaces and electric charging points.
- Design details of proposed upgrading works on existing bridges and structures and on the approach roads.
- Design details of proposed works on new bridges and structures and on the approach roads.
- Design details of proposed drainage and outfall works.
- Road Safety Audit Stage 1 & 2 on proposed design and RSA Stage 3 & 4 on completed works.
- Light spill and noise impact assessments which should be in compliance with the Kildare Third Noise Action Plan 2019-2023 and the British Standards BS 8233:2014
- Public lighting is to be in compliance with the KCC Public Lighting Standards.

- Landscaping works which should not interfere with the public lighting and sight visibility and where there should be no root damage to infrastructure and underground services.
- Full details of the location, drainage, access, fencing and landscaping of any proposed construction compounds within the functional area of Kildare County Council. The location, design and layout of any temporary or permanent construction accesses should be discussed and agreed with the Transportation Section of Kildare County Council at the earliest possible opportunity.

Resident Engineer

A full time Resident Engineering Team should be provided and funded by Iarnród Éireann/ Irish Rail to supervise the project works on site and to liaise with landowners, stakeholders and the Planning Authority.

Safety, Health and Welfare at Work (Construction) Regulations 2013

Iarnród Éireann/ Irish Rail shall act as client for the purposes of the Safety, Health and Welfare at Work (Construction) Regulations 2013 (within the meaning of that term as therein defined) for the project.

Procurement of a competent contractor

Prior to commencement of development Iarnród Éireann/ Irish Rail should liaise with the KCC Roads and Transportation Section in relation to the procurement of competent contractor(s) to construct the proposed project works.

Construction & Environmental Management Plan (CEMP)

Prior to the commencement of development, Iarnród Éireann/ Irish Rail should submit for the written agreement of the Planning Authority a project specific Construction & Environmental Management Plan (CEMP) which includes:

- The program for the delivery of the proposed project works.
- A Construction Traffic Management Plan indicating all haul routes to and from the site and for the delivery of the development. Delivery times for plant and materials and waste collection should have consideration to morning and evening peak school times in the area and peak traffic periods. Construction related traffic should avoid the nearby town of Celbridge. This plan is also to contain mitigation measures to minimize the effects the

proposed development would have on the immediate public road network and existing traffic movements.

- The location of the construction compounds.
- Wheelwash arrangements for the construction phase.
- The manner in which the existing public road network shall be kept clean.
- Location and types of cranes during the construction phase.
- Relevant construction site warning signs shall be in accordance with the Department of Transport, Tourism and Sport (DTTAS) Traffic Signs Manual.
- A final Construction Waste Management Plan that is to contain final destination of each waste stream generated on site.
- During the construction phase the Developer should provide adequate off carriageway parking facilities for all traffic associated with the proposed development. This will include material delivery vehicles, service vehicles, construction plant and vehicles, waste skips and private vehicles of the workers on site. There shall be no parking of vehicles on the public road network.

Permitted hours of operation

The standard permitted hours of operation during the construction phase and for deliveries should be between 08.00hrs to 18.00hrs Monday to Friday and 0.800hrs to 14.00hrs on Saturdays. Work outside of these hours will have to be specified and agreed prior to commencement of construction works.

Municipal District Office

All works involving the opening of public roads or footpaths should be carried out under a Road Opening Licence submitted to the relevant Municipal District Area Office through the MRL system to ensure the following items are assessed:

- Contractor's experience and competency to carry out such works.
- Compliance with the Guidelines for Managing Openings in Public Roads (The Purple book, 2017 edition).
- Compliance with Chapter 8 of Traffic Management Guidelines including a general assessment of traffic impacts within the local area.

- Relevant Insurance's to carry out such works.
-

Prior to the commencement of development, Iarnród Éireann/ Irish Rail should obtain a licence for the erection of fencing / hoarding on the public footpath network pursuant to Section 254 of the Planning and Development Act 2000, as amended.

Traffic management plans, reinstatement works on public works and the proposed location of site offices shall be agreed with the Municipal District Area Office prior to the commencement of the development.

Pavement Design

CBR tests should be undertaken as required to determine the subgrade strength under the proposed site access roads. The results together with a suitable pavement design in accordance with TII document DN-PAV-03021 should be submitted to Kildare County Council for written consent prior to the commencement of development.

The site access roads within the development shall be finished with a surface course to be Stone Mastic Asphalt, SMA 14 surf PMB 65/105-60 des 45mm thick, in compliance with clause 942 of NRA/TII specification. All surface water drainage gullies shall be fitted with suitable locking type covers or gratings.

Cycle Tracks

Cycle tracks should be in accordance with the National Transport Authority's National Cycle Manual pertaining to track widths and signage, the location of lighting standards, the avoidance of obstructions and the interface between the cycle tracks and the existing and proposed road network.

Signalised Works

The design and completed signalised works on public roads will have to be approved by the KCC Traffic Management Section where the approved KCC Contractor is Traffic Solutions Ltd.

Spoil, dirt, debris or other materials on the public road

No spoil, dirt, debris or other materials should be deposited on the public road network, its footpaths and verges by machinery or vehicles travelling to or from the development site during the construction phase. Iarnród Éireann/ Irish Rail should arrange for vehicles leaving the site to be kept clean, and for road sweeping by mechanical sweeper to take place as required.

Surface water and drainage

A site-specific flood risk assessment is required.

No surface water runoff from the site should discharge from the proposed project works onto the public road network. The development should not impair existing land or road drainage.

Kildare County Council would like to draw the applicant's attention to the extent and complexity of issues encountered in the Bond Bridge Scheme on Parsons Street, Maynooth, managed by the KCC Road Construction Section some years ago; two new bridges were constructed over the canal and the railway line as part of the scheme. A considerable amount of drainage works were carried out, circa 450m of a large reinforced box culvert under the railway line and the canal, to deal with serious local flooding issues.

The Roads Planning Section is concerned that there may be similar flooding and drainage issues on the Dart + SW Line, similar to Bond Bridge which would need to be addressed.

Surface water attenuation and surface water disposal arrangements should be provided within the development site and within open space where possible. This should be in accordance with the Greater Dublin Strategic Drainage Study (GDSDS) and the recommendations pertaining to Sustainable Urban Drainage Systems (SUDs). The surface water runoff should be collected at the vehicular access points and disposed of within the application site and not discharged onto the public road network.

Car Parking Facilities

Parking for the development within the Hazelhatch Celbridge Station should be in accordance with the Kildare County Development Plan 2023 – 2029.

Parking spaces should be 2.50 by 5.00 metres in dimension marked in 100 mm white lines of a durable material on a bound surface.

Disabled parking spaces. Disabled parking spaces should be in accordance with the Irish Wheelchair Association's Best Practice Access Guidelines, clearly marked with 100 mm wide white lines with a durable permanent material and have a 1.20 metre wide accessibility aisle on the driver's side cross hatched in yellow. The disabled parking spaces are also to be marked with a white wheelchair symbol in a durable material.

A robust analysis needs should be submitted where the parking proposals deviate from the CDP.

Cycle Parking Facilities

Bicycle parking for the development within the Hazelhatch Celbridge Station should be in accordance with the Kildare County Development Plan 2023 – 2029. The Applicant is also requested to demonstrate that the bicycle parking areas are in areas with passive surveillance, has secure access arrangements, protection against the weather and has adequate lighting arrangements. The Applicant should consider the use of Cyc-Lok - Access Controlled Modular Bike Parking Lockers. The Applicant is also to provide associated staff welfare facilities in accordance with the Kildare County Development Plan 2023 – 2029.

Electric Vehicle Charging Points

Electrical vehicle (EV) charge points / sockets should be provided within the Hazelhatch Celbridge Station. The EV Chargers are to be compatible with the Sustainable Energy Authority of Ireland's Triple E Register. Consideration to be had to minimizing trip hazards. Elevation and plan details of these arrangements are to be indicated on these drawings at a scale of 1:25.

The Applicant should engage with the SEAI where required

Sustainable Energy Authority of Ireland
3 Park Place
Hatch Street Upper
Dublin 2
Ireland
D02 FX65
w www.seai.ie

Where private parking is being supplied within the Station, dedicated charging points for use by the public should be provided adjacent to parking spaces. The charging points should operate on a metered basis, with access to the charging point being available to the public through a swipe card or PIN number registration facility. The EV Chargers should be compatible with the Sustainable Energy Authority of Ireland's Triple E Register. Elevation details to be indicated at scales of 1:25.

Road Signage

Signage, Stop signage and road markings should be in accordance with the Department of Transport, Tourism and Sport (DTTAS) Traffic Signs Manual.

Public Lighting

The Applicant should submit a Lighting Report and Site Lighting Layout drawings at scales of 1:250 demonstrating the development will not be a source of light pollution to adjacent lands, property and the public road network. Calculations are required to be submitted demonstrating that they have satisfied the requirements of ILP Guidance Notes for the Reduction of Obtrusive Light (GN01:2011) in relation to the impact of lighting design on the adjoining lands, properties, public roads and railway line. The Applicant will be required to review the existing public lighting arrangements and submit proposals for the upgrade of public lighting (as deemed required) at this location. The lighting scheme is to be in accordance with the Kildare County Council Lighting Policy Street Lighting Technical Specification June 2019.

Lines of Sight

Lines of sight at the entrances to the sites should be provided *strictly* in accordance with either DMURS standards or the TII Document (DN-GEO-03060) where appropriate.

The existing front roadside verge should be kept free from obstruction and should be maintained by the occupant so as not to impede lines of sight at the entrances as provided in accordance with TII Document (DN-GEO-03060) or DMURS.

Autotrack Analysis

The Applicant should submit a critical swept path analysis on the Hazelhatch Celbridge Station using software such as Autotrack. Layout Plan drawings at scales of 1:250 for a fire tender and a 3 axle refuse collection vehicle 2.50 metres wide by 9.86 metres long and a 16.50 metre long articulated HGV vehicle demonstrating access and egress to and from the Public Road and the manoeuvrability of these vehicles within the application site.

Planning

The Planning report is to take into account matters including Regional Spatial and Economic Strategy and MASP, Kildare County Development Plan, Celbridge Local Area Plan and reference to the LAPs for Maynooth, Leixlip and Kilcock.

The planning for the provision for a park and ride should be investigated.

Site specific flood risk assessment is required.

The impact of proposals on residential amenities along the route should be assessed.

Where there is removal of planting during the project, replacement planting and other landscaping works to minimise visual impacts has to be examined.

The built heritage including protected structures along/in vicinity of project on the Record of Protected Structures are to be examined.

The project team are to assess the impact of proposals on residential amenities along the route.

Light spill and noise impact assessments are required as part of this proposed development. See Kildare Noise Action Plan.

Recommendation

The Kildare County Council Roads, Transportation and Public Safety Department recommends a **GRANT** of the proposed Dart + South West Hazelhatch & Celbridge to Clondalkin Project to develop and improve the DART service on the route from Hazelhatch & Celbridge Station to Heuston Station as well as the route through the Phoenixi Park Tunnel Branch Line which will connect (via the Dart+ West Project) to the Dublin Docksland area subject to the imposition of the following conditions:

1. Prior to the commencement of development, the Developer shall submit to the Planning Authority for written agreement a detailed design for any signalised works within Kildare and shall liaise with the Traffic Management Section of Kildare County Council in regard to this.

The Signalised Works and Toucan Crossing Works including all equipment and infrastructure shall be in accordance with Kildare County Council's required specifications including:

- i. Details of traffic signals.
- ii. The controller to have ELV and LED signals.
- iii. The installation of MOVA technology.

- iv. The installation of CCTV camera and pole at the junction to assist monitoring of traffic flows.
- v. The upgrade of existing public lighting where required following a survey of the existing public lighting at this location.
- vi. The upgrade of the road layout and markings including the provision of dished kerbs and tactile paving.
- vii. The installation of 'on crossing' detection where the crossing widths warrant this.

All installations shall be connected to Kildare County Council's Traffic Management Centre located at the Council's headquarters at Áras Chill Dara, Devoy Park, Naas, County Kildare. The cost of the design, supervision and delivery of all works described in the foregoing shall be borne solely by the Developer. These works shall be completed prior to the completion of the proposed development.

Reason: In the interest of pedestrian, cyclist and vehicular safety, proper planning and sustainable development.

2. Prior to the commencement of development, the Developer shall submit to the Planning Authority for written agreement a detailed design for all proposed railway, road and bridge works including horizontal alignment, vertical alignment and cross sections, the location of all construction site offices and compounds and including the proposed track lowering construction works at Pike Bridge.

Reason: In the interest of pedestrian, cyclist and vehicular safety, proper planning and sustainable development.

3. Prior to the commencement of development, the Developer shall submit to the Planning Authority for written agreement a detailed design for the proposed upgrading works of the facilities at the Hazlehead & Celbridge Station which shall include improved access for all road users, additional parking bays, electric charging points and cycle parking. The design should include a swept path analysis using software such as Autotrack.

Reason: In the interest of proper and sustainable development and to provide safe and adequate facilities for all road users using the Hazlehead & Celbridge Station.

4. Prior to the completion and opening of the development, the upgrading works of the facilities at the Hazlethatch & Celbridge Station which shall include improved access for all road users, additional parking bays, electric charging points and cycle parking shall be fully completed.
-

Reason: In the interest of proper and sustainable development and to provide safe and adequate facilities for all road users using the Hazlethatch & Celbridge Station.

5. A full time Resident Engineering Team shall be provided and funded by the Developer to supervise the project works on site and to liaise with landowners, stakeholders and the Planning Authority.

Reason: The proposed works are substantial in scale and full time supervision of the works is deemed to be necessary given its importance.

6. Prior to commencement of construction works there shall be full engagement with local residents, local landowners, resident associations, business owners, schools and colleges in relation to all construction works, sub station works including the Glendale Estate Leixlip, the use and operation of site construction compounds and traffic management arrangements through the full time Resident Engineering Team and dedicated Liaison Officers.

Reason: The proposed works are substantial in scale and full time supervision of the works and full engagement with all local stakeholders is deemed to be necessary given its importance.

7. The Developer shall act as client for the purposes of the Safety, Health and Welfare at Work (Construction) Regulations 2013 (within the meaning of that term as therein defined) for the project.

Reason: In the interest of proper health and safety management for the project.

8. The development shall be carried out in accordance with the recommendations of the Road Safety Audit Stages 1 and 2. A Stage 3 Road Safety Audits shall be conducted for the completed development.

Reason: In the interest of pedestrian, cyclist and vehicular safety, proper planning and sustainable development.

9. Prior to the commencement of development, the Developer shall submit for the written agreement of the Planning Authority a project specific Construction & Environmental Management Plan (CEMP) that is to include:
- a. The program for the delivery of the proposed works .
 - b. A Construction Traffic Management Plan indicating all haul routes to and from the site and for the delivery of the development. Delivery times for plant and materials and waste collection shall have consideration to morning and evening peak school times in the area and peak traffic periods. This plan is also to contain mitigation measures to minimize the effects these proposed developments would have on the immediate public road network and existing traffic movements.
 - c. The location of the construction compounds.
 - d. Wheelwash arrangements for the construction phase.
 - e. The manner in which the existing public road network shall be kept clean.
 - f. Location and types of cranes during the construction phase.
 - g. Relevant construction site warning signs shall be in accordance with the Department of Transport, Tourism and Sport (DTTAS) Traffic Signs Manual.
 - h. A final Construction Waste Management Plan that is to contain final destination of each waste stream generated on site.

Reason: In the interest of proper planning and development.

10. The standard permitted hours of operation during the construction phase and for deliveries shall be between 08.00hrs to 18.00hrs Monday to Friday and 0.800hrs to 14.00hrs on Saturdays. Work is normally not permitted on Sundays and on public holidays. The Developer shall engage with all local residents in relation to night time works and any work outside of the normal permitted hours of operation

Reason: In order to safeguard the residential amenity of properties in the area.

11. All works involving the opening of public roads or footpaths shall be carried out under a Road Opening Licence submitted to the relevant Municipal District Area Office through the MRL system to ensure the following items are assessed;

- a) Contractors experience and competency to carry out such works.**
- b) Compliance with the Guidelines for Managing Openings in Public Roads (The Purple book, 2017 edition).**
- c) Compliance with Chapter 8 of Traffic Management Guidelines including a general assessment of traffic impacts within the local area.**
- d) Relevant Insurance's to carry out such works.**

Reason: In the interest of proper planning and development.

12. Prior to the commencement of development, the Developer shall obtain a licence for the erection of fencing / hoarding on the public footpath network pursuant to Section 254 of the Planning And Development Act 2000, as amended.

Reason: In the interests of pedestrian and traffic safety, proper planning and sustainable development.

13. Prior to the commencement of development, the Developer shall submit for the written agreement of the Planning Authority a final construction stage public lighting scheme, incorporating the preliminary design of the public lighting proposals. This final construction stage public lighting scheme shall comply with the Kildare County Council Lighting Policy Street Lighting Technical Specification (04/06/2019). The Developer shall comply with all future site lighting requirements of the Planning Authority in relation to adjusting the lights by re-aiming, the addition of louvres & shields and / or dimming. This is to deal with any glare issues that may arise for road users, residents and adjacent lands / properties which may only become apparent when the installation has been commissioned. The public lighting scheme shall be fully implemented prior to the first occupation of the development respectively.

Reason: In the interest of pedestrian, cyclist and vehicular safety, proper planning and sustainable development.

14. CBR tests shall be undertaken in accordance with Section 2.16 of the Department of Environment and Local Government "Recommendations for Site Development Works for Housing Areas" and as required to determine the subgrade strength under the proposed site access roads and parking areas.. The results together with a suitable pavement design in accordance with TII document DN-PAV-03021 shall be submitted to Kildare County Council for written consent prior to the commencement of development.

Reason: In the interests of proper planning and sustainable development.

15. The site access roads and parking areas within the development shall be finished with a surface course to be Stone Mastic Asphalt, SMA 14 surf PMB 65/105-60 des 45mm thick, in compliance with clause 942 of NRA/TII specification. All surface water drainage gullies shall be fitted with suitable locking type covers or gratings.

Reason: In the interest of traffic safety and improved skid resistance.

16. The cycle tracks shall be in accordance with the National Transport Authority's National Cycle Manual pertaining to track widths and signage, the location of lighting standards, the avoidance of obstructions and the interface between the cycle tracks and the existing and proposed road network.

Reason: In the interests of pedestrian and cyclist safety.

17. No spoil, dirt, debris or other materials shall be deposited on the public road network, its footpaths and verges by machinery or vehicles travelling to or from the development site during the construction phase. The Developer shall arrange for vehicles leaving the site to be kept clean, and for road sweeping by mechanical sweeper to take place as required.

Reason: In the interest of traffic safety.

18. No surface water runoff from the development shall discharge onto the public road network.

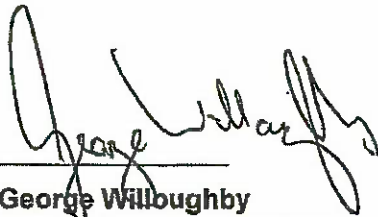
Reason: In the interest of traffic safety.

19. The development shall not impair existing land or road drainage.

Reason: To prevent interference with existing land or road drainage in the interest of proper development.

20. During the construction phase the Developer shall provide adequate off carriageway parking facilities for all traffic associated with the proposed development. This will include material delivery vehicles, service vehicles, construction plant and vehicles, waste skips and private vehicles of the workers on site. There shall be no parking of vehicles on the public road network.

Reason: In the interest of traffic safety.



George Willoughby
Senior Executive Engineer,
Roads, Transportation & Public Safety,
Kildare County Council.

KILDARE COUNTY COUNCIL**Parks Section Report**

Planning Ref. No.	Dart + SouthWest Project ABP-316119-23
Name of Applicant	CIE
Report due date	26/04/2023

The Dart + South West Project proposals are satisfactory in principle for this proposed development.

- In the event that ABP Grant Permission the following shall be required as Conditions:

1.0 Trees & Hedgerows

1.1 Retention of the services of a qualified Arborist as an Arboricultural consultant, for the entire period of construction activity. The applicant shall inform the planning authority of that appointment in writing prior to commencement of development.

1.2 The applicant shall be requested to submit an Arboricultural Assessment report of the trees and hedgerows located on and adjacent to the proposed development site prepared by an independent, qualified Arborist as an Arboricultural Consultant shall include the following:

- Tree Survey Plan: all trees and hedges on and adjacent to the subject site (i.e. within falling distance thereof) shall be accurately plotted, tagged and shown on a scaled drawing of a topographical survey of the site.
- Tree Survey Schedule: a summary of the surveyed trees and hedges, giving a breakdown of their tag nos., species, size, age, condition and useful life expectancy.
- Arboricultural Impact Assessment: a thorough, detailed and realistic analysis and assessment of the likely impacts of the proposed development on the surveyed trees and hedges; along with a summary table of the tree population and

- quantification of impacts/losses etc. (total number surveyed and total numbers/percentage to be retained and felled respectively).
- Tree Constraints Plan: a scaled site plan (1:500@A1) showing the impacts of all surveyed trees in relation to the site layout of the proposed development.
 - Tree Protection Plan: a scaled site plan (1:500@A1) of the proposed development, clearly showing and distinguishing (by colour coding) those trees and hedges to be retained and protected and those to be removed ; showing alignments of Tree Protection Fencing and areas to be excluded from construction activities and compound(s), site office(s), plant, equipment and materials storage. Root Protection Areas (RPAs) of all trees and hedgerows to be clearly shown on this drawing.
 - Arboricultural Method Statement: clear and practically achievable measures to be used during the construction period, for the protection and management of all trees and hedges that are to be retained, as shown in the Tree Protection Plan.
 - Summary Table: Summary of all trees and hedgerow proposed for removal and retention to include numbers and percentages.
 - Arborist's name, arboricultural qualifications and contact details.
 - Date that the survey was carried out (surveys > 12 months are unacceptable).

The applicant shall be requested to implement the following, should permission be granted:

Specific recommendations relating to Arboricultural Works

- All recommendations pertaining to tree retention, tree protection and tree works as detailed in the Arboricultural Method Statement and Tree Protection Plan in the submitted tree report shall be implemented in order to ensure the protection of trees/hedges on the site.
- All tree felling, surgery and remedial works shall be completed prior to the completion of construction works on site.
- All works on retained trees shall comply with proper arboricultural techniques conforming to BS 3998: 2010 Tree Work – Recommendations.

- The clearance of any vegetation including trees and scrub should be carried out outside the bird-breeding season (1 March – 31 August inclusive) or as stipulated under the Wildlife Acts 1976 and 2000.
- The Arborist shall carry out a post construction tree survey and assessment on the condition of the retained trees. A Completion Certificate shall be signed off by the Arborist when all permitted development works are completed and in line with the recommendations of the tree reports and plans. The certificate shall be submitted to the Parks Section for written agreement upon completion of construction works on site.
- A Final Completion Certificate is to be signed off by the Arborist when all tree/hedgerow works are fully completed to the satisfaction of the Parks Section and in accordance with the permitted landscape proposals and all of the recommendations in the tree reports and plans. The certificate shall be submitted to the Parks Section for written agreement prior to taking in charge.

1.3 The applicant shall be requested to undertake the following, should permission be granted:

Prior to commencement of development (i.e. as soon as Commencement Notice served, and prior to site clearance (including tree felling), the applicant shall erect protective fencing around all retained trees, as shown on the arborist's Tree Protection Plan.

The fencing shall be as shown in **BS 5837: 2012** or as specified by the Arboricultural Consultant, and agreed with Kildare County Council Parks Section. Notices shall be fixed to the fence(s), stating that the enclosed trees within the fence are protected. The fenced area shall be an exclusion zone: no materials, equipment, spoil or soils are to be stored within this protection area; and there shall be no incursions of machinery into area, unless by prior agreement with the Arboricultural Consultant, who shall notify Kildare County Council Parks Section of any such agreement.

Reason:

To ensure the retention, protection and sustainability of trees and hedgerows during and after construction of the permitted development.

1.4 Prior to commencement of development, the developer shall lodge with the planning authority a cash deposit, a bond of an insurance company or such other security as may be accepted in writing by the planning authority, to secure the protection of the trees and hedgerows on site and to make good any damage caused during the construction period, coupled with an agreement empowering the planning authority to apply such security, or part thereof, to the satisfactory protection of any tree or trees or hedgerow on the site or the replacement of any such trees or hedgerow which die, are removed or become seriously damaged or diseased within a period of three years from the substantial completion of the development with others of similar size and species. The form and amount of the security shall be as agreed between the planning authority and the developer or, in default of agreement, shall be referred to An Bord Pleanála for determination.

Reason:

To secure the retention, protection and sustainability of trees and hedgerows during and after construction of the permitted development.

2.0 Landscape Design

In the event that the design proposals for the railway works require the removal of existing hedgerows and trees

2.1 The applicant shall engage a Landscape Architect to prepare a landscape plan indicating areas of planting of new trees and hedgerows to adequately compensate for the loss of hedgerows. The details of this will be agreed with Kildare County Council.

2.2 The applicant shall be requested to retain the services of a qualified Landscape Architect (or qualified Landscape Designer) as a Landscape Consultant throughout the life of the construction works. A Practical Completion Certificate is to be signed off by the

Landscape Architect when all landscape works are fully completed to the satisfaction of the Parks Section and in accordance with the permitted landscape proposals.

Reason:

To ensure full and verifiable implementation of the approved landscape design.

2.2 The applicant shall be requested to submit a comprehensive Landscape Design Rational & Landscape Proposal prepared by a suitable and qualified Landscape Architect (or qualified Landscape Designer). **The following shall be included;**

- A scaled Landscape Masterplan with cross- sections (where appropriate) showing the general layout and hard and soft landscape treatment of all external areas/spaces (including front and rear gardens), boundaries, structures, and features. This shall be generally provided at a maximum scale of 1/200.
- Details of Hard Landscape Design (where applicable) for boundaries, (walls, fences, screens), lighting, seating, kerbing, edging, surfacing.
- Details of Soft Landscape Design: detailed Planting Plan(s) and Planting Schedule(s) [species/varieties, quantities, sizes, rootball presentation, spacings]. Proposed planting should have a wide variety of species/varieties, using both native planting and non-native planting. The overall objective of planting in areas is that they are easily manageable, visually appealing, enhances biodiversity and is pollinator friendly.

Reason:

To provide enhanced amenity and biodiversity value to the railway line.

2.3 Landscape proposals shall comprehensively detail all proposed new and reinstatement landscape works and proposals *inter alia* boundaries, entrances, open

spaces, hedgerows, trees, planting, lighting. Details shall include; written specifications, plan, and section drawings.

Reason:

To provide enhanced amenity and biodiversity value to open space areas.

2.4 Landscape and lighting proposals shall ensure that public lighting is sensitive to the local environment, and where necessary, provide suitable environmentally sensitive lighting, which is also appropriate for bats.

Reason:

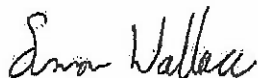
To provide for safety and enhance the amenity value of open space.

2.5 Landscape proposals shall detail boundary treatment proposals which detail permanent boundary types in the interests of longevity.

Timber, chestnut pale fencing, timber post and rail fencing, and timber post & metal weld mesh panel fencing are not acceptable. It is a requirement of the Parks Section that any proposed railings and gates shall be steel, galvanised and powder coated if coloured e.g. black, green.

Reason:

To provide for safety and minimise future maintenance costs.



Simon Wallace,
Senior Executive Parks Superintendent.

ARCHITECTURAL CONSERVATION OFFICER REPORT



FILE REFERENCE:	ABP-316119-23
TO:	Development Management Unit
FROM:	Architectural Conservation Officer
FILE REFERRED:	27 TH March 2023
DATE OF REPORT:	3 rd May 2023
DUE DATE OF FILE:	16 th May 2023
APPLICANT NAME:	Dart + Railway
DEVELOPMENT ADDRESS:	Railway between Hazelhatch and Celbridge Station (County Kildare) to Heuston Station Dublin (circa 16km) on the Cork Mainline, and Heuston Station to Glasnevin via the Phoenix Park Tunnel Branch Line
APPLICATION TYPE:	DART+ South West Railway Order Application
DEVELOPMENT DESCRIPTION:	Construction, operation, maintenance and improvement of the railway between Hazelhatch and Celbridge Station (County Kildare) to Heuston Station Dublin (circa 16km) on the Cork Mainline, and Heuston Station to Glasnevin via the Phoenix Park Tunnel Branch Line.

REPORT

This report refers to proposed works in County Kildare only.

A 19th century lime kiln in Stacumny is located adjacent the existing railway lines. The lime kiln is included in Kildare County Development Plan 2023-2029, RPS Ref. B11-12.

My comments on the proposed development are as follows:

- a) The impact of the proposed development on the Stacumny Lime Kiln, a protected structure, has been adequately demonstrated in *Chapter 21 Architectural Heritage* and *Volume 3B Photomontages* of the EIAR which forms part of this application. It is acknowledged as per *Table 21.18: Potential Indirect Construction Impacts in Zone A*, the proposed track lowering will have a negligible impact on the protected structure therefore this is acceptable.

- b) I have concerns regarding the visual impact of the support cranes for the overhead line equipment (OHLE) as outlined in *Table 21.20: Potential Indirect Operational Impacts in Zone A* in the EIAR. It is noted in this Table 21.20 that the OHLE pose a moderate 'Significance of effect' on the existing protected structure.

In my opinion mitigation measures to reduce the impact of the proposed structural cranes supporting the OHLE should be considered. The inclusion of additional tree planting / screening, in between the protected structure and support cranes for the OHLE would lessen the visual impact of the support cranes from the protected structure.

RECOMMENDATION:

I recommend that **FURTHER INFORMATION** be requested as follows;

1. Additional tree planting / screening to be included adjacent the Stacumny lime Kiln, a protected structure, RPS Ref. 11-12 to lessen the visual impact of the proposed support cranes for the overhead line equipment on the protected structure.

Signed;



Ruth Kidney
Architectural Conservation Officer

Heritage Officer Report



KILDARE COUNTY COUNCIL

TO: Development Management Unit
FROM: Bridget Loughlin, Heritage Officer
DUE DATE OF FILE: 27/04/2023
FILE REF: ABP-316119-23
APPLICANT NAME: DART+ South West

APPLICATION TYPE: Railway order
DETAIL: Electrified Heavy Railway order- Hazelhatch & Celbridge Station to Heuston Station and Heuston Station to Glasnevin

EIAR ASSESSMENT:

1. Chapter 8: Biodiversity

1.1. Description of the proposed development and receiving environment

A detailed description of the proposed development and its location has been given. Key characteristics of the proposed development were given which allowed for the Zone of Influence to be identified. An adequate description of the receiving environment was described. National and internationally designated sites within the zone of influence of the proposed development were identified.

1.2. Surveys Sites, Species and Habitats

Adequate desktop and field surveys were carried out for the following:

- Habitat and Flora Survey Including protected Flora
- Mammal Surveys including Bat Survey
- Avian Surveys
- Aquatic Survey
- Invasive species
- Amphibian Survey

It is considered that relevant ecological surveys, with the exception of an invasive species survey, have been undertaken with a justifiable level of survey effort. Limitations in the survey work were identified.

1.3. Ecological Evaluation and Impacts Assessment

Biological receptors were evaluated according to ecological valuations as described in a recognised valuation system. Key Ecological receptors were identified within the Zone of Influence of the proposed project. The impacts of the proposed development on the receiving environment were identified for both the construction phase and the operational phase of the development. It is considered that the impacts identified are appropriate and the level of impact identified is adequate. Cumulative impacts of the other developments within the vicinity of the proposed development which may impact on the receiving environment were identified.

1.4. Proposed Mitigation Measures

Mitigation measures were provided for the operational and construction phase of the project to address the identified impacts. It is considered that these mitigation measures are relevant and appropriate.

1.5. Conclusion

Chapter 3 has adequately considered the impact of the proposed development on the receiving ecological environment. Provide the mitigation measures are carried out in full there should be a limited residual impact on the receiving environment.

2. Chapter 20 Archaeology and Cultural Heritage

This Chapter assesses the baseline archaeological heritage environment, evaluates the likely impacts that the proposed development will have on this environment and suggests mitigation measures in accordance with the National Monuments Acts and best practices guidelines that will ameliorate these impacts.

2.1. Concluding remarks arising from the Archaeology Impact Assessment

The Archaeology Impact Assessment concluded that the proposed development will not directly or indirectly impact on any recorded archaeological monuments within the Kildare element of the project. Archaeological monitoring of the project is recommended.

3. The Appropriate Assessment

The following were considered in the assessment of the Natura Impact Statement (NIS):

- The basis for the assessment.
- Description of the proposed activity
- Description of the Footprint and Scope of influence.
- Description of Natura 2000 sites within the scope of influence of the proposed activity.
- Identification and evaluation of likely significant effects of the project alone, in- combination with other project on Natura 2000 sites
- Finding of No Significant Effects Statement

3.1. The basis for the assessment

The basis for the NIS is clearly explained. It has been identified that the proposal is neither connected to nor necessary for the management of any SAC. The consenting process and the consenting authority have been identified. The guidance and reference material which has been relied upon in the assessment has been stated.

3.2. Description of the proposed activity and description of the footprint and scope of influence of the proposed development

A comprehensive description of the proposed development and associated process has been provided in the NIS. Adequate detail of the proposed development and associated documentation and the receiving environment to allow the competent authority to assess the impact of the activity on any European site was detailed. The scope of influence of the proposed activity has been provided. A comprehensive description of the receiving environment has been provided.

The footprint and scope of influence of this project has been defined within the NIS.

3.3. Description of European site within the scope of influence of the proposed activity

A comprehensive description of the receiving environment and conditions present has been provided.

3.4. Identification and Evaluation of Likely significant effects.

Potential impacts on the receiving environment, their potential zone of influence, have been provided within the NIS. The NIS identifies European Sites within the zone of influence of the proposed development and likely significant effects in terms of changes to the baseline conditions of one or more of the qualifying interest features of these sites. Potential impacts and timescales over which effects have been considered have been clearly defined.

The likely impacts of the proposed development on Natura 2000 sites were identified and their significance assessed. These impacts were based on the characteristics of the proposed development and vulnerabilities of SACs which may affect the qualifying interests for which the European site within the vicinity of the proposed development is designated.

3.5. Identification and Evaluation of Likely Significant in-Combination or Cumulative Impacts

Cumulative impacts have been discussed in the NIS. Existing conditions and background trends in environmental quality have been considered. Boundaries for the identification of in combination effects have been defined and justified.

It is considered that there is no potential for the proposed development in combination with any other plan or project to adversely affect the integrity of any Natura 2000 site.

3.6. Provision of relevant Mitigation Measures

Mitigation measures were provided for the operational and construction phase of the project to address the identified impacts. It is considered that these mitigation measures are relevant and appropriate.

3.7. NIS conclusion

The NIS WAS prepared to document the analysis and evaluation seeking to establish whether or not, in view of best scientific knowledge and applying the precautionary principle, and in light of the conservation objectives of relevant European sites, the proposed Project, either individually or in combination with other plans or projects, will adversely affect the integrity of any European sites.

The construction and operation of the proposed Project has been detailed and the receiving environment has been described. Relevant European sites have been identified within the ZOI of the proposed Project via the following effect pathways:

Surface water pollution; and
Bird collision risk.

To mitigate adverse effects on the integrity of European site that are likely to arise as a result of the proposed Project, mitigation measures are specified. These mitigation measures outline the requirements for surface water management and bird collision risk reduction.

Provided mitigation measures are implemented in full, it is the opinion of Kildare County Council that the Competent Authority – An Bord Pleanála – in completing its AA determination, should find that the proposed Project, either individually or in combination with other plans or projects, will not adversely affect the integrity of any European sites.

RECOMMENDATION

It is recommended that the following conditions are attached to any grant of permission:

1. Ecological Clerk of Works

- An Ecological Clerk of Works (ECoW) with suitable experience shall be appointed prior to the commencement of site clearance.
- All mitigation measures outlined in EIAR, Natura Impact Statement, Construction Management Plan and any revisions shall be collated into a Schedule of Mitigation Measures by Ecological Clerk of Works (ECoW) and submitted to the planning authority for written approval prior to the commencement of site clearance to ensure all mitigation is carried out in accordance with detail submitted with the planning application.
- A report detailing compliance with all preconstruction measures shall be submitted to the planning authority for approval prior to the commencement of the construction stage.

A completion report demonstrating compliance with all mitigation measures outlined in the Schedule of Mitigation Measures shall be prepared by the Ecological Clerk of Works and submitted to the planning authority within 6 weeks of completion of the development. This report shall detail any residual ecological monitoring or maintenance measures to be undertaken including who will undertake them.

2. Mitigation measures

All mitigation measures outlined in Section 8.6.2 of EIAR Section 7 of the Natura Impacts Statement are complied with in full.

3. Invasive Alien Species Management

Before construction begins, an Invasive Alien Species Avoidance and Management Plan shall be prepared by an ecologist/invasive species specialist pre-construction. This plan shall build on the baseline data presented in EIAR and include the following information and management protocols for dealing with occurrences of scheduled invasive species:

- Confirmation of locations of invasive alien plant species (IAPS) identified in the baseline section of this chapter and identification of new or expanded locations of invasive alien plant species; o A buffer zone of 10 m shall be put in place around all known location of IAPS. The buffer zone shall be physically demarked using post and rail/post and rope/bunting, or equivalent, and be signposted to identify an ecological sensitivity. The Ecologist shall assess and verify the demarcation and signage before works commence.
- Prior to works commencing within the vicinity of any IAPS, all site personnel shall be given a Toolbox talk where operatives will be briefed on the presence of the IAPS and the legal provisions relating to introduction and spread under the Wildlife Acts as amended and the Habitats Regulations;
- All excavated material within 7 m of the known IAPS locations shall be considered to be contaminated with IAPS (roots, stem fragments, or seeds) suitable to cause the spread of IAPS and shall be disposed of at an appropriately licensed waste facility;
- No works shall proceed in the 10 m buffer zone without prior approval from the Ecological Clerk of Works
- Materials introduced to the site during construction, such as soils, sands, and gravels, shall be free from scheduled IAPS, with certification of such by the Environmental Manager / Clerk of Works.

4. Wildflower planting

Natural regeneration should be first considered instead of planting wildflower mixes. If wildflowers are to be planted the only wildflowers of local provenance shall be used or clover rich amenity grass land seed mix.

5. Pre construction Bat Survey

Pre-construction bat roosting assessments will be completed, this assessment will visually assess all structures and trees proposed for removal/demolition. The visual assessment and any follow-on roost assessment methods shall follow the baseline methods outlined in this assessment.

6. Pre construction Badger Survey

At least one month in advance, but no greater than six months in advance, of commencing any enabling or advance works, a pre-construction survey for badger shall be undertaken by the Project Ecologist. The Project Ecologist shall report, in writing, any additional mitigation measures resultant from these surveys. Any additional mitigation measures shall be cognisant of the Guidelines for the treatment of badgers prior to the construction of National Road Schemes (NRA, 2005). The Project ecologist shall also advise on any additional relevant protective measures and/or licensing requirements resulting from the survey findings.

7. Hedgerows

The removal of existing hedgerow and vegetation shall avoid the bird nesting season (March to August, inclusive).

8. Monitoring of Ecological Conditions

Prior to the commencement of the development a schedule of monitoring for the next five years shall be provided for the monitoring of successful growth and integration is required of for the following biodiversity elements:

- Improving retained vegetation (Section 8.6.2.1.2);
- Replanting of reinstated areas (Section 8.6.2.1.2);
- Creation of 'steppingstones' for biodiversity (Section 8.6.2.1.2), and • condition of bird diverters (Section 8.6.3.2.3)

9. Archaeology

A suitably qualified archaeologist will monitor in the areas outlined above during the construction phase to ensure that all archaeological heritage remains are identified and recorded.

Bridget Loughlin

Heritage Officer

Date: 27/04/2023

Reference Number:	ABP-316119-23	Environment Section
Name of Applicant:	DART + SOUTH WEST ELECTRIFIED HEAVY RAILWAY ORDER 2023	Planning Report

Note To Planner

This report assumes that the Transportation Section will report on issues related to Operational Stage Noise.

1. Prior to the commencement of development, the applicant shall prepare a Construction and Demolition Resource Waste Management Plan (RWMP) in accordance with Appendix C of the *"EPA Best Practice Guidelines for the Preparation of Resource and Waste Management Plans for C&D Projects (2021)"* including demonstration of proposals to adhere to best practice and protocols. The RWMP shall include specific proposals as to how the RWMP will be measured and monitored for effectiveness, these details shall be placed on the file and retained as part of the public record. The RWMP must be submitted to the planning authority for written agreement prior to the commencement of development.

Reason: In the interest of proper planning and sustainable development.

2. Noise from the construction stages of the development shall not give rise to sound pressure levels (Leq 15 minutes) measured at noise sensitive locations which exceed 70 dB(A) (LAeq 1 hour) between 0800 hours and 1800 hours Monday to Friday inclusive (excluding bank holidays) and between 0800 hours and 1300 hours on Saturdays when measured at any noise sensitive location in the vicinity of the site. Sound levels from site development works shall not exceed 45 dB(A) (LAeq 1 hour) at any other time.

Reason: In the interest of public health, to avoid pollution, and to ensure proper development.

3. Noise from the operational stages of the Electricity Substation(s) shall not give rise to sound pressure levels (Leq 15 minutes) measured at noise sensitive locations which exceed the following limits:

- a. 55 dB(A) between the hours of 0800 and 1800 Monday to Friday inclusive (excluding bank holidays) and 45 dB(A) at any other time, and
- b. There shall be no clearly audible tonal component or impulsive component in the noise emission from the development at any noise sensitive location.

A detailed Noise Study, with recommendations, shall be carried out by a competent noise/environmental consultant within three months of the Electricity Substation(s) being in full operation and at any other time as may be specified by Kildare Co. Council. The Noise Study shall be submitted for the consent of the Planning Authority.

Reason: In the interest of public health, to avoid pollution, and to ensure proper development.

4. Applicant shall use "Best Practicable Means" to prevent/minimise noise and dust emissions during the construction and operational phases of the

development, through the provision and proper maintenance, use and operation of all machinery all to the satisfaction of the Planning Authority.

Reason: In the interest of public health, and the use of best practice guidelines in order to avoid nuisance.

5. It is noted that the developer plans to import significant volumes of waste material as part of the development proposals outlined in the site layout plans. Such an activity requires prior authorisation under Section 39 of the Waste Management 1996 once authorised under this planning application. Prior to commencement of development, the developer shall outline in detail their proposals in this regard, and no development shall commence until such time as when their waste importation plan has been approved in writing by the Planning Authority.

Reason: In the interest of public health and the use of best practice guidelines in order to avoid pollution.

6. Prior to Commencement Notice Stage, the developer shall submit a Construction Phase Surface Water Management Plan in accordance with IFI Publication 2016 *"Guidelines on Protection of Fisheries During Construction Works in and Adjacent to Waters"* for the written consent of the Planning Authority. The Plan shall address the management of any surface water run-off from the site, to prevent any polluting matter, suspended solids, and silt, being discharged to any receiving water. The Plan shall, inter alia, include:

- (a) Site-Layout Plan identifying any potential surface water and/or groundwater receptors
- (b) The location and design of any proposed mitigation measures.
- (c) Proposals for a surface water and/or groundwater monitoring programme, as appropriate.

Reason: In the interest of public health, to avoid pollution, and to ensure proper development.

7. The Land And Soils Construction Stage mitigation measures identified in Section 9.6.1 and subsections of the EIAR shall be implemented.

Reason: In the interest of public health, to avoid pollution, and to ensure proper development.

8. The Land And Soils Construction Stage monitoring measures identified in Section 9.7.1 of the EIAR shall be implemented.

Reason: In the interest of public health, to avoid pollution, and to ensure proper development.

9. The Water Construction Stage mitigation measures identified in Section 10.6.1 of the EIAR shall be implemented.

Reason: In the interest of public health, to avoid pollution, and to ensure proper development.

10. The Water Operational Stage monitoring measures identified in Section 10.6.2 of the EIAR shall be implemented.

Reason: In the interest of public health, to avoid pollution, and to ensure proper development.

11. Hydrogeology Construction Stage mitigation measures identified in Section 11.6.1 and subsections of the EIAR shall be implemented.

Reason: In the interest of public health, to avoid pollution, and to ensure proper development.

12. Air Construction Stage mitigation measures identified in Section 12.6.1 and subsections of the EIAR shall be implemented.

Reason: In the interest of public health, to avoid pollution, and to ensure proper development.

13. The Air Construction Stage monitoring measures identified in Section 12.7.1 of the EIAR shall be implemented.

Reason: In the interest of public health, to avoid pollution, and to ensure proper development.

14. The Climate Construction Stage mitigation measures identified in Section 13.6.1 and subsections of the EIAR shall be implemented.

Reason: In the interest of public health, to avoid pollution, and to ensure proper development.

15. The Climate Operational Stage mitigation measures identified in Section 13.6.2 and subsections of the EIAR shall be implemented.

Reason: In the interest of public health, to avoid pollution, and to ensure proper development.

16. The Noise Construction Stage mitigation measures identified in Section 14.7.1 of the EIAR shall be implemented.

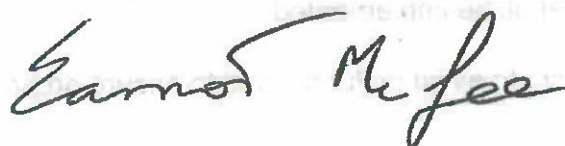
Reason: In the interest of public health, to avoid pollution, and to ensure proper development.

17. The Noise And Vibration Construction Stage monitoring measures identified in Section 14.8.1 of the EIAR shall be implemented.

Reason: In the interest of public health, to avoid pollution, and to ensure proper development.

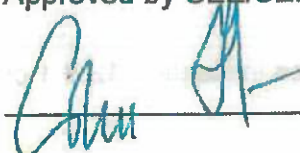
Inspector:

Date: 27/4/23



Approved by SEE/SE:

Date:

 SEE

28/4/2023



RAILWAY ORDER WATER SERVICES OBSERVATION REPORT

To: Eoghan Lynch, Senior Executive Planner, Planning Department.

Date: 14 April 2023

Re: Dart + South West Railway Order.

WSP report as follows on the railway order documentation at <https://www.dartplus.ie/en-ie/railwayorder/dart-south-west-railway-order> including the site specific flood risk assessment:

1) Uisce Eireann:

- a) Prior to commencement of the proposed development, Iarnrod Eireann shall liaise with UE Connections and Developer Services division and agree arrangements for any connections to UE networks and all IW infrastructure traversing, adjoining and abutting the proposed works, including the proposed piled area west of Hazelhatch station, the directional drilling west of Stacumny Bridge (OBC21) and noise barriers.

2) Surface Water Drainage:

- a) As 1a above, regarding public surface water drainage and liaison with KCC Municipal District Roads Engineers.
- b) The final drainage and SuDS strategy completed prior to commencement of the proposed development shall comply with CDP, any relevant LAPs, GDSDs, Nature-based Solutions to the Management of Rainwater and Surface Water Runoff in Urban Areas - Water Sensitive Urban Design Best Practice Interim Guidance Document and CIRIA SuDS Manual.

The strategy shall include where feasible:

- i) Maximisation of permeable surfaces including at the proposed Hazelhatch Sub-Station building site and for the proposed upgrading of the existing CIE gravel service road from Stacumny Lane to the new Signalling Equipment Building (SEB) adjacent to the new Adamstown Substation and
 - (1) reprofiling the existing drainage swale and converting it to a bioretention swale with mixed vegetation along the length of the access road upgrade and
 - (2) consider making the proposed conveyance channel-culvert at Hazelhatch to mitigate flood risk associated with the proposed noise barriers as per SSFRA, a bioretention swale and
- ii) Rainwater and recovery reuse and
- iii) Runoff shall be treated at source and surface level and
- iv) Prioritisation of nature based SuDS and infiltration of runoff to ground in a balanced manner including at the proposed Hazelhatch Sub-Station building and
- v) Consider green or blue roof at proposed Hazelhatch Sub-Station building and
- vi) Only where a clear and plausible rationale can be provided for exclusion of infiltration system and NB SuDS, shall other SuDS classes be considered ie filtration system SuDS and as an option of last resort, detention system SuDS.
- vii) Consider returning all site compound areas and temporary access routes to greenfield state, where applicable, after completion of the works.
- c) The final drainage design in accordance with documentation at 1b above and to be completed prior to the commencement of the proposed development shall address the following issues:
 - i) Based on the revised drainage and SuDS strategy as above and
 - ii) SuDS where feasible on the project are subject to failure, replacement and non-maintenance like traditional drainage systems and their design shall take account of this eg by including increased

factors of safety, overflows to the piped drainage networks and planned flood routing to safe areas including surface water outfalls.

- iii) where runoff from SuDs, including from SuDs overflows is discharged to the nearest suitable dedicated surface water piped drainage network, Qbar restricted discharge rate shall be calculated in accordance with GDSDS Vol 2 Chapter 6 §WDDC 2 and
- iv) where SuDs are feasible, attenuation storage volume calculations for 100 year plus 30% climate change factor storm event shall use Qbar discharge rate or appropriate soil infiltration rate where discharge is to ground and
- v) Any NEW drainage pipe network shall be designed for the 2 or 5 year design return period plus 30% climate change factor clearly demonstrating appropriate pipe sizes to cater for the predicted flow rates and the proportional velocities shall be greater than the 0.75 mps self-cleansing velocities during normal operating conditions and
- vi) Where runoff is discharged to an existing surface water drainage network, no pluvial flooding shall be permitted.

d) Only clean, uncontaminated surface water runoff including from SuDs overflows shall discharge to the site drainage systems.

e) A robust drainage system maintenance regime shall be implemented by or on behalf of the applicant. The drainage maintenance regime shall be responsive and react to out of hours repair requests and emergencies including at night, weekends and holidays.

The applicant shall keep all relevant records and details relating to drainage maintenance in paper and digital formats akin to the 'Safety File' required under Health & Safety legislation and this file shall be handed over to new owners when the development is sold-transferred to new owners.

3) Flood Risk:

a) Prior to commencement of the development:

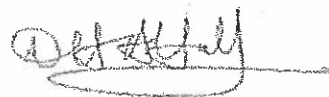
- i) A peer review of the SSFRA by an independent, impartial, suitably qualified, competent and experienced flood risk management consulting engineer shall be carried out.
- ii) the applicant shall actively engage with OPW to implement the proposed Hazelhatch Flood Relief Scheme and amend the proposed flood risk mitigation measures for the development accordingly.

b) The proposed flood risk mitigation measures in Zone A including the proposed flow conveyance channel-culverts to mitigate the predicted flood level increase at the new noise barriers in the vicinity of Celbridge-Hazelhatch station shall not increase flood risk elsewhere.

c) The final flood risk mitigation measures adopted by the applicant prior to commencement of the development shall address the identified PFRA Pluvial Flood Zones in the Hazelhatch area.

d) OPW Section 50 consent for the conveyance channel-culvert as item 3b) above and any other proposed alterations to watercourses that come under their remit, shall be put in place by the applicant prior to the commencement of the proposed works.

e) Enhancement of the proposed flood risk mitigation measures outlined in the SSFRA by implementation of an early flood warning system should be considered by the applicant.



Mr D H A Hall, B.E., M.I.E.I.,
Senior Executive Engineer,
Water Services Planning.

Mr I Fatallah,
Acting Senior Engineer,
Water Services.