
Appendix A1.2

EIA Scoping Response Report



Rialtas
na hÉireann
Government
of Ireland

Tionscadal Éireann
Project Ireland
2040



Iarnród Éireann
Irish Rail

ARUP



DART+
Coastal North

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1. APPENDIX A1.2: SUMMARY OF RESPONSES TO INFORMAL EIA SCOPING CONSULTATION

1.1 Introduction

The consultation process for EIA Scoping commenced on 6th March 2023 and continued for a 6-week period, concluding on 18th April 2023. During that period, inputs from relevant stakeholders on the information to be contained in an EIAR and the methodologies to be used in gathering and assessing that information was collected.

This document contains a summary of all the responses to the informal EIA scoping consultation, received from relevant stakeholders for the DART+ Coastal North Project (“the Proposed Development”). Table 1-1 presents a summary of the responses received.

Responses received from relevant stakeholders for the two public consultations held for the Proposed Development (Public Consultation No. 1 (PC1) or Public consultation No. 2 (PC2)) are contained in Appendix A3.1 (PC1 Consultation Findings Report) and Appendix A3.2 (PC2 Consultation Findings Report) in Volume 4 of this EIAR.

Table 1-1 Summary of EIA Responses

Consultee	Summary of Submission received
Dublin City Council (DCC)	<p>EIA Scoping Report Comments:</p> <ul style="list-style-type: none"> • Under 5.3.3 Methods of Assessment – possible impacts on the public around existing station entrances in the form of increased footfall should be assessed, including studies of existing footpath widths and projected pedestrian volumes; • Consider mentioning the negative impacts on rail patronage on the Howth line due to discontinuance of direct rail services. Potential operational and construction impacts should also be included; • Consideration should be given to including the BEMUs project in the technical assessment scopes and how the project will impact the Coastal North proposals; • Detailed assessment on Accessibility and Social Inclusion should be considered, including potential impacts of the proposal in line with Universal Design Principles; • Noted the lack of reference to nature-based solutions and Sustainable Drainage Systems (SuDS) as potential mitigation measures for potential water related impacts; and • The amended Climate Change Act should be referenced throughout the EIAR assessment (noted incorrect target provided in Chapter 13). <p>Other relevant points noted:</p> <ul style="list-style-type: none"> • With respect to heritage, a full-time Grade 1 Conservation Architect, or equivalent, shall be employed to advise on all stages of the Project and for preparation of a Heritage Impact Assessment Report (HIAR); • Advised that approach proposed in the scoping report “<i>each structure of architectural heritage value will be surveyed, and the potential impacts assessed and presented in the EIAR</i>” should follow guidelines within the National Inventory of Architectural Heritage Handbook Edition March 2021 and Architectural Heritage Protection – Guidelines for Planning Authorities (2011); • Recommend the policies/objectives contained in Dublin City Development Plan 2022-2028 (Section 11.5.5; BHA26) to be followed regarding the protection and preservation of archaeological heritage; • With respect of archaeology, a Project archaeologist should be employed to ensure the successful delivery of the EIAR recommendations and to prepare and oversee the archaeological contract; and • Highlighted the importance in understanding any relevant projects planned in the vicinity of intended works, in particular transport-related projects (Bus Connects) to ensure a coordinated approach.

Consultee	Summary of Submission received
<p>Department of Housing, Local Government and Heritage (Development Applications Unit)</p>	<p>EIA Scoping Report Comments:</p> <ul style="list-style-type: none"> • Noted that an Archaeological Impact Assessment is scoped into the proposed EIA and should be carried out by a suitably qualified consultant archaeologist. The Department advised on the following: • The planned desk-study and field inspection should target (as appropriate): <ul style="list-style-type: none"> ○ Targeted non-intrusive advance geophysical survey or prospection; ○ Targeted advance archaeological test excavation; ○ Targeted underwater archaeology surveys or wade surveys; and ○ Targeted built heritage surveys. • Recommended the employment of a qualified archaeologist in any other intrusive advance investigations (i.e., ground investigations for soils/geology/hydrogeology); • Noted the lack of potential scale/scope of archaeological investigations such as geophysical surveys; and • Consider the inclusion of an Underwater Archaeological Impact Assessment (UAIA), which if appropriate would include targeted licensed underwater surveys and licensed metal detection surveys (consent/licensed as required under the National Monuments Acts). <p>Other relevant points noted:</p> <ul style="list-style-type: none"> • Further commenting will be provided on the subject once the assessment is submitted.
<p>Fáilte Ireland</p>	<p>EIA Scoping Report Comments:</p> <ul style="list-style-type: none"> • No specific comments received on the EIA Scoping Report; and • Attached a copy of the non-statutory Fáilte Ireland's Guidelines for the Treatment of Tourism in an EIA, which could be informative in the preparation of the EIAR. <p>Other relevant points noted:</p> <ul style="list-style-type: none"> • Noted that tourism displays a very high dependency on public transport in particular for its successful operation and that a high degree of convergence between the tourism and transport sector is crucial; and • Noted that DART services are not only important for visitors themselves but, of equal importance, to those employed in the hospitality sectors, who are often critically dependent upon public transport, often at times at the very beginning and end of the working day. The extension of the network and more frequent services are very much welcomed.
<p>Fingal County Council</p>	<p>EIA Scoping Report Comments:</p> <ul style="list-style-type: none"> • No specific comments received on the EIA Scoping Report.

Consultee	Summary of Submission received
	<p>Other relevant points noted:</p> <ul style="list-style-type: none"> • Provided a link to the Fingal Development Plan 2023-2029 that came into effect in April 2023, including reports such as Natura Impact or Strategic Environmental Assessment. • The FCC highlighted specific surface water and flooding issues for consideration: <ul style="list-style-type: none"> ○ Implementation of Sustainable Drainage Systems (SuDS) throughout the scheme in order to alleviate potential flooding/water quality concerns; ○ Consider Fingal riparian requirements around water courses in the county (10m buffer for small river/48m large river); ○ Inclusion of Surveys & Mitigation in any Construction Environmental Management Plan (CEMP); ○ Advised on licence needed for all works to bridges and culverts on watercourses (Section 50 license from OPW); and ○ Recommended additional water quality sampling at drainage outfall locations in order to ensure non-contamination.
Geological Survey Ireland (GSI)	<p>EIA Scoping Report Comments:</p> <ul style="list-style-type: none"> • No specific comments received on the EIA Scoping Report. <p>Other relevant points noted:</p> <ul style="list-style-type: none"> • Provided attachment with Geological Survey Ireland's Publicly Available Datasets Relevant to Planning, EIA and SEA processes; • Noted that DART+ Coastal North is located within a broad County Geological Site (CGS) at Laytown, Co. Meath. The site should be assessed as a constraint in order to avoid potential impacts on its integrity; • Recommended the use of The Groundwater Vulnerability map, available on GSI Spatial Resources website, for the identification of vulnerable areas where groundwater-surface water interactions might occur; • Reference to The Groundwater Protection Response – guidance and framework to assist in planning and decision-making in order to protect groundwater; and • Ensure the use of sustainably sourced materials by identifying areas of source aggregate potential using the Aggregate Potential Mapping viewer.
Irish Aviation Authority (IAA)	<p>EIA Scoping Report Comments:</p> <ul style="list-style-type: none"> • Noted that the Scoping report appears reasonable in nature; • Consideration should be given in regard to habitat and hedgerow preservation concerns, noting the increase in recent reporting on the subject, given the scale of the proposed infrastructure development.

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Irish Aviation Authority (IAA) contd.	<p>Other relevant points noted:</p> <ul style="list-style-type: none"> • Support for the DART+ Costal North Project. • Noted the well documented benefits associated with the project, such as reduction in private vehicles, improved access to public transport and carbon reducing transportation.
Meath County Council	<p>EIA Scoping Report Comments:</p> <ul style="list-style-type: none"> • Noted proposed assessment methodology and sources of information as outlined in the EIA Scoping Report under each environmental topic are also considered appropriate; • The direct and indirect effects of the project must be assessed; • The 'cumulative assessment' must take account of the DART + Projects proposed together with other permitted plans and projects in the area • Noted that the EIAR should describe where relevant, any demolition or decommissioning works associated with the project; • Noted the 'Main' alternatives can be identified as those which have the potential to influence the environmental effects of the project; • Noted IÉ must ensure that mitigation measures are implemented and the procedures regarding monitoring of any significant adverse effects on the environment likely to occur due to the development are outlined; • Noted that although the EIAR and AA reports and processes are legally separate, it is important that baseline data from each report is integrated into the other as relevant. • Traffic & Transport <ul style="list-style-type: none"> ○ Requested NTA's Eastern Regional Model (ERM) referenced in the Scoping Report should be included in an appendix to the EIAR; ○ requested that an accurate simulation of the impacts of a frequent rail service on level crossings is carried out to establish the extent to which road users will be impacted by the Proposed Development; ○ Requested impact of the Proposed Development on the build-out of residential zoned lands within the settlements along the route consider together with population projections for the area, as set out in the Regional Spatial and Economic Strategy (RSES) and County Development Plan for Meath 2021-2027; and may also be informed by research carried out as part of the Dublin-Belfast Economic Corridor initiative; ○ Requested Alternatives are put in place for parking and pedestrian/ cyclist access where there will be a disruption or likely loss of access at stations; ○ Requested consultation be held with bus service providers to avoid significant disruptions to bus routes in the vicinity of the scheme;

Consultee	Summary of Submission received
Meath County Council (continued)	<ul style="list-style-type: none"> ○ Advised to consider CSO and Tourism Ireland/ Fáilte Ireland forecasts and modelling and Tourism Strategies to determine the impact on rail services. ● Population / human health / air quality <ul style="list-style-type: none"> ○ Address the potential impact of increased noise in the vicinity of the rail line with suitable noise prediction mapping; ○ Advised to consider the impact on air quality should also be assessed; ○ Advised to consider the increasing number and frequency of trains and carriages which will use the route and what effect this will have on noise receptors and air quality. ● Biodiversity <ul style="list-style-type: none"> ○ Request to used Datasets held by the National Biodiversity Data Centre; ○ NPWS Article 17 Reports on the conservation status for habitats and species should also inform this section of the EIAR; ○ Requested that potential impacts of the project on the River Nanny Estuary & Shore Special Protection Area (Site Code 4158) are fully assessed; ○ advised to incorporate the findings of the Natura Impact Statement (NIS), Flood Risk Assessment (FRA) and other surveys into the EIA to inform the overall design of the Proposed Development; ○ Inland Fisheries Ireland (IFI) should be included as a consultee for the protection of the fisheries resource; ● Land & Soils <ul style="list-style-type: none"> ○ Noted the rail line passes through MH008 GSI County Geological Site <i>Laytown to Gormanston</i>; ○ Noted there is likely to be contaminated land along/ under the rail-line. IE may need to implement measures to remediate same, given the potential impact of leachate on subsurface aquifers, surface water bodies and coastal water bodies; ● Water <ul style="list-style-type: none"> ○ The Groundwater Directive (2006/118/EC), Water Framework Directive (2000/60/EC) and Floods Directive (2007/60/EC) should be considered; ○ Uisce Éireann is the appropriate contact for the purposes of drinking water supplies and wastewater treatment, while MCC should be contacted regarding surface water drainage issues. ○ made reference to the Dept. of Housing, Local Government and Heritage (2022) 'Nature-based Solutions to the management of Rainwater and Surface Water Runoff in Urban Areas – Water Sensitive Urban Design – Best Practice Interim Guidance Document' for design of hard standing areas, etc. associated with the Proposed Development.

Consultee	Summary of Submission received
Meath County Council (continued)	<ul style="list-style-type: none"> • Landscape and Visual <ul style="list-style-type: none"> ○ Noted protected viewpoints within the vicinity of the Proposed Development – No. 65 at Laytown Strand and No. 75 at Boyne Estuary; ○ Noted a Landscape and Visual Assessment should inform the EIAR. • Material Assets <ul style="list-style-type: none"> ○ Requested to consider the <i>'Transport and Utilities' Land use Zoning in the Laytown Written Statement which has an objective 'To provide for essential transport and public utilities and infrastructure including rail stations, park and ride facilities, water and wastewater infrastructure, electricity, gas, and telecommunications infrastructure'</i> ○ Advised to consider the objective which seeks to provide a train station at Bettystown and the new strategic employment site zoning at Laytown. ○ Noted the Environment Section of Meath County Council can provide guidance on request to IÉ on resource and waste management, associated Permits or Certificates of Registration, etc.; ○ Requested consideration is given to the transfer of invasive species within imported/ exported soil and stone and the management of same; • Archaeology & Cultural Heritage <ul style="list-style-type: none"> ○ Noted two RPS structures in the vicinity of the railway- <ul style="list-style-type: none"> ▪ RPS: 91073 (NIAH Ref: 14402801) Corballis, Railway Viaduct; ▪ RPS: 91072 (NIAH Ref: 14319002) Ninch, Laytown Station Masters House. ○ Noted National monuments: <ul style="list-style-type: none"> ▪ ME02919 – Ritual Site – Holy Well (SMRS: ME028-063---) in Irishtown ▪ ME02384, 83, 82, 81, 80, 79, 78, 77, 76, 75, 74 at Colp West – Souterrain, Kiln, corn-drying, burial, excavations – miscellaneous, ringfort – Rath, enclosures, etc. • Major Accidents & Disasters <ul style="list-style-type: none"> ○ Though there are no Seveso II Sites within the area of the rail line in Co. Meath, Flogas Ireland Ltd. (Marsh Rd., Drogheda, Co. Louth) is located to the north of the boundary with Co. Louth. Such sites within the Co. Dublin must also be considered in the EIAR.

Consultee	Summary of Submission received
Meath County Council (continued)	<ul style="list-style-type: none"> • Decommissioning <ul style="list-style-type: none"> ○ Noted that the EIA Scoping Report submits that the impacts which occur at construction and decommissioning phase are similar though somewhat lower in magnitude. This should be qualified in the EIAR, if aspects of the proposed infrastructure are expected to be decommissioned in the future. <p>Other relevant points noted:</p> <ul style="list-style-type: none"> • The Proposed Development and other DART(+) projects which seek to increase the length of high capacity and electrified network is welcomed and supported by Meath County Council and is consistent with NTA's GDA Transport Strategy for increased sustainable mobility and a high quality and integrated public transport system which will encourage greater use of public transportation and seek to reduce car-dependency for the purposes of commuting; • Noted MCCs zoning map objective (OBJ1) in the county development plan to <i>"To facilitate the provision of a train station at Bettystown (in addition to the existing station at Laytown) as part of the DART expansion works to Drogheda through the planned electrification of the Northern rail line by Irish Rail"</i>. • Noted a strategic employment site and park and ride facility on adjacent lands to Laytown Station; • Noted Local Area Plans in Co. Meath (including the East Meath LAP 2014-2020) were superseded by a Written Statement and Land Use Zoning Map contained in Volume 2 of the Meath County Development Plan 2021-2027. • DART+ Coastal North is particularly important to Co. Meath and the project is supported by the Meath County Development Plan 2021-2027. The proposed project is broadly welcomed by Meath County Council and the EIA Scoping Report examines many of the aspects of the development, identifying the potential environmental effects which will be assessed in the EIAR.
Transport Infrastructure Ireland (TII)	<p>EIA Scoping Report Comments:</p> <ul style="list-style-type: none"> • TII note that the scenario interacts with TII existing networks: M50 (including Dublin Tunnel at Fairview). • Noted on assessment to be undertaken in accordance with TII Guidance Note, <i>'The Assessment of Surface and Sub-Surface Developments in the Vicinity of the Dublin Port Tunnel'</i>, in order to avoid impact on the M50 Tunnel structural integrity. • TII would be specifically concerned as to potential significant impacts the development would have on the national road network (and junctions with national roads) and take account of the following: <ul style="list-style-type: none"> ○ Consider detrimental impact on the capacity, safety, or operational efficiency of the national road network, including its structures and drainage services. ○ Traffic and Transport Assessment be carried out in accordance with relevant guidelines, noting traffic volumes attending the site and traffic routes to/from the site with reference to impacts on the national road network and junctions of lower category roads with national roads. Reference to the Authority's Traffic and Transport Assessment Guidelines (2014).



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Consultee	Summary of Submission received
Transport Infrastructure Ireland (TII) Continued	<ul style="list-style-type: none">• The designers should consult TII Publications to determine whether a Road Safety Audit is required.• Consider TII Environmental Guidelines that deal with assessment and mitigation measures for environmental factors and occurrences when preparing an EIAR, particularly:<ul style="list-style-type: none">○ TII's Publications (formerly DMRB and the Manual of Contract Documents for Road Works).○ TII's Environmental Assessment and Construction Guidelines, including the Guidelines for the Treatment of Air Quality During the Planning and Construction of National Road Schemes (National Roads Authority, 2006).○ Guidelines for the Treatment of Noise and Vibration in National Road Schemes (1st Rev., National Roads Authority, 2004).