

**Luas Finglas**

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# **Environmental Impact Assessment Report 2024**

## **Chapter 1: Introduction**

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## GLOSSARY OF FREQUENTLY USED TERMS

Acronym	Term
AA	Appropriate Assessment
BTEG	Barry Transportation and EGIS Consortium
CPO	Compulsory Purchase Order
DCC	Dublin City Council
EIA	Environmental Impact Assessment
EIAR	Environmental Impact Assessment Report
EPA	Environmental Protection Agency
EPR	Emerging Preferred Route
FCC	Fingal County Council
ICW	Integrated Constructed Wetland
LRT	Light Rail Transit
LRV	Light Rail Vehicle
NIS	Natura Impact Statement
NSPC	Non-Statutory Public Consultation
NTA	National Transport Authority
PR	Preferred Route
RO	Railway Order
SID	Strategic Infrastructure Development
TII	Transport Infrastructure Ireland
UNECE	United Nations Economic Commission for Europe

## SECTION 1: INTRODUCTION

### 1.1 Introduction

#### 1.1.1 Purpose of this Report

This document is the Environmental Impact Assessment Report (EIAR) which Transport Infrastructure Ireland (TII) is required to submit to An Bord Pleanála (hereafter referred to as the Board) to inform the Board's Environmental Impact Assessment (EIA) of Luas Finglas (hereinafter referred to as the "proposed Scheme"). This EIAR presents an evaluation of the likely significant environmental impacts and applicable mitigation and monitoring measures associated with the construction and operation of the proposed Scheme. This EIAR has been completed in order to comply with the requirements of all relevant legislation and guidance.

Specifically, this EIAR has been prepared to address all the requirements of the following:

- Transport (Railway Infrastructure) Act 2001 (as amended) including by S.I. No. 743/2021 - European Union (Railway Orders) (Environmental Impact Assessment) (Amendment) Regulations 2021; and
- Directive 2014/52/EU of the European Parliament and of the Council of 16 April 2014 amending Directive 2011/92/EU on the assessment of the effects of certain public and private projects on the environment (EIA Directive).

The application for a Railway Order (RO) will be made to the Board, and among the documents which must accompany the application is an EIAR prepared in accordance with the provisions of Section 37(3)(e) and Section 39 of the Transport (Railway Infrastructure) Act 2001 (as amended).

The structure of the EIAR is described in section 1.7.2.

This Chapter introduces the proposed Scheme, summarises the EIA process, describes the methodology used to prepare this EIAR and outlines the consultation activities that have been carried out to date.

#### 1.1.2 Outline Scheme Description

The overall objective of the proposed Scheme, as established by TII and as informed by planning policy context, is:

*'To provide a high-capacity, high-frequency light rail running from Broombridge to Charlestown, connecting Finglas and the surrounding areas with Dublin's wider public transport network by providing a reliable, and efficient public transport service to the city centre via Broombridge.'*

The proposed Scheme fully aligns with several strategic policy objectives, (refer to Chapter 2 (Planning and Policy Context Review)), including National Strategic Outcomes set out in Project Ireland 2040: National Planning Framework such as compact growth, sustainable mobility and transition to a low-carbon and climate resilient society.

The proposed Scheme, presented in Volume 4 – Map Figure 1-1, is the next phase of the development of Dublin's integrated light rail network, is 3.9km in length and will extend the Luas Green Line northwards from its current terminus at Broombridge to a new proposed terminus at Charlestown. It is a largely grade-separated scheme, primarily located within the administrative area of Dublin City Council (DCC) with the exception of the proposed Charlestown terminus, which is in the administrative area of Fingal County Council (FCC).

The analysis undertaken to inform this EIAR is based on an intended construction commencement date in 2031 and an opening year of 2035. The proposed Scheme is projected to:

- Create a high-capacity, integrated public transport network, prompting Active Travel modes on Dublin's north-western corridor in order to facilitate multimodal "cycle-LRT trips", while delivering short and reliable journey times with a projected 17-minute saving from Charlestown to Dublin city centre in the opening year 2035, compared to the longer and much less reliable expected car travel-time;
- Leverage past investment in the Luas Green Line, balancing existing and forecasted passenger flows;
- Unlock the sustainable development potential along the north-western corridor - where 52 hectares of land have been identified across the Finglas and Jamestown Strategic Development and Regeneration Area (SDRA) Masterplan, and which includes for 3,500 – 3,800 new residential units. This is significantly higher than was originally proposed for this area. Further work is also ongoing for the redevelopment of the Dublin Industrial Estate lands with a Ballyboggan Local Area Plan being developed to regenerate the area;
- Promote regeneration and economic growth for the residents and businesses of Finglas, Charlestown and the surrounding areas through urban integration; and
- Deliver an increase of 1.3 million low carbon public transport trips per annum in the opening year 2035, and 1.8 million additional public transport trips in the design year 2050, contributing to the Carbon Net Zero aspirations.

The proposed Scheme will comprise a number of key features as outlined in Table 1-1 and Table 1-2. A full description of the proposed Scheme is provided in Chapter 5 (Description of the proposed Scheme).

**Table 1-1: Overview of the Key Features of the proposed Scheme**

Scheme Key Features	Outline Description
<b>Permanent Scheme Elements</b>	
<b>Light Rail track</b>	3.9km extension to the Luas Green Line track from Broombridge to Finglas (2.8km of grass track, 700m of embedded track and 360m of structure track)
<b>Depot Stabling facility</b>	A new stabling facility (with stabling for eight additional LRVs) will be located just south of the existing Broombridge terminus, as an extension of the Hamilton depot area.
<b>Luas Stops</b>	Four Stops located at: St Helena's, Finglas Village, St Margaret's Road and Charlestown to maximise access from the catchment area including the recently re-zoned Jamestown Industrial Estate.
<b>Main structures</b>	Two new Light Rail Transit (LRT) bridges will be constructed as part of the proposed Scheme: a bridge over the River Tolka within the Tolka Valley Park and a bridge over the Royal Canal and the Iarnród Éireann (IÉ) railway line at Broombridge.  A number of existing non-residential buildings shall be demolished to facilitate the proposed Scheme. In addition, the existing overbridge at Mellows Park will be demolished.
<b>At grade signalised junctions</b>	10 at grade signalised junctions will be created at: Laga Road, Ballyboggan Road, Tolka Valley Road, St. Helena's Road, Wellmount Road, Cappagh Road, Mellows Road, North Road (N2), McKee Avenue, Jamestown Business Park entrance. Note: The junction at Charlestown will be reconfigured but does not have an LRT crossing.
<b>Uncontrolled crossings</b>	13 at grade uncontrolled crossings (11 pedestrian / cycle crossings and two local accesses located at: Tolka Valley Park, St Helena's, Farnham pitches, Patrickswell Place, Cardiff Castle Road, Mellows Park, St Margaret's Road and ESB Networks.
<b>Cycle facilities</b>	Cycle lanes are a core part of the proposed Scheme in order to facilitate multimodal "cycle-LRT trips". Approximately 3km of segregated cycle lanes and 100m of non-segregated cycle lanes along the route. Covered cycle storage facilities will be provided at Broombridge Terminus, Finglas Village Stop and St Margaret's Road Stop, and within the Park & Ride facility. "Sheffield" type cycle stands will be provided at all stop locations.



Scheme Key Features	Outline Description
<b>Power substations</b>	Two new traction power substations for the proposed Scheme will be located near Finglas Village Stop behind the existing Fire Station, and near the N2 junction before St Margaret's Road Stop where the current spiral access ramp to the pedestrian overbridge is located.  A third substation is required for the Park & Ride facility.
<b>Park &amp; Ride facility</b>	A new Park & Ride facility, with e-charging substation, located just off the M50 at St Margaret's Road Stop will be provided with provision for 350 parking spaces and secure cycle storage. The building will feature photovoltaic (PV) panel roofing and is the location for an additional radio antenna.  This strategic Park & Ride connecting the N2/M50 to the city centre will increase the catchment area of the proposed Scheme.
<b>Temporary Scheme Elements</b>	
<b>Construction compounds</b>	There will be three principal construction compounds, two located west of Broombridge Road and one located at the northern extents of Mellows Park. In addition, there are other secondary site compound locations for small works/storage. Details can be found in Chapter 6 (Construction Activities) of this EIAR.

**Table 1-2: Summary of New Bridges of the proposed Scheme**

Identity	Location	Description
Royal Canal and Rail Bridge	Approximately 10m east of the existing Broome Bridge and then continuing north, parallel with Broombridge Road on its east side	The proposed bridge is an eight-span structure consisting of two main parts: a variable depth weathering steel composite box girder followed by a constant depth solid concrete slab. The bridge has the following span arrangement: 35 + 47.5 + 30 + 17 + 3x22 + 17m. Steel superstructure extends over the first three spans. The bridge deck is continuous over the full length of 212.5m and has solid approach ramps at both ends.
Tolka Valley Park Bridge	Approximately 30m west of the existing Finglaswood Bridge	A three-span structure with buried end spans, thus appearing as a single span bridge. End spans as well as part of the main span consist of post-tensioned concrete variable depth girder, the central section of the main span is a suspended weathering steel composite box girder. The overall length of the bridge is 65m with spans 10m, 45m, 10m.

## 1.2 The Railway Order Process

The Transport (Railway Infrastructure) Act 2001 (as amended) provides for a distinct process for public consultation, environmental impact assessment and appropriate assessment, planning assessment and compulsory purchase powers for railway infrastructure.

Section 37(1) of the Transport (Railway Infrastructure) Act 2001 (as amended by Part 4 (Miscellaneous) of the Planning and Development (Strategic Infrastructure) Act 2006), provides that the Railway Procurement Agency, among others, may apply to the Board for a RO. The Railway Procurement Agency has since been merged into the National Roads Authority which has been renamed TII to reflect its expanded remit. TII is making this application for a RO for the proposed Scheme. Section 37(1) of the Transport (Railway Infrastructure) Act 2001 also requires TII to obtain the consent of the NTA before applying to the Board for a RO for railway infrastructure.

The NTA has provided consent prior to submission of the RO application, and a copy of this consent is included with this application.

A RO is required to construct and operate the proposed Scheme, including the compulsory acquisition of all lands and rights in relation to land specified in the RO (being those lands and rights in relation to lands necessary for giving effect to the RO). Following the submission of the RO application to the Board there is a statutory consultation period of at least six weeks. Members of the public can make a submission in relation to the RO application, including the EIAR, NIS and the Compulsory Purchase Order (CPO) land requirements. The Board may request further information and if the information contains significant data in relation to the likely effects on the environment of the proposed Scheme, the Board shall require that this information be put out for further public consultation for not less than three weeks. Submissions will be duly considered by the Board as part of the decision-making process. The Board (at its absolute discretion) may hold an Oral Hearing into an application for a RO. After any Oral Hearing and assessment of the proposed Scheme by the Board, it will decide whether to make or refuse to make the RO.

TII have also submitted an Appropriate Assessment (AA) Screening Report and Natura Impact Statement (NIS) with the application. They too are available for public consultation and to inform the Board's Appropriate Assessment of the proposed Scheme. Further details on the Appropriate Assessment process are set out in the AA Screening Report and NIS in Volume 5 of this EIAR.

### 1.3 Role of Transport Infrastructure Ireland

The Applicant for the proposed Scheme is TII. TII was established through a merger of the National Roads Authority and the Railway Procurement Agency under the Roads Act 2015. TII's primary role is to provide an integrated approach to the future development and operation of the national roads network and metro and light rail infrastructure throughout Ireland, delivering a better quality of life, supporting economic growth and respecting the environment. TII is responsible for the development and construction of new light rail lines and extension to the day-to-day operations and maintenance of the Luas Operator ensuring agreements regarding Park & Ride, bike parking and interchange facilities are met.

In January 2021, a Barry Transportation EGIS (BTEG) Consortium<sup>1</sup> was appointed by TII to develop a preliminary design for the proposed Scheme and prepare the EIAR, AA Screening Report, NIS and all the required materials for the submission of a RO Application under Section 37 of the Transport (Railway Infrastructure) Act 2001 (as amended).

In the context of the EIAR, the Luas Team comprises the Contracting Authority (TII), BTEG and other expert contributors.

### 1.4 EIA Legislation

Directive 2011/92/EU on the assessment of the effects of certain public and private projects on the environment (as amended by Directive 2014/52/EU) (hereafter referred to as the 'EIA Directive') sets the requirements for EIA in European law. It requires EIA to be carried out for certain public and private projects listed in Annexes I and II of the EIA Directive.

The requirements of Directive 2014/52/EU were transposed into Irish law by, inter alia, the adoption of the S.I. No. 743/2021 - European Union (Railway Orders) (Environmental Impact Assessment) (Amendment) Regulations 2021 (hereafter referred to as the EIA Regulations), which amend the Transport (Railway Infrastructure) Act 2001 to bring it in line with Directive 2014/52/EU.

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<sup>1</sup> Luas Finglas has been contracted to Barry Transportation with Egis as a sub-consultant. On the 1st of June 2023, Barry Transportation became a wholly owned subsidiaries of Egis Ingénierie, having its registered office at 15 Avenue du Centre, 78280 Guyancourt, France. Barry Transportation is currently being merged with its parent organisation. Luas Finglas will continue to be completed by the same team as we are all part of the Egis Group.



The EIA Directive requires that Ireland and other Member States must decide which ‘*underground railways, suspended lines or similar lines of a particular type, used exclusively or mainly for passenger transport*’ require EIA through a case-by-case examination or the use of thresholds or both.

In Ireland's case, the applicant for a RO must submit an EIAR with the application for a RO to the Board as required by the Section 37(3)(e) of the Transport (Railway Infrastructure) Act, 2001 (as amended). This EIAR complies with the requirements of Section 37(3)(e) and 39 of the Transport (Railway Infrastructure) Act 2001 (as amended) and Annex IV to the EIA Directive.

#### 1.4.1 Requirements for EIA under the Transport (Railway Infrastructure) Act 2001

New railway works are governed by the Transport (Railway Infrastructure) Act, 2001 (as amended), hereafter referred to as the ‘2001 Act’. The 2001 Act provides for a RO application to be made by TII to the Board.

Sections 37 to 47F of the 2001 Act (as amended by the Planning and Development (Strategic Infrastructure) Act 2006), the Dublin Transport Authority Act 2008 and the European Union (Railway Orders) (Environmental Impact Assessment) (Amendment) Regulations 2021 (S.I. No. 743/2021)) set out the process required for making an application for a RO. Section 37(3) states that:

*‘An application under Subsection (1) shall be made in writing in such form as the Minister may specify and shall be accompanied by:*

*(a) a draft of the proposed order,*

*(b) a plan of the proposed railway works,*

*(c) in the case of an application by the Agency [now TII] or a person with the consent of the Agency [now TII], a plan of any proposed commercial development of land adjacent to the proposed railway works,*

*(d) a book of reference to a plan required under this subsection (indicating the identity of the owners and of the occupiers of the lands described in the plan), and*

*(e) a statement of the likely effects on the environment (referred to subsequently in this Part as an ‘environmental impact assessment report’) of the proposed railway works,*

*and a draft plan and book of reference shall be in such form as the Minister may specify or in a form to the like effect.’*

Section 39 of the 2001 Act (as amended by the Planning and Development (Strategic Infrastructure) Act 2006 and the European Union (Railway Orders) (Environmental Impact Assessment) (Amendment) Regulations 2021 (S.I. No. 743/2021)) specifies the information that must be provided in the EIAR that accompanies a RO application. Sections 39(1) and 39(2) outline the following requirements:

*‘(1) The applicant shall ensure that an environmental impact assessment report:*

*(a) is prepared by competent experts,*

*(b) subject to subsection (3), contains:*

*(i) a description of the proposed railway works comprising information on the site, design, size and other relevant features of the proposed works,*

*(ii) a description of the likely significant effects of the proposed railway works on the environment,*

*(iii) the data required to identify and assess the main effects which the proposed railway works are likely to have on the environment,*

(iv) a description of any features of the proposed railway works, and of any measures envisaged, to avoid, prevent or reduce and, if possible, offset likely significant adverse effects on the environment,

(v) a description of the reasonable alternatives studied by the applicant which are relevant to the proposed railway works and their specific characteristics, and an indication of the main reasons for the option chosen, taking into account the effects of the railway works on the environment, and

(vi) a summary in non-technical language of the above information.

and

(c) takes into account the available results of other relevant assessments under European Union or national legislation with a view to avoiding duplication of assessments.

(2) The applicant shall further ensure that an environmental impact assessment report, in addition to and by way of explanation or amplification of the specified information referred to in subsection (1), contains any additional information specified in Annex IV to the EIA Directive relevant to the specific characteristics of the particular railway works, or type of railway works proposed and to the environmental features likely to be affected.'

Section 37(4) of the 2001 Act (as amended) sets out that 'The construction of railway works, the subject of an application for a RO under this Part, shall not be undertaken unless the Board has granted an order under Section 43'.

#### 1.4.2 Planning and Development (Strategic Infrastructure) Act 2006

It is noted that Section 6(c) of the Planning and Development (Strategic Infrastructure) Act 2006 amended the definitions Section (Section 2(1)(g)) in the Planning and Development Act 2000 (as amended) so that the definition of 'Strategic Infrastructure Development' (SID) includes inter alia any proposed railway works referred to in Section 37(3) of the Transport (Railway Infrastructure) Act 2001 (as amended by the Planning and Development (Strategic Infrastructure) Act 2006). The proposed Scheme therefore constitutes Strategic Infrastructure Development within the meaning of the Planning and Development Act 2000 (as amended).

### 1.4.3 Key changes in the EIA Directive 2011/92/EU (as amended by Directive 2014/52/EU)

EIA Directive 2014/52/EU introduced new requirements for an EIA. The various amendments introduced in the 2014 Directive aim to strengthen the quality of the EIA process and are in line with the drive for smarter regulation and reduced administrative burden. The amendments to the EIA Directive also sought to improve the level of environmental protection, with a view to making business decisions on public and private investments more sound, more predictable and sustainable in the longer term.

One of the amendments to the EIA Directive brought in by Directive 2014/52/EU was to refer to an environmental impact assessment report, hence the term EIAR now replaces EIS (Environmental Impact Statement) as was used prior to transposition of the amendment Directive 2014/52/EU. Further key changes to the EIA Directive introduced by Directive 2014/52/EU are as follows:

- The reduction in the administrative burden by way of co-ordinated procedures in the event that Appropriate Assessment is required;
- Additional information to be provided in the project description to describe the location of the project, the technologies and substances used, the construction of the project and required demolition;
- The requirement for consideration of alternatives has changed from a requirement to provide 'An outline of the main alternatives studied by the developer and an indication of the main reasons for this choice, taking into account the environmental effects' to 'a description of the reasonable alternatives studied by the developer, which are relevant to the project and its specific characteristics, and an indication of the main reasons for the option chosen, taking into account the effects of the project on the environment';
- A refinement of the environmental factors to be considered in the assessment with an increased focus on resource efficiency, climate change, biodiversity and disaster prevention;
- Changes to Prescribed Environmental Factors with 'Land' being added, 'Human Beings' replaced by 'Population & Human Health' and 'Flora & Fauna' replaced by 'Biodiversity';
- Information to be contained in the EIAR to be expanded;
- The developer is required to have competent experts to prepare the EIAR and the Board is required to have access to sufficient expertise to assess the EIAR;
- Requirement for the incorporation of mitigation and monitoring measures in consents and ensuring that developers deliver these measures;
- The requirements for the assessment of cumulative effects with existing and/or approved projects, taking into account existing environmental issues to be considered; and
- Reasoned decisions made with regard to the EIA outcomes must be provided.

As noted above the European Union (Railway Orders) (Environmental Impact Assessment) (Amendment) Regulations 2021 (S.I. No. 743/2021) amend the 2001 Act, to include the requirements of Directive 2014/52/EU. The EIAR prepared for the proposed Scheme has regard to the Article 5(1) and Annex IV of the EIA Directive, Section 39 of the 2001 Act (as amended by regulation 6(a) of S.I. No. 743/2021), and the Guidelines on the Information to be contained in an EIAR, (EPA, 2022). Table 1-3 sets out a list of information required and a guide as to where it can be found within the EIAR.

**Table 1-3: Information required under EIA Directive and the Transport (Railway Infrastructure) Act 2001 (as amended)**

EIA Directive Information Requirements	Transport (Railway Infrastructure) Act 2001 S39 (as amended by Regulation 6(a) of S.I. No. 743/2021)).	Where this Information can be Found in the EIAR
<b>EIA Directive Article 5(1)</b>		
(a) a description of the project comprising information on the site, design, size and other relevant features of the project.	(1)(b)(i) a description of the proposed railway works comprising information on the site, design, size and other relevant features of the proposed works	Volume 2: Introduction and Scheme Description Chapter 5: Description of the proposed Scheme

EIA Directive Information Requirements	Transport (Railway Infrastructure) Act 2001 S39 (as amended by Regulation 6(a) of S.I. No. 743/2021)).	Where this Information can be Found in the EIAR
(b) a description of the likely significant effects of the project on the environment.	(1)(b)(ii) a description of the likely significant effects of the proposed railway works on the environment	Volume 3: Environmental Baseline and Assessment Chapters 7 - 24
	(1)(b)(iii) the data required to identify and assess the main effects which the proposed railway works are likely to have on the environment	Volume 5: Appendices
(c) a description of the features of the project and/or measures envisaged in order to avoid, prevent or reduce and, if possible, offset likely significant adverse effects on the environment.	(1)(b)(iv) a description of any features of the proposed railway works, and of any measures envisaged, to avoid, prevent or reduce and, if possible, offset likely significant adverse effects on the environment	Volume 3: Environmental Baseline and Assessment Chapters 7 – 24 (See section 1.7.3 for how discipline chapters are structured to include this information)
(d) a description of the reasonable alternatives studied by the developer, which are relevant to the project and its specific characteristics, and an indication of the main reasons for the option chosen, taking into account the effects of the project on the environment	(1)(b)(v) a description of the reasonable alternatives studied by the applicant which are relevant to the proposed railway works and their specific characteristics, and an indication of the main reasons for the option chosen, taking into account the effects of the railway works on the environment	Volume 2: Introduction and Scheme Description Chapter 4: Alternatives Considered
(e) a non-technical summary of the information referred to in points (a) to (d).	(1)(b)(vi) a summary in non-technical language of the above information	Volume 1: Non-Technical Summary
(f) any additional information specified in Annex IV relevant to the specific characteristics of a particular project or type of project and to the environmental features likely to be affected.	(2) The applicant shall further ensure that an environmental impact assessment report, in addition to and by way of explanation or amplification of the specified information referred to in subsection (1), contains any additional information specified in Annex IV to the EIA Directive relevant to the specific characteristics of the particular railway works, or type of railway works, proposed and to the environmental features likely to be affected.	Volume 2: Introduction and Scheme Description Chapter 5: Description of the proposed Scheme Chapter 6: Construction Activities Volume 3: Environmental Baseline and Assessment Chapters 7 – 24 Volume 5: Appendices
<b>EIA Directive Annex IV (Information for the Environmental Impact Assessment Report)</b>		
1. Description of the project, including in particular: (a) a description of the location of the project; (b) a description of the physical characteristics of the whole project, including, where relevant, requisite demolition works, and the land-use requirements during the construction and operational phases; (c) a description of the main characteristics of the operational phase of the project (in particular any production process), for instance, energy demand and energy used, nature and quantity of the materials and natural	(2) The applicant shall further ensure that an environmental impact assessment report, in addition to and by way of explanation or amplification of the specified information referred to in subsection (1), contains any additional information specified in Annex IV to the EIA Directive relevant to the specific characteristics of the particular railway works, or type of railway works, proposed and to the environmental features likely to be affected.	Volume 2: Introduction and Scheme Description Chapter 5: Description of the proposed Scheme Chapter 6: Construction Activities Volume 5: Appendices

EIA Directive Information Requirements	Transport (Railway Infrastructure) Act 2001 S39 (as amended by Regulation 6(a) of S.I. No. 743/2021)).	Where this Information can be Found in the EIAR
resources (including water, land, soil and biodiversity) used.		
(d) an estimate, by type and quantity, of expected residues and emissions (such as water, air, soil and subsoil pollution, noise, vibration, light, heat, radiation) and quantities and types of waste produced during the construction and operational phases.	(2) The applicant shall further ensure that an environmental impact assessment report, in addition to and by way of explanation or amplification of the specified information referred to in subsection (1), contains any additional information specified in Annex IV to the EIA Directive relevant to the specific characteristics of the particular railway works, or type of railway works, proposed and to the environmental features likely to be affected.	Volume 3: Environmental Baseline and Assessment Chapters 7 – 24
2. A description of the reasonable alternatives (for example in terms of project design, technology, location, size and scale) studied by the developer, which are relevant to the proposed project and its specific characteristics, and an indication of the main reasons for selecting the chosen option, including a comparison of the environmental effects.	(1)(b)(v) a description of the reasonable alternatives studied by the applicant which are relevant to the proposed railway works and their specific characteristics, and an indication of the main reasons for the option chosen, taking into account the effects of the railway works on the environment	Volume 2: Introduction and Scheme Description Chapter 4: Alternatives Considered
3. A description of the relevant aspects of the current state of the environment (baseline scenario) and an outline of the likely evolution thereof without implementation of the project as far as natural changes from the baseline scenario can be assessed with reasonable effort on the basis of the availability of environmental information and scientific knowledge.	(2) The applicant shall further ensure that an environmental impact assessment report, in addition to and by way of explanation or amplification of the specified information referred to in subsection (1), contains any additional information specified in Annex IV to the EIA Directive relevant to the specific characteristics of the particular railway works, or type of railway works, proposed and to the environmental features likely to be affected.	Volume 3: Environmental Baseline and Assessment Chapters 7 – 24
4. A description of the factors specified in Article 3(1) likely to be significantly affected by the project: population, human health, biodiversity (for example fauna and flora), land (for example land take), soil (for example organic matter, erosion, compaction, sealing), water (for example hydromorphological changes, quantity and quality), air, climate (for example greenhouse gas emissions, impacts relevant to adaptation), material assets, cultural heritage, including architectural and archaeological aspects, and landscape.	(1)(b)(ii) a description of the likely significant effects of the proposed railway works on the environment (2) The applicant shall further ensure that an environmental impact assessment report, in addition to and by way of explanation or amplification of the specified information referred to in subsection (1), contains any additional information specified in Annex IV to the EIA Directive relevant to the specific characteristics of the particular railway works, or type of railway works, proposed and to the environmental features likely to be affected.	Volume 3: Environmental Baseline and Assessment Chapters 7 – 24
5. A description of the likely significant effects of the project on the environment resulting from, inter alia: (a) the construction and existence of the project, including, where relevant, demolition works; (b) the use of natural resources, in particular land,	(2) The applicant shall further ensure that an environmental impact assessment report, in addition to and by way of explanation or amplification of the specified information referred to in subsection (1), contains any additional	Volume 3: Environmental Baseline and Assessment Chapters 7 – 24



EIA Directive Information Requirements	Transport (Railway Infrastructure) Act 2001 S39 (as amended by Regulation 6(a) of S.I. No. 743/2021)).	Where this Information can be Found in the EIAR
<p>soil, water and biodiversity, considering as far as possible the sustainable availability of these resources; (c) the emission of pollutants, noise, vibration, light, heat and radiation, the creation of nuisances, and the disposal and recovery of waste; (d) the risks to human health, cultural heritage or the environment (for example due to accidents or disasters); (e) the cumulation of effects with other existing and/or approved projects, taking into account any existing environmental problems relating to areas of particular environmental importance likely to be affected or the use of natural resources; (f) the impact of the project on climate (for example the nature and magnitude of greenhouse gas emissions) and the vulnerability of the project to climate change; (g) the technologies and the substances used.</p> <p>The description of the likely significant effects on the factors specified in Article 3(1) should cover the direct effects and any indirect, secondary, cumulative, transboundary, short-term, medium-term and long-term, permanent and temporary, positive and negative effects of the project. This description should take into account the environmental protection objectives established at Union or Member State level which are relevant to the project</p>	<p>information specified in Annex IV to the EIA Directive relevant to the specific characteristics of the particular railway works, or type of railway works, proposed and to the environmental features likely to be affected.</p>	
<p>6. A description of the forecasting methods or evidence, used to identify and assess the significant effects on the environment, including details of difficulties (for example technical deficiencies or lack of knowledge) encountered compiling the required information and the main uncertainties involved.</p>	<p>(2) The applicant shall further ensure that an environmental impact assessment report, in addition to and by way of explanation or amplification of the specified information referred to in subsection (1), contains any additional information specified in Annex IV to the EIA Directive relevant to the specific characteristics of the particular railway works, or type of railway works, proposed and to the environmental features likely to be affected.</p>	<p>Volume 3: Environmental Baseline and Assessment Chapters 7 – 24</p>
<p>7. A description of the measures envisaged to avoid, prevent, reduce or, if possible, offset any identified significant adverse effects on the environment and, where appropriate, of any proposed monitoring arrangements (for example the preparation of a post project analysis). That description should explain the extent, to which significant adverse effects on the environment are avoided, prevented, reduced or offset, and should cover both the construction and operational phases.</p>	<p>(1)(b)(iv) a description of any features of the proposed railway works, and of any measures envisaged, to avoid, prevent or reduce and, if possible, offset likely significant adverse effects on the environment</p>	<p>Volume 3: Environmental Baseline and Assessment Chapters 7 – 24</p>



EIA Directive Information Requirements	Transport (Railway Infrastructure) Act 2001 S39 (as amended by Regulation 6(a) of S.I. No. 743/2021)).	Where this Information can be Found in the EIAR
<p>8. A description of the expected significant adverse effects of the project on the environment deriving from the vulnerability of the project to risks of major accidents and/or disasters which are relevant to the project concerned. Relevant information available and obtained through risk assessments pursuant to Union legislation such as Directive 2012/18/EU of the European Parliament and of the Council (*) or Council Directive 2009/71/Euratom (**) or relevant assessments carried out pursuant to national legislation may be used for this purpose provided that the requirements of this Directive are met. Where appropriate, this description should include measures envisaged to prevent or mitigate the significant adverse effects of such events on the environment and details of the preparedness for and proposed response to such emergencies.</p> <p>(*) Directive 2012/18/EU of the European Parliament and the Council of 4<sup>th</sup> July 2012 on the control of major-accident hazards involving dangerous substances, amending and subsequently repealing Council Directive 96/82/EC (OJ L 197, 24.7.2012, p. 1).</p> <p>(**) Council Directive 2009/71/Euratom of 25<sup>th</sup> June 2009 establishing a community framework for the nuclear safety of nuclear installations (OJ L 172, 2.7.2009, p. 18).</p>	<p>(2) The applicant shall further ensure that an environmental impact assessment report, in addition to and by way of explanation or amplification of the specified information referred to in subsection (1), contains any additional information specified in Annex IV to the EIA Directive relevant to the specific characteristics of the particular railway works, or type of railway works, proposed and to the environmental features likely to be affected.</p>	<p>Volume 3: Environmental Baseline and Assessment Chapters Chapter 22: Risk of Major Accidents and Disasters</p>
<p>9. A non-technical summary of the information provided under points 1 to 8.</p>	<p>(1)(b)(vi) a summary in non-technical language of the above information.</p>	<p>Volume 1: Non-Technical Summary</p>
<p>10. A reference list detailing the sources used for the descriptions and assessments included in the report</p>	<p>(2) The applicant shall further ensure that an environmental impact assessment report, in addition to and by way of explanation or amplification of the specified information referred to in subsection (1), contains any additional information specified in Annex IV to the EIA Directive relevant to the specific characteristics of the particular railway works, or type of railway works, proposed and to the environmental features likely to be affected.</p>	<p>Each chapter in this EIAR includes a reference list.</p>

## 1.5 EIAR Guidance

The approach to the assessment of environmental impacts has been completed in accordance with, but not limited to the following:

- Guidelines on the Information to be contained in Environmental Impact Assessment Reports (EPA, 2022);
- Advice notes on Current Practice in the preparation of Environmental Impact Statements (EPA, 2003) and draft revised notes for preparing Environmental Impact Statements (EPA draft, September 2015);
- Environmental Impact Assessments of Projects – Rulings of the Court of Justice of the European Union (European Commission, 2022);
- Environmental Impact Assessment of Projects – Guidance on Scoping (Directive 2011/92/EU as amended by 2014/52/EU) (European Union, 2017b);
- Guidance of Integrating Climate Change and Biodiversity into Environmental Impact Assessment (European Union, 2013);
- Environmental Impact Assessment of Projects – Guidance on the preparation of the Environmental Impact Assessment Report (European Union, 2017c);
- Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment (Department of Housing, Local Government and Heritage, 2018); and
- Guidelines for the Assessment of Indirect and Cumulative Impacts as well as Impact Interactions (European Commission, 1999).

In addition to the applicable EIA legislation and guidance, all EU Directives and national legislation relating to the specialist areas have also been considered as part of the process and are addressed in the relevant assessment chapters. Subject-specific best practice guidance used for each appraisal presented in the EIAR is detailed in the relevant assessment chapter of this EIAR.

Similarly, an extensive policy framework of International, National, Regional and Local policies, planning strategies and plans support the development of the proposed Scheme. Refer to Chapter 2 (Planning and Policy context) and Chapter 3 (Need for the proposed Scheme) for further information.

## 1.6 EIA Process

In the case of this application for a RO, EIA is the process by which the likely significant effects on the environment (positive and negative) of the proposed Scheme are assessed by the Board. Article 1(2)(g) of the EIA Directive defines EIA as a process consisting of:

*‘(i) the preparation of an environmental impact assessment report by the developer;*

*(ii) the carrying out of consultations with the public, prescribed bodies and any other EU Member States where transboundary effects have the potential to occur. The proposed Scheme does not have the potential to cause transboundary effects;*

*(iii) the examination by the competent authority of the information presented in the environmental impact assessment report and any supplementary information provided, where necessary, by the developer in accordance with Article 5(3), and any relevant information received through consultations under Articles 6 and 7;*

*(iv) the reasoned conclusions by the competent authority on the significant effect of the project on the environment, taking into account the examination referred to in point (iii) and, where appropriate, its own supplementary examination; and*

*(v) the integration of the competent authority’s reasoned conclusion on the significance of the effects into its decision to grant consent, refuse consent or grant consent with conditions.’*

An overview of the EIA process is presented in Figure 1-1 and can generally be summarised as follows:

- Screening – Is an EIAR required?;
- Scoping – What issues should be considered within the EIAR?;
- Consideration of reasonable alternatives;
- Baseline Data Collection – Establishing a robust baseline of the receiving environment on and around the site. This stage includes a review of existing available information and undertaking any surveys identified during the scoping phase;
- Impact Assessment – Assessment of the environmental impacts and establishing their significance;
- Mitigation – Formulation of mitigation measures to ameliorate the potential impacts of the proposed Scheme which cannot be avoided practically through site design;
- Consultation – With Statutory Authorities, stakeholders, the public and other bodies;
- Decision – The competent authority, in this case the Board, will decide if the proposed Scheme can be authorised and if so, will specify conditions that must be adhered to;
- Announcement – The public is informed of the decision; and
- Monitoring – Monitoring of the effectiveness of implemented mitigation measures.

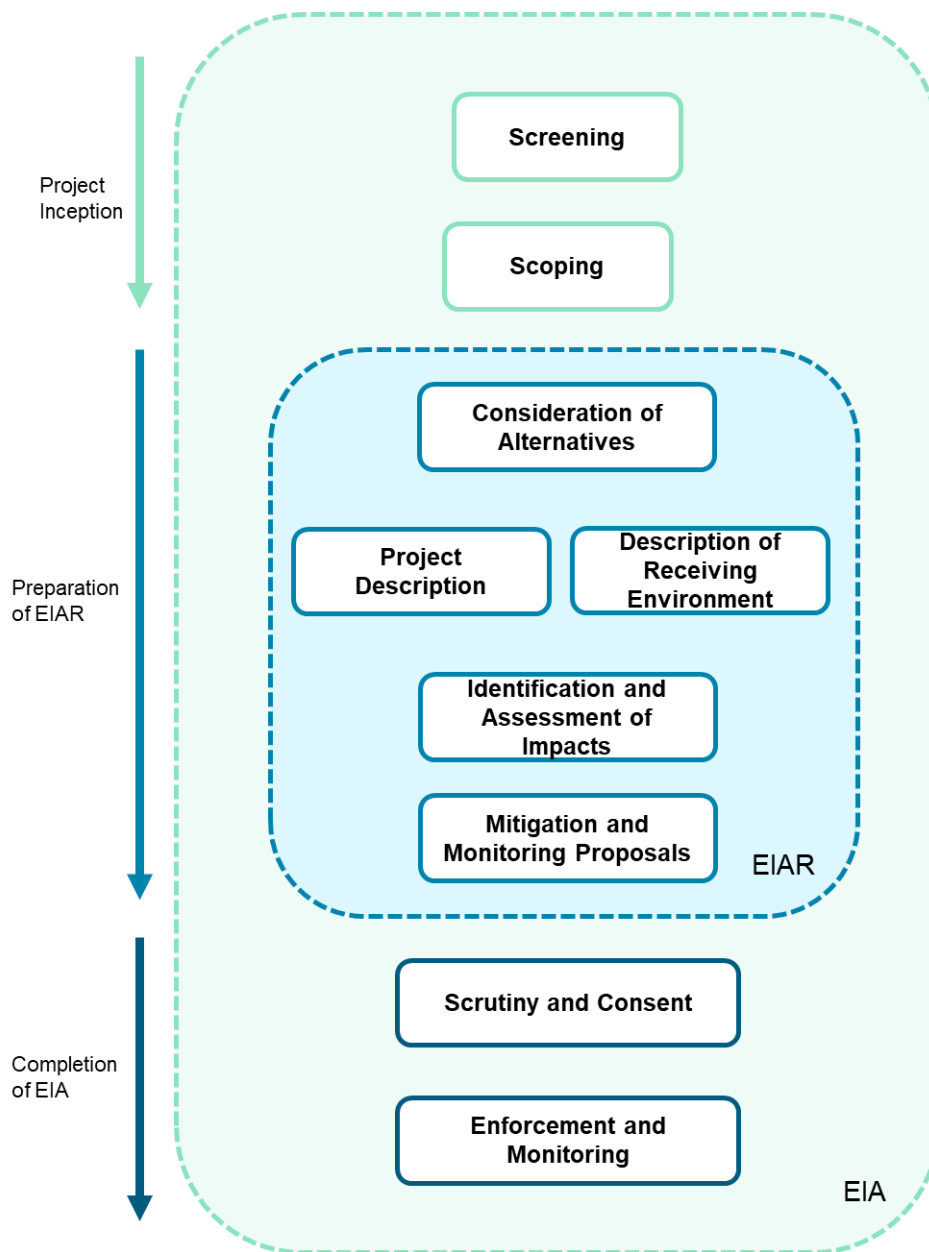


Figure 1-1: Position of EIAR within the EIA Process (Source: EPA, 2022)

### 1.6.1 Screening

EIA 'Screening' is the first stage of the EIA process, whereby a decision is made as to whether a project's characteristics, location and impacts are such that it would have likely significant effects on the environment and therefore should be subject to the EIA process. This stage is undertaken for projects listed on Annex II of the EIA Directive.

However, as noted above, Section 37 of the 2001 Act requires that 'a report on the likely effects on the environment of the proposed railway works' (i.e. an EIAR) shall accompany an application for a RO made to the Board. In terms of the EIA Directive, this is similar to a mandatory EIA for a project listed on Annex I of the EIA Directive.

Due to this requirement of the 2001 Act, there is no requirement for EIA Screening, hence it has not been undertaken as part of the EIA process for the proposed Scheme.

### 1.6.2 Scoping

Scoping is the process of determining the content and extent of matters that should be covered by the EIAR for submission to the Board. Scoping requires consideration of the nature and probable scale of potential environmental impacts which are likely to arise as a result of the proposed Scheme.

A non-statutory consultation process in relation to this scoping exercise was undertaken during April and May 2022.

The Luas Finglas EIA Scoping Report (Barry Transportation EGIS Consortium, April 2022), hereafter referred to as the EIA Scoping Report, was developed and issued to Statutory bodies and stakeholders during April and May 2022 with a cover letter inviting submissions from stakeholders in relation to potential environmental issues that they considered may result from the proposed Scheme and which would require consideration within the EIAR. Full details in regard to non-statutory consultation to date are provided in section 1.9. This section also sets out how issues raised during the non-statutory scoping consultation have been addressed in the EIA process.

The EIA Scoping Report can be reviewed in full in Volume 5 - Appendix A1.3.

The EIA Scoping Report sets out the proposed scope of work and methodologies to be applied in the development of the EIAR for the proposed Scheme. The key objectives of the EIA Scoping Report were to:

- Provide a description of the proposed Scheme;
- Provide details of the environmental aspects being assessed and the general structure of the EIAR;
- Provide details on the assessment methodologies, proposed site visits and surveys, and the sources of desktop data that would inform the assessments;
- Identify likely significant effects which may arise during construction and operation of the proposed Scheme and which will be addressed in detail in the EIAR;
- Identify potential environmental effects which may be partially or wholly omitted from the EIAR (scoped out) and the reasons/rationale as to why that is; and
- Form a basis of common reference for consultation about the scope and methodology for the EIAR.

Although an EIA Scoping Report was issued early in the assessment process and informed the initial development, content, methods and level of detail to be provided within the EIAR, it should be noted that scoping is considered to be a dynamic and iterative process that would be ongoing throughout the development of the EIAR for the proposed Scheme.

### 1.6.3 Environmental Impact Assessment Report

The EIAR has been prepared in accordance with the guidance listed in section 1.4. This EIAR will be submitted alongside the application to the Board for a RO. The methodology for the preparation of the EIAR to support the EIA process is described in section 1.7.

#### 1.6.4 Public Consultation, Scrutiny and Consent

Section 1.9 addresses the outcome of consultations undertaken to date, including the consultation on the EIA Scoping, which informed the identification of the main impacts of the proposed Scheme and the methodology of assessment reported in this EIAR. As a part of the RO application process, a statutory consultation process will be undertaken, as set out in Section 40 of the 2001 Act.

Scrutiny (as it is described in the EPA Guidelines at Figure 1-1) will include the examination by the Board of the information presented in the EIAR. The Board will undertake an examination of the EIAR and carry out its EIA. The assessment by the Board involves the identification, description and assessment of the direct and indirect significant effects of the proposed Scheme on the environment. The EIA process requires the Board to come to a reasoned conclusion on the significant effects of the proposed Scheme on the environment. Section 42B of the 2001 Act (as amended) sets out the considerations that the Board shall take into account when making its reasoned conclusion, including for example, the results of its examination of the EIAR and, any supplementary information requested by the Board and provided by TII and any relevant information received through consultations, or otherwise available to the Board. Before deciding whether to grant the RO, the Board must also consider the matters set out in Section 43(1) of the 2001 Act (as amended) including, for example, the report of any Oral Hearing held under Section 42 of the 2001 Act (as amended).

The 2001 Act and Article 8(a) of the EIA Directive specifies the information which must be included in the competent authority's decision which includes the reasoned conclusions on the significant effects of the proposed Scheme on the environment.

#### 1.6.5 Enforcement and Monitoring

Article 8a of the EIA Directive requires that:

*'1. The decision to grant development consent shall incorporate at least the following information: (b) any environmental conditions attached to the decision, a description of any features of the project and/or measures envisaged to avoid, prevent or reduce and, if possible, offset significant adverse effects on the environment as well as, where appropriate, monitoring measures.'*

and

*'4. In accordance with the requirements referred to in paragraph 1(b), Member States shall ensure that the features of the project and/or measures envisaged to avoid, prevent or reduce and, if possible, offset significant adverse effects on the environment are implemented by the developer, and shall determine the procedures regarding the monitoring of significant adverse effects on the environment. The type of parameters to be monitored and the duration of the monitoring shall be proportionate to the nature, location and size of the project and the significance of its effects on the environment. Existing monitoring arrangements resulting from Union legislation other than this Directive and from national legislation may be used if appropriate, with a view to avoiding duplication of monitoring.'*

These requirements are transposed into Irish law by Section 43(2A) of the 2001 Act in relation to the environmental conditions to be included in the RO and Section 43B to 43F in relation to the monitoring and enforcement of the environmental conditions. It is anticipated that the environmental conditions of the RO will incorporate those mitigation and monitoring measures described in Chapter 25 (Summary of Mitigation Measures, Monitoring & Residual Impacts).

## 1.7 Methodology used in Preparation of the EIAR

### 1.7.1 EIAR Structure and Assessment Methodology

This EIAR has been prepared to allow the Board to undertake the EIA for the proposed Scheme and takes into account information compiled through the desk-based assessment, field surveys and consultation with the public, relevant stakeholders and certain bodies.

### 1.7.2 EIAR Format and Structure

This EIAR has followed the 'Grouped Format Structure' as laid out in the Guidelines on the Information to be contained in Environmental Impact Statements (EPA, 2022). This means that the EIAR has been prepared in a format which examines each environmental topic in a separate chapter of the EIAR, with each chapter covering the baseline environment, predicted potential impacts, mitigation and monitoring measures and residual impacts for each particular environmental topic. This format facilitates ease of cross-referencing the various environmental topics.

The EIAR also follows advice set out in the Guidelines on the Information to be contained in Environmental Impact Assessment Reports (European Union, 2017) by presenting information in a rational and systematic manner, such that it is clear how the EIAR meets the mandatory requirements. The EIAR is presented in line with the outline structure provided in Table 1-4 and a description of the main components of the EIAR are detailed here. This EIAR has been sub-divided into five volumes as follows:

- **Volume 1 - Non-Technical Summary:** This volume presents the EIAR in a concise and engaging manner which allows the public and key stakeholders to understand the proposed Scheme and the key environmental issues associated with it;
- **Volume 2 - Introduction and proposed Scheme Description:** This volume provides a description of the proposed Scheme, comprising information on the location, design and scale of the proposed Scheme and the physical characteristics having regard to the Construction and Operational Phases. It also includes a description of the EIA process, the legislative and planning context, the reasonable alternatives considered and an indication of the main reasons for selecting the chosen option, including a comparison of environmental effects and a description of the consultation process undertaken;
- **Volume 3 - Environmental Baseline and Assessment:** This volume provides an accurate and comprehensive description of the environmental baseline and assessment of the impacts of the proposed Scheme divided into separate chapters, one for each environmental factor. The assessment identifies and assesses the likely significant effects during the Construction and Operational Phases, provides a description of the mitigation and monitoring required to ensure that significant adverse environmental effects are minimised, and describes the residual post-mitigation effects;
- **Volume 4 - Figures:** This volume contains clear and consistent graphics and plans supporting the EIAR chapters, illustrating the proposed Scheme and environmental information; and
- **Volume 5 - Appendices:** The appendices contain a collection of technical reference information supporting the EIAR chapters, such as calculations and detailed background data.



**Table 1-4: EIAR Structure**

EIAR Chapter	Description
<b>Volume 1: Non-Technical Summary</b>	
NTS	Summary of the EIAR in non-technical language
<b>Volume 2: Introduction and proposed Scheme Description</b>	
Chapter 1	Introduction
Chapter 2	Planning and Policy Context
Chapter 3	Need for the proposed Scheme
Chapter 4	Alternatives Considered
Chapter 5	Description of proposed Scheme
Chapter 6	Construction Activities
<b>Volume 3: Environmental Baseline and Assessment</b>	
Chapter 7	Human Health
Chapter 8	Population
Chapter 9	Biodiversity
Chapter 10	Water
Chapter 11	Land And Soils: Soils, Geology, and Hydrogeology
Chapter 12	Land Take
Chapter 13	Air Quality
Chapter 14	Climate
Chapter 15	Noise and Vibration
Chapter 16	Electromagnetic Compatibility and Interference
Chapter 17	Material Assets: Infrastructure and Utilities
Chapter 18	Material Assets: Traffic and Transport
Chapter 19	Material Assets: Resource and Waste Management
Chapter 20	Cultural Heritage
Chapter 21	Landscape and Visual Amenity
Chapter 22	Risk of Major Accident and Disasters
Chapter 23	Interactions
Chapter 24	Cumulative Impacts
Chapter 25	Summary of Mitigation Measures, Monitoring and Residual Impacts
<b>Volume 4: Figures</b>	
Figures	Graphics and plans supporting the EIAR chapters, illustrating the proposed Scheme and environmental information.
<b>Volume 5: Appendices</b>	
Appendices	Technical reference information supporting the EIAR chapters, such as technical reports compiling calculation and detailed breakdown data.

### 1.7.3 EIAR Disciplines Chapter Structure

Each of the topic chapters in Volume 3 (Environmental Baseline and Assessment) of this EIAR broadly follow the same structure which includes the following headings:

#### 1.7.3.1 Introduction

This section of each chapter provides an overview of the aims and objectives of the chapter in assessing the proposed Scheme and outlines the scope of the assessment.

#### 1.7.3.2 Methodology

Annex IV point 6 of the EIA Directive requires an EIAR to provide:

*‘A description of the forecasting methods or evidence, used to identify and assess the significant effect on the environment, including details of difficulties (for example technical description or lack of knowledge) encountered compiling the required information and the main uncertainties involved.’*

This section of each chapter outlines the methods used to describe the baseline environmental conditions and to predict the likely impacts on the environment of the proposed Scheme during both the Construction Phase and the Operational Phase. The data and survey requirements for each chapter vary depending on the environmental topic and have been chosen by the particular specialist based on relevant legislation, best practice guidance, policy requirements, and professional judgement. Similarly, the study area is also defined for each environmental topic based on best practice guidelines, professional judgement and experience.

All environmental topics require desk-based reviews of all relevant data at a minimum. These desk-based studies were then supplemented by field studies and consultation with relevant stakeholders, for example interested parties, statutory bodies and local authorities, as required for each environmental topic.

This section of each chapter describes the assessment criteria for each environmental topic. Each environmental topic has its own bespoke method for assessment, in accordance with published professional guidelines, details of which are provided within each topic chapter. General methods for EIA also apply and the assessments have been conducted in accordance with the following EPA Guidance:

- Guidelines on the Information to be Contained in Environmental Impact Assessment Reports (EPA, 2022); and
- Draft Advice Notes for Preparing Environmental Impact Statements (EPA, 2015).

In addition to the applicable EIA legislation and guidance, all EU Directives and national legislation relating to the specialist areas have been considered as part of the process.

The EPA Guidelines (EPA, 2022) provide guidance on determining significance. This is reproduced in Table 1-5 and has formed the basis of all topic assessments in the EIAR.

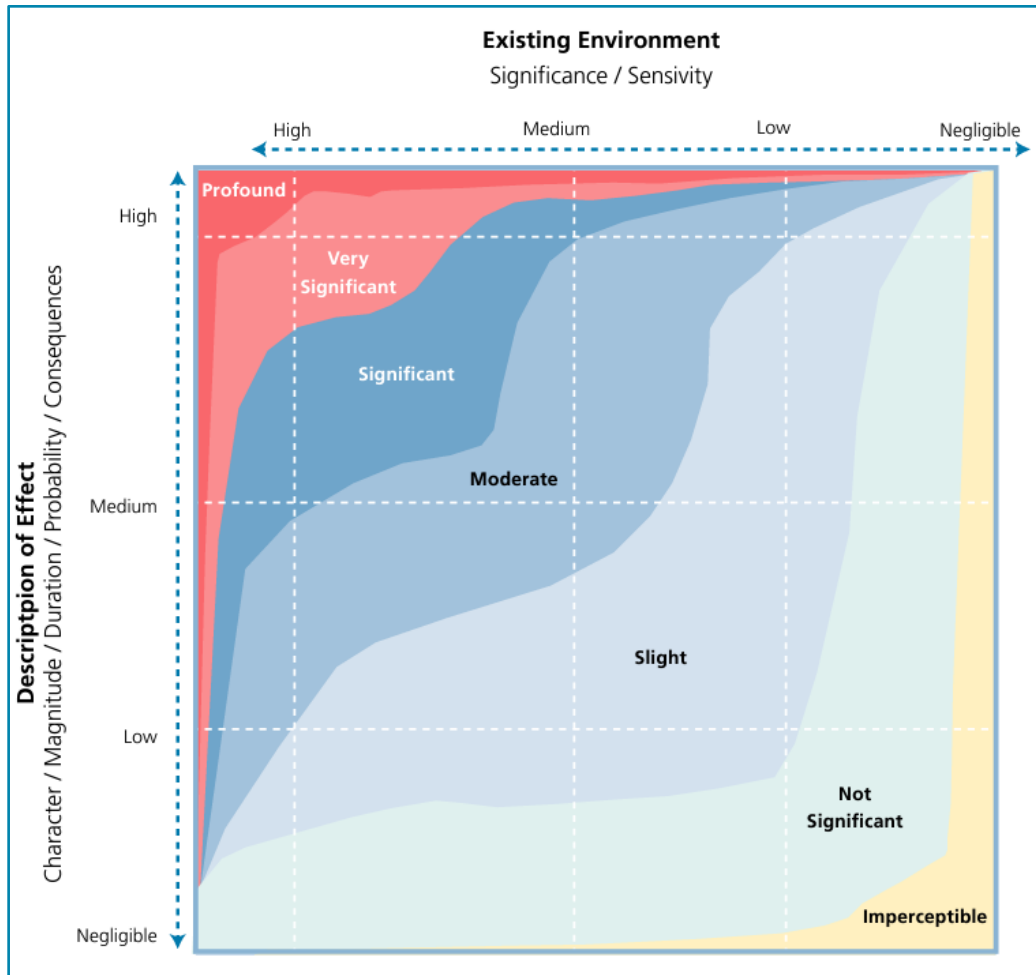
**Table 1-5: Description of Effects (Table 3.4 from the EPA Guidelines (EPA, 2022))**

Assessment Criteria	Description of Effects
<b>Quality of Effects</b> It is important to inform the non-specialist reader whether an effect is positive, negative or neutral	<b>Positive Effects</b> A change which improves the quality of the environment (for example, by increasing species diversity, or improving the reproductive capacity of an ecosystem, or by removing nuisances or improving amenities).
	<b>Neutral Effects</b> No effects or effects that are imperceptible, within normal bounds of variation or within the margin of forecasting error.

Assessment Criteria	Description of Effects
<b>Describing the Significance of Effects</b>  "Significance" is a concept that can have different meanings for different topics – in the absence of specific definitions for different topics the following definitions may be useful.	<b>Negative/ Adverse Effects</b>  A change which reduces the quality of the environment (for example, lessening species diversity or diminishing the reproductive capacity of an ecosystem; or damaging health or property or by causing nuisance).
	<b>Imperceptible</b>  An effect capable of measurement but without significant consequences.
	<b>Not significant</b>  An effect which causes noticeable changes in the character of the environment but without significant consequences.
	<b>Slight Effects</b>  An effect which causes noticeable changes in the character of the environment without affecting its sensitivities.
	<b>Moderate Effects</b>  An effect that alters the character of the environment in a manner that is consistent with existing and emerging baseline trends.
	<b>Significant Effects</b>  An effect which, by its character, magnitude, duration or intensity alters a sensitive aspect of the environment.
	<b>Very Significant</b>  An effect which, by its character, magnitude, duration or intensity significantly alters most of a sensitive aspect of the environment.
<b>Describing the Extent and Context of Effects</b>  Context can affect the perception of significance. It is important to establish if the effect is unique or, perhaps, commonly or increasingly experienced.	<b>Extent</b>  Describe the size of the area, the number of sites, and the proportion of a population affected by an effect.
	<b>Context</b>  Describe whether the extent, duration, or frequency will conform or contrast with established (baseline) conditions (is it the biggest, longest effect ever?)
<b>Describing the Probability of Effects</b>  Descriptions of effects should establish how likely it is that the predicted effects will occur – so that the competent authority can take a view of the balance of risk over advantage when making a decision.	<b>Likely Effects</b>  The effects that can reasonably be expected to occur because of the planned project if all mitigation measures are properly implemented.
	<b>Unlikely Effects</b>  The effects that can reasonably be expected not to occur because of the planned project if all mitigation measures are properly implemented.
<b>Describing the Duration and Frequency of Effects</b>  'Duration' is a concept that can have different meanings for different topics – in the absence of specific definitions for different topics the following definitions may be useful.	<b>Momentary Effects</b>  Effects lasting from seconds to minutes
	<b>Brief Effects</b>  Effects lasting less than a day
	<b>Temporary Effects</b>  Effects lasting less than a year
	<b>Short-term Effects</b>  Effects lasting one to seven years.
	<b>Medium-term Effects</b>  Effects lasting seven to fifteen years.

Assessment Criteria	Description of Effects
	<b>Long-term Effects</b> Effects lasting fifteen to sixty years.
	<b>Permanent Effects</b> Effects lasting over sixty years
	<b>Reversible Effects</b> Effects that can be undone, for example through remediation or restoration
	<b>Frequency of Effects</b> Describe how often the effect will occur. (once, rarely, occasionally, frequently, constantly – or hourly, daily, weekly, monthly, annually)
<b>Describing the Types of Effects</b>	<b>Indirect Effects (a.k.a. Secondary or Off-site Effects)</b> Effects on the environment, which are not a direct result of the project, often produced away from the project site or because of a complex pathway.
	<b>Cumulative Effects</b> The addition of many minor or insignificant effects, including effects of other projects, to create larger, more significant effects.
	<b>‘Do-nothing Effects’</b> The environment as it would be in the future should the subject project not be carried out.
	<b>Worst-case’ Effects</b> The effects arising from a project in the case where mitigation measures substantially fail.
	<b>Indeterminable Effects</b> When the full consequences of a change in the environment cannot be described.
	<b>Irreversible Effects</b> When the character, distinctiveness, diversity or reproductive capacity of an environment is permanently lost.
	<b>Residual Effects</b> The degree of environmental change that will occur after the proposed mitigation measures have taken effect.
	<b>Synergistic Effects</b> Where the resultant effect is of greater significance than the sum of its constituents (e.g. combination of Sox and Nox to produce smog).

In addition to the use of these criteria, the most common method employed to determine significance of effects is to compare the magnitude of the predicted effect with the sensitivity of the receiving environment. This approach is outlined in Figure 1-2, which shows how comparing the character of the predicted effect to the sensitivity of the receiving environment can determine the significance of the effect. In this approach ‘magnitude’ and ‘sensitivity’ are used as descriptors of a wide range of different factors. ‘Magnitude’ includes the spatial extent of the effect; the time period over which the effect will occur; and whether the effect is permanent or reversible. Sensitivity describes the value or importance placed upon a ‘receptor’. The use of these approaches improves the transparency and robustness of the professional judgement employed.



**Figure 1-2: Significance of Impact Matrix (Source: EPA, 2022)**

#### 1.7.3.3 Baseline Environment

Each chapter in Volume 3 of this EIAR provides a description of the existing environmental conditions within each defined study area. Annex IV paragraph 3 of the EIA Directive has a requirement to include the following in the EIAR:

*‘a description of the relevant aspects of the current state of the environment (baseline scenario) and an outline of the likely evolution thereof without implementation of the development as far as natural changes from the baseline scenario can be assessed with reasonable effort on the basis of the availability of environmental information and scientific knowledge.’*

This section in each chapter describes the findings of the desktop studies, field surveys and information gained through any consultations carried out and uses the information to provide a description of the current state of the environment and an outline of its likely evolution based on all information gathered.

#### 1.7.3.4 Predicted Impacts

Section 39(1)(b)(ii) and (iii) of the 2001 Act require the EIAR to contain ‘a description of the likely significant effects of the proposed railway works on the environment’ and ‘the data required to identify and assess the main effects which the proposed railway works are likely to have on the environment’. Section 39(2) also requires that the EIAR contains any additional information specified in Annex IV to the EIA Directive relevant to the specific characteristics of the particular railway works or type of railway works proposed and to the environmental features likely to be affected.

The main purpose of the EIAR is to identify, describe and evaluate the likely significant impacts of the proposed Scheme. The proposed Scheme has the potential to impact on the environment during both the Construction and Operational Phases. Each specialist reviewed the details of the proposed Scheme and, based on the baseline information collected, predicted the impacts that the proposed Scheme will potentially have on their specific environmental topic.

Under Annex IV, paragraph 5 of the EIA Directive, the EIAR should include a description of likely significant effects of the project resulting from, inter alia:

- *‘the construction and existence of the project, including, where relevant, demolition works’;*
- *‘the use of natural resources, in particular land, soil, water and biodiversity, considering as far as possible the sustainable availability of these resources’;*
- *‘the emission of pollutants, noise, vibration, light, heat and radiation, the creation of nuisances, and the disposal and recovery of waste’;*
- *‘the risks to human health, cultural heritage or the environment (for example due to accidents or disasters)’;*
- *‘the cumulation of effects with other existing and/or approved projects, or both, taking into account any existing environmental problems relating to areas of particular environmental importance likely to be affected or the use of natural resources’;*
- *‘the impact of the project on climate (for example the nature and magnitude of greenhouse gas emissions) and the vulnerability of the project to climate change’; and*
- *‘the technologies and the substances used’.*

And that:

*‘The description of the likely significant effects on the factors specified in Article 3(1) should cover the direct effects and any indirect, secondary, cumulative, transboundary, short-term, medium-term and long-term, permanent and temporary, positive and negative effects of the project. This description should take into account the environmental protection objectives established at Union or Member State level which are relevant to the project.’*

Each predicted impact has been fully described and assigned a significance and duration based on the assessment criteria as outlined within each chapter. A conservative approach has been taken to assessing likely impacts, with the ‘worst-case scenario’ used in order to ensure all foreseeable impacts have been identified. It should be noted that cumulative impacts are addressed specifically in Chapter 24 (Cumulative Impacts).

#### 1.7.3.5 Mitigation Measures

This section of each topic chapter describes the mitigation measures which are required. Section 39(1)(b)(iv) of the 2001 Act requires the EIAR to contain *‘a description of any features of the proposed railway works and of any measures envisaged to avoid, prevent or reduce and if possible offset likely significant adverse effects on the environment.’*

The requirement to describe mitigation measures is laid out in the EIA Directive. Article 5(1)(c) of the 2011 Directive (as amended by the 2014 EIA Directive) states that:

*‘the developer shall include at least:*

*a description of the features of the project and/or measures envisaged in order to avoid, prevent or reduce and, if possible, offset likely significant adverse effects on the environment’.*

Annex IV paragraph 7 requires that the description of the project must include:

*‘A description of the measures envisaged to avoid, prevent, reduce, or if possible, offset any identified significant adverse effects on the environment and, where appropriate, of any proposed monitoring arrangements (for example the preparation of a post-project analysis). That description should explain the*



*extent, to which significant adverse effects on the environment are avoided, prevented, reduced or offset, and should cover both the construction and operational phases.'*

As per Section 3.8.1 of the EPA Guidelines on the Information to be Contained in Environmental Impact Assessment Reports (EPA, 2022), there are four types of mitigation measure:

- Mitigation by Avoidance – generally part of the consideration of alternatives, where adverse effects are avoided entirely through changes in design;
- Mitigation by Prevention – generally technical measures taken to prevent a potential unacceptable significant effect. Measures are put in place to limit the source of the effect, e.g. through specification of process standards or building design. Prevention measures also include safeguards against the effects of accidental events;
- Mitigation by Reduction – commonly used to deal with effects which cannot be avoided. Does not tend to affect the source of the problems, but instead aims to limit their effect. These measures can be split into two types, namely: reducing the effect through interception of the emission (e.g. wastewater treatment and noise attenuation); and reducing exposure to the effect by identifying the receptors to be impacted and installing protection or a barrier between the receptor and the source of the effect; and
- Mitigation by Remedy/Offsetting – a strategy for dealing with negative effects which can be neither avoided nor reduced. Remedy involves compensation for, or counteraction of, an adverse effect (e.g. planting new vegetation to compensate for removal elsewhere as a result of the project). Offsetting involves carrying out further works to improve adverse conditions (e.g. installing tunnels to allow wildlife to retain access to comparable habitats).

A significant proportion of mitigation is already incorporated into the design of the proposed Scheme through mitigation by avoidance. Where an impact to the environment has been deemed as unacceptable, the unacceptable option has been ruled out by designing the scheme to avoid the receptor. If the impacted receptor can't be designed out, mitigation by prevention and reduction has been embedded in the design. Refer to Chapter 4 (Alternatives Considered) for further details on how the consideration of environmental impacts has influenced the development of the proposed Scheme.

#### 1.7.3.6 Residual Impacts

Any effects that remain after all assessment and mitigation are referred to as 'Residual Effects'. Each topic chapter in Volume 3 of this EIAR includes a section describing significant residual impacts that will continue to exist after mitigation has been implemented. These are the proposed Scheme's remaining environmental effects that could not be reasonably avoided.

#### 1.7.3.7 Cumulative Impacts and Impacts Interrelations

Annex IV of the EIA Directive includes the following at paragraph 5(e):

*'A description of the likely significant effects of the project on the environment resulting from, inter alia:*

*(e) the cumulation of effects with other existing and/or approved projects, taking into account any existing environmental problems relating to areas of particular environmental importance likely to be affected or the use of natural resources'.*

The potential for significant impact interrelations between each environmental topic and cumulative impacts is described in Chapter 23 (Interactions) and Chapter 24 (Cumulative Impacts) respectively. Chapter 23 (Interactions) outlines all anticipated interactions between the environmental topics on a scheme level, while Chapter 24 (Cumulative Impacts) explores all planned projects in the vicinity of the proposed Scheme and examines all likely cumulative impacts.

### 1.7.3.8 Difficulties Encountered in Compiling Information and Main Uncertainties Involved

This section draws attention to limitations about factors that may affect the reliability of baseline data. These include the availability, completeness, accuracy, age and accessibility of data.

Annex IV, paragraph 6 of the EIA Directive requires ‘A description of the forecasting methods or evidence, used to identify and assess the significant effects on the environment, including details of difficulties (for example technical deficiencies or lack of knowledge) encountered compiling the required information, and the main uncertainties involved’. Each topic chapter in Volume 3 includes a section outlining any difficulties encountered in compiling that chapter.

### 1.7.3.9 List of References

Each chapter provides a list of references used to inform the methodology, baseline and assessment.

## 1.8 EIAR Contributors

TII is the applicant for the RO. In January 2021, BTEG Consortium was appointed by TII to develop a preliminary design for the proposed Scheme, to prepare an EIAR, to prepare a report to support an AA Screening, to prepare a NIA and prepare all required materials for the submission of a RO Application under Section 37 of the 2001 Act.

The EIAR has been prepared by BTEG Consortium, with inputs from competent experts under a number of environmental disciplines (hereafter referred to as ‘the Luas Team’). A list of the competent experts can be found in Table 1-6.

**Table 1-6: Details of Competent Experts**

Topic	Author(s)	Company	Qualifications	Expertise
Chapter 1 (Introduction)	Jim Quinlan	EGIS SA	BA MSc RIBA	Over 30 years of experience on environmental impact assessment and management for major infrastructural projects
	Eamon Daly	JB Barry Transportation	BE MEngSc CEng MIEI	Over 25 years of experience on environmental impact assessment and management for major infrastructural projects.
	Martin Hogan	JB Barry Transportation	BSc (Hons) MSc CChem FRSC FCIWM MIEI MInstD	Over 30 years of experience on environmental impact assessment, oral hearing and management for major infrastructural projects.
Chapter 2 (Planning and Policy Context)	Conor Frehill	Harry Walsh Planning	BA MSc CMRTPI	Over 15 years of experience on policy development and strategic infrastructure planning and delivery.
Chapter 3 (Need for the proposed Scheme)	Jim Quinlan	EGIS SA	BA MSc RIBA	Over 30 years of experience on environmental impact assessment and management for major infrastructural projects
	Eamon Daly	JB Barry Transportation	BE MEngSc CEng MIEI	Over 25 years of experience on environmental impact assessment and management for major infrastructural projects.
	Martin Hogan	JB Barry Transportation	BSc (Hons) MSc CChem FRSC FCIWM MIEI MInstD	Over 30 years of experience on environmental impact assessment, oral hearing and management for major infrastructural projects.
Chapter 4 (Alternatives Considered)	Jim Quinlan	EGIS SA	BA MSc RIBA	Over 30 years of experience on environmental impact assessment and management for major infrastructural projects
	Eamon Daly	JB Barry Transportation	BE MEngSc CEng MIEI	Over 25 years of experience on environmental impact assessment and management for major infrastructural projects.
	Martin Hogan	JB Barry Transportation	BSc (Hons) MSc CChem FRSC FCIWM MIEI MInstD	Over 30 years of experience on environmental impact assessment, oral hearing and management for major infrastructural projects.
Chapter 5 (Description of proposed Scheme)	Jim Quinlan	EGIS SA	BA MSc RIBA	Over 30 years of experience on environmental impact assessment and management for major infrastructural projects
	Eamon Daly	JB Barry Transportation	BE MEngSc CEng MIEI	Over 25 years of experience on environmental impact assessment and management for major infrastructural projects.
Chapter 6 (Construction Activities)	Greg Dore	JB Barry Transportation	BE MSc CEng MIEI PMP	Over 15 years of experience on management for major infrastructural projects and on-site experience.

Topic	Author(s)	Company	Qualifications	Expertise
	Eamon Daly	JB Barry Transportation	BE MEngSc CEng MIEI	Over 25 years of experience on environmental impact assessment and management for major infrastructural projects.
Chapter 7 (Human Health)	Dr Martin Hogan	Corporate Health Ireland	MB BCh BAO, MRCP, MICGP, FRCPI, FFOM (RCPI), AFOM (RCP Lond)	Over 20 years of professional experience in Human Health.
Chapter 8 (Population)	Dr Craig Bullock	Optimize	PhD DipEIA	Over 20 years of experience on EIAR, planning and socioeconomics.
Chapter 9 (Biodiversity)	Patricia Byrne	JBA Consulting	BSc (Hons), PhD, MCIEE	Over 20 years of professional experience as an ecologist.
	William Mulville	JBA Consulting	BSc (Hons), MSc, CIEEM	Over 15 years of professional experience as an ecologist.
Chapter 10 (Water)	Jason Shiels	JB Barry Transportation	BE (Hons) MSc MIEI	Over 5 years of professional experience in water (drainage, flooding and hydrology)
	Robert Fitzgerald	JB Barry Transportation	BE CEng MIEI	Over 10 years of professional experience in water (drainage, flooding and hydrology)
	Anne Marie Conibear	JB Barry Transportation	BE CEng MICE FIEI FConsEI MBA	Over 30 years of professional experience in water (drainage, flooding and hydrology)
Chapter 11 (Land and Soils: Soils, Geology and Hydrogeology)	Martin Cannon	JB Barry Transportation	BE (Hons) MSc DIC CEng MICE	Over 10 years of professional experience on geotechnical engineering, contaminated land assessment and geology.
	Deirdre O'Hara	JB Barry Transportation	BSc MSc HDip PM CEng MIEI PGeo EurGeol	Over 20 years of professional experience on geotechnical engineering, contaminated land assessment and geology.
	Kieran O'Dwyer	JB Barry Transportation	BE MIEI MIAH	Over 35 years of experience as a hydrogeologist.
Chapter 12 (Land Take)	John Bligh	John Bligh & Associates	BSc(AG) MSc	Over 20 years of experience on EIA of infrastructural development projects on land and property.
	Jim Quinlan	EGIS SA	BA MSc RIBA	Over 30 years of experience on environmental impact assessment and management for major infrastructural projects
Chapter 13 (Air Quality)	Mervyn Keegan	AONA Environmental Consulting	BSc (Hons) MSc	Over 20 years of experience in the field of air quality and climate.
Chapter 14 (Climate)	Mervyn Keegan	See immediately above.		
	Olivia Maguire	AONA Environmental Consulting	BSc MSc BSc MIEMA MOHSI	Over 15 years of experience in the field of air quality and climate.

Topic	Author(s)	Company	Qualifications	Expertise
Chapter 15 (Noise and Vibration)	Stephen Smyth	AWN Consulting	BEng PhD	Over 18 years of professional acoustic experience in noise and vibration.
Chapter 16 (Electromagnetic Compatibility and Interference)	Jimmy James	Absolute Risk Technology	BEng MSc CEng MIET MIEEE	Over 30 years of professional experience in the field of electromagnetic compatibility and stray current.
	Adrian Hines	Absolute Risk Technology	BSc CEng MIET	Over 40 years of professional experience in the field of electromagnetic compatibility and stray current.
Chapter 17 (Material Assets: Infrastructure and Utilities)	Greg Dore	JB Barry Transportation	BE MSc CEng MIEI PMP	Over 15 years of experience on management for major infrastructural projects and on-site experience.
	Eamon Daly	JB Barry Transportation	BE MEngSc CEng MIEI	Over 25 years of experience on environmental impact assessment and management for major infrastructural projects.
Chapter 18 (Material Assets: Traffic and Transport)	Diarmuid Bailey	SYSTRA Ireland	BEng MSc MTPS MIEI	Over 10 years of experience in Traffic and Transport.
Chapter 19 (Material Assets: Resource and Waste Management)	Martin Hogan	JB Barry Transportation	BSc (Hons) MSc CChem FRSC FCIWM MIEI MInstD	Over 30 years of experience developing waste and infrastructure projects.
Chapter 20 (Cultural Heritage)	Tony Cummins	John Cronin & Associates	BA MA	Over 25 years of professional experience as an archaeologist and cultural heritage consultant.
	John Cronin	John Cronin & Associates	BA MRUP MUBC Dip.Geol MIAI	Over 30 years of professional experience as an archaeologist and cultural heritage consultant
Chapter 21 (Landscape and Visual Amenity)	Bernadette O'Connell	JBA Consulting	BA MSc CMLI PGCert	Over 30 years of professional experience in landscape and visual amenity, landscape architecture and environmental management.
	Christos Papachristou	JBA Consulting	MSc MA	Over 15 years of professional experience in landscape and visual amenity, landscape architecture and environmental management.
Chapter 22 (Risk of Major Accident and Disasters)	Eamon Daly	JB Barry Transportation	BE MEngSc CEng MIEI	Over 25 years of experience on environmental impact assessment and management for major infrastructural projects.
	Martin Hogan	JB Barry Transportation	BSc (Hons) MSc CChem FRSC FCIWM MIEI MInstD	Over 30 years of experience on environmental impact assessment, oral hearing and management for major infrastructural projects.

Topic	Author(s)	Company	Qualifications	Expertise
Chapter 23 (Interactions)	Martin Hogan			See immediately above.
Chapter 24 (Cumulative Impacts)	Martin Hogan			See immediately above.
Chapter 25 (Summary of Mitigation Measures and Residual Impacts)	Martin Hogan			See immediately above.



## 1.9 Consultation

### 1.9.1 Public and Landowner Engagement in Context

In preparing an application to the Board for a Railway Order for the proposed Scheme, the Luas Team has consulted with the public and stakeholders in accordance with the following legislative, best practice and planning practice requirements:

- Aarhus Convention;
- Consolidated EIA Directive requirements; and
- Requirements of National Law.

#### 1.9.1.1 The Aarhus Convention

The Aarhus Convention is an international treaty which both the EU and Ireland signed up to in 1998. More specifically, the United Nations Economic Commission for Europe (UNECE) Convention on Access to Information, Public Participation in Decision-Making and Access to Justice in Environmental Matters was adopted on 25th June 1998 at the Fourth Ministerial Conference as part of the "Environment for Europe" process.

The EU ratified the Aarhus Convention in February 2005. Ireland ratified the Convention in June 2012 and the Convention entered into force on September 2012. Prior to ratification, Ireland had fully implemented the provisions of the Aarhus Convention and the related EU Directives, Directive 2003/4/EC on Public Access to Environmental Information and Directive 2003/35/EC on Public Participation.

The Aarhus Convention lays down a set of basic rules to promote citizens' involvement in environmental matters and improve enforcement of environmental law. The Aarhus Convention comprises three pillars:

- Access to environmental information;
- Participation in the environmental decision-making process; and
- Access to justice in environmental matters.

The United Nations Economic Commission for Europe (UNECE) document, 'The Aarhus Convention: An Implementation Guide' (Second Edition, 2014) represents best practice in respect of how to consult with members of the public on major projects. This document was central to the consultation process developed by the Luas Team at the outset of the proposed Scheme.

#### 1.9.1.2 Environmental Impact Assessment Directive

A number of amendments have been introduced to the text of the EIA Directive 2014/52/EU to reflect the Aarhus Convention public participation requirements. The substantive provisions ensure that the public concerned shall be given early and effective opportunities to participate in environmental decision-making procedures for consent to projects and, for that purpose, the public concerned is entitled to express comments and opinions when all options are open to the competent authority before the decision on the request for development consent is taken.

#### 1.9.1.3 Best Practice Communications

Article 6, paragraph 5 of the Aarhus Convention states that:

*'Each Party should, where appropriate, encourage prospective applicants to identify the public concerned, to enter into discussions, and to provide information regarding the objectives of their application before applying for a permit'.*

The Aarhus Implementation Guide notes that the advisory nature of paragraph 5 is confirmed by the use of the wording *'should, where appropriate, encourage'*. The Convention does not require the Member State or the Planning Authority to oblige prospective applicants to take these steps. However, in line with the spirit

of the Convention and the principles of best practice consultation, the Luas Team committed at the outset of the Scheme to provide information on the proposed Scheme, to provide early opportunities for the public concerned to participate in the decision-making process, and to ensure that all communication and consultation was accessible, meaningful and accountable.

### 1.9.2 Objectives of Public Consultation

From the outset, stakeholder consultation has been an integral part of the iterative development of the final reference design and EIAR for the proposed Scheme. This approach has been informed by National and European requirements and enhanced by TII's organisational commitment to best practice in this area.

The objectives of consultation outlined in this section relate to the non-statutory consultation, which was carried out in three phases. An initial consultation was undertaken in July 2020 in relation to the EPR, followed in December 2021 by public consultation on the PR and then by the EIA Scoping consultation in April 2022. This consultation process was supported by numerous stakeholder (private and public party) meetings which took place during all the design development process. The objective of all forms of consultation was to establish early engagement and seek feedback and participation throughout the design development process from all affected or otherwise interested parties, as detailed in Chapter 4 (Alternatives Considered). The resulting proposed Scheme is described in Chapter 5 of this EIAR (Description of proposed Scheme).

The overall consultation objectives and how they relate to the EIA objectives were:

- To Create an understanding of the project's aim, objectives and benefits;
- To provide an opportunity for the members of the public and other interested parties to become involved with the process and to share with the Luas Team any relevant supporting information that should be considered in the design process. This allows for early identification and focused consideration of significant impacts;
- To demonstrate changes that have been made to the route on the basis of feedback received;
- To encourage members of the public to contact the Luas Team directly, via the project website, project phone line and project personnel to ensure that the Luas Team was viewed as a trusted and accurate source of information;
- To develop relationships with communities and stakeholders and to facilitate consistent, timely, relevant and up to date information sharing for this and future phases of the proposed Scheme; and
- To ensure consultation and engagement is carried out in a transparent and meaningful way while complying with the regulatory requirements for consultation under the EIA Regulations and the Aarhus Convention. This allows opportunities to be identified to factor mitigation measures into the design of the proposal.

### 1.9.3 Consultation on the Emerging Preferred Route

This section summarised the non-statutory public consultation process on the development of the Emerging Preferred Route (EPR). A full report on the findings of the EPR Non-Statutory Public Consultation (NSPC) was prepared and can be found at Volume 5 - Appendix A1.1.

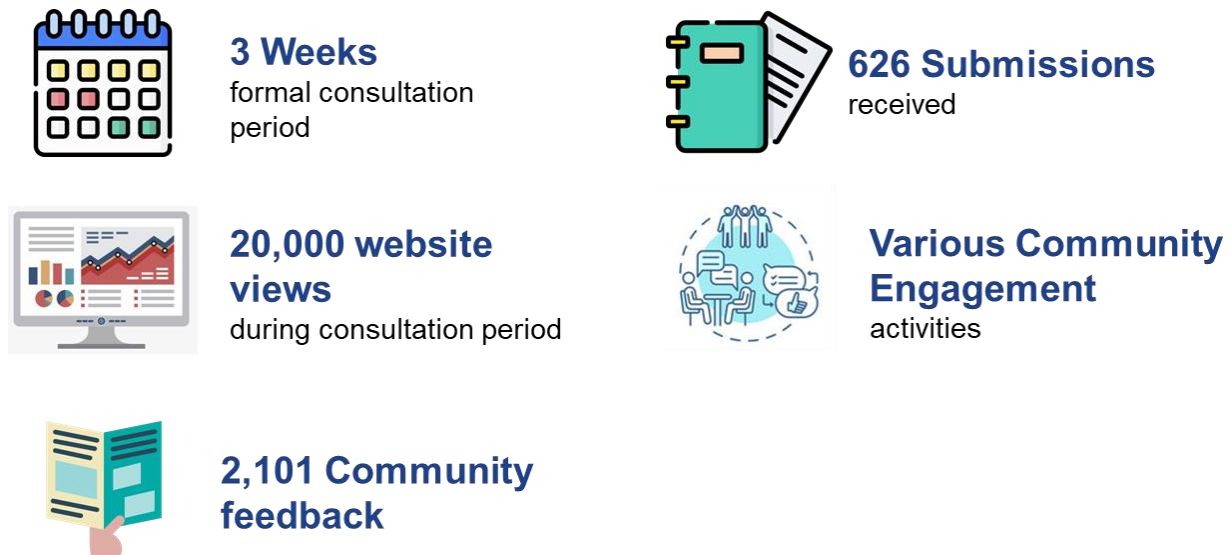
#### 1.9.3.1 Overview

The announcement of the EPR was made on the 28<sup>th</sup> July 2020 with the inclusion of the first NSPC on the development of the EPR over a period of three weeks, from 28<sup>th</sup> July 2020 to 17<sup>th</sup> September 2020 and was

supported by a programme of stakeholder<sup>2</sup> and community engagement activities. An infographic with summary key features is shown in Figure 1-3 below.

The purpose of this first NSPC was to present the EPR and the concept design for the proposed Scheme and to elicit views of the public and stakeholders.

TII had originally planned to deliver this consultation with mixed methods, including face-to-face consultation events. However, the social distancing restrictions put in place as a result of the COVID-19 pandemic meant that many in-person activities could no longer be delivered. Despite this, TII decided to pursue an online consultation to ensure the scheme continued to run to schedule and people were given an early opportunity to review and provide feedback on the proposals.



**Figure 1-3: Overview of the EPR Non-Statutory Public Consultation Outreach**

#### 1.9.3.2 Advertising the EPR consultation

The consultation period was publicised using a variety of different channels in order to promote wide awareness and participation despite the unprecedented social distancing restrictions in place.

TII focused on digital engagement, inclusive of delivering consultation materials online, providing an email address and promoting the consultation via social media.

Participants were encouraged to review materials and provide feedback online in order to remove any risk of infection due to leaving their homes. To ensure all members of society, including those who didn't have access to or chose not to use the internet, were able to participate, postal submission and telephone enquiry services were also included and promoted via a leaflet delivered to 10,000 residential and commercial properties within 1km walking distance from the EPR. A small number of socially distanced face-to-face meetings took place when requested by local residents.

In addition to the consultation zone, a number of individuals and organisations were identified on the basis of their specialist expertise or their potential to be impacted or interested in the proposals. These stakeholders included transport service users, politicians representing Finglas and the Park & Ride areas,

<sup>2</sup> For the purpose of grouping feedback received as part of the NSPC on the EPR, stakeholders were divided into stakeholders (groups / organisations identified as having a specific interest in the proposal and public representatives) and landowner/tenants.

environmental groups, business groups and heritage groups. A full list of stakeholders identified is included in Volume 5 - Appendix A1.1.

### Letters to residents and landowners

Prior to the launch event, letters to all potentially affected residential and commercial landowners were sent. The letters introduced recipients to the proposals, included a copy of the EPR booklet and asked them to contact TII to discuss the potential impact of the proposals.

These stakeholders included residents on St Margaret's Road, St Margaret's Court, Mellows Crescent and Patrickswell Court, and owners and tenants of the businesses at Broombridge Road industrial estate and along St Margaret's Road. An example of the letter template is included in Volume 5 - Appendix A1.1.

### Launch event

On 28<sup>th</sup> July 2020, at the Hamilton Depot at Broombridge, Eamon Ryan T.D., Minister for Climate Action, Communications Networks and Transport, launched the non-statutory public consultation (NSPC) for the proposed Scheme. The event was attended by media outlets: RTÉ, The Irish Times, The Irish Independent, Virgin Media News and Newstalk. A photo of the launch event is included in Volume 5 - Appendix A1.1.

### Senator, TD and Councillor briefing

Twenty-six representatives were invited to attend an online briefing on the day of the consultation launch, which was delivered by the Luas Finglas TII Project Manager, Marcello Corsi. The aim of the briefing was to introduce the proposals and ensure local representatives were able to discuss the proposals with the local community. A list of the Senators, TDs and Councillors invited to the briefing is included in Volume 5 - Appendix A1.1.

### Press release

At the launch of consultation, a press release was issued by TII. Articles about the consultation were published by various digital and print news outlets, including the main evening news on national television and radio programmes (RTÉ, Virgin Media and Newstalk). A summary of TII's release and the media coverage is presented in Volume 5 - Appendix A1.1.

### Stakeholder emails

Forty-four stakeholders were contacted via email on the day of the consultation launch. The emails outlined the proposals, provided information about the consultation and requested that stakeholders participate in the consultation via the various channels available. A list of the 44 organisations that received the email is presented in Volume 5 - Appendix A1.1.

### Leaflet

While electronic media was the primary method of promotion, the leaflet drop to 10,000 local residents and businesses, ensured the consultation was accessible to non-internet users and those who don't regularly follow local news. A map of the area where leaflets were distributed throughout the first week of the consultation period and a copy of the leaflet are included in Volume 5 - Appendix A1.1.

### Newspaper adverts

Advertisements were placed in national newspapers between 29<sup>th</sup> July 2020 and 2<sup>nd</sup> August 2020. The advertisements introduced the proposed Scheme and provided information on how the public could submit its feedback. A copy of the advertisement is included in Volume 5 - Appendix A1.1.

### Social media

Content was provided to the following organisations and accounts to promote on their social media channels:

- Luas - for posting towards the end of the consultation to encourage consultation responses. Luas posted promotion content on its Twitter and Facebook accounts, which have 49,000 and 57,000 followers respectively. Examples of the twitter and Facebook posts are included in Volume 5 - Appendix A1.1;
- MetroLink - for posting on Twitter and LinkedIn; and
- NTA Tfl updates - for posting on twitter.

Social media content was also tweeted and retweeted by Luas, Dublin Commuters, MetroLink, Transport for Ireland, Irish Building magazine, Q4 Public Relations (Q4PR) and FCC.

### 1.9.3.3 Consultation Material

Information about the EPR was provided via the following:

#### Website

The website was the primary source of information about the proposals. It included the following content:

- Proposals information including key benefits, key facts, EPR description and map, transport integration, policy and climate change information;
- Downloads, including the consultation response form, EPR booklet, Park & Ride stage 1 and stage 2 reports, Options Selection stage 1 and stage 2 reports and annexes, and detailed drawings of the EPR;
- Contact information including mailing address, phone number and email address;
- Media Review Notice, detailing news and social media reporting processes;
- Data Protection Notice; and
- Link to the virtual consultation room described in more detail below.

During the consultation period, the website had over 6,300 individual users and over 20,000 webpage views.



Figure 1-4: Screenshot from [www.luasfinglas.ie](http://www.luasfinglas.ie)

#### Virtual consultation room

The virtual consultation room was developed to provide consultees with the opportunity find out more about the proposals and have their say in an online forum that mirrored the set-up of a traditional public drop-in event. This approach was developed as traditional public events could not be because of social distancing restrictions in place due to the COVID-19 pandemic.

The virtual consultation room provided an opportunity for participants to engage with the materials from their computer or mobile device at any time during the consultation period. The room included a series of information display boards, which presented the main details of the proposals, including large scale plans, infographics of key facts, a delivery timeline and artist's impressions of the route (see Volume 5 - Appendix A1.1).



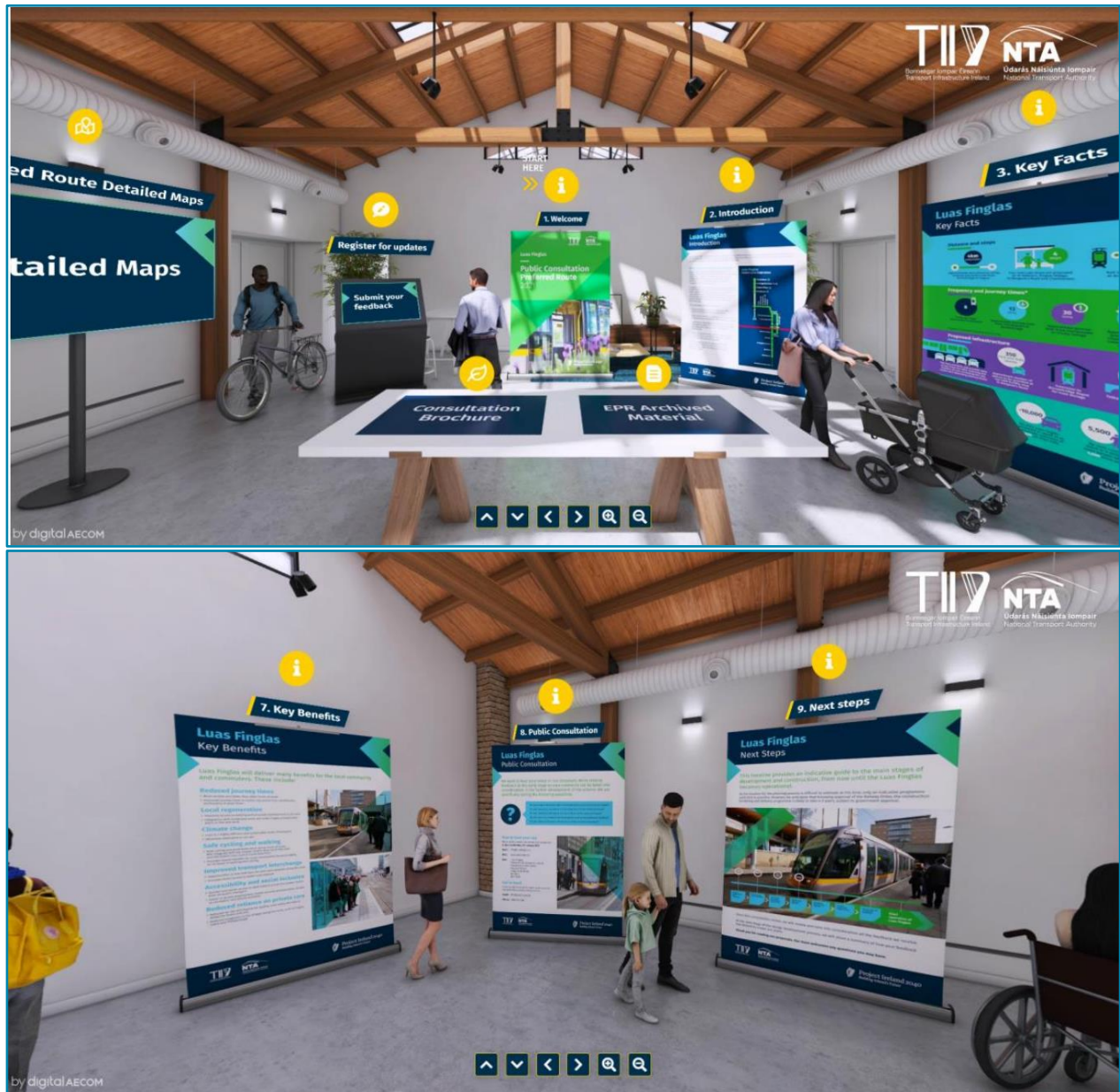


Figure 1-5: Virtual consultation room preview

### EPR Booklet

The booklet provided the central source of information on the proposals for all consultees, including:

- An overview of the objectives of the proposals and the associated benefits;
- A summary of the options selection process;
- Detailed information about the EPR;
- Information about transport network integration;
- A summary of the challenges and issues;
- A timeline for delivery;
- Information about the consultation questions; and
- Details of the feedback channels.

The booklet also signposted readers to the website and provided contact details for further information. Hard copies of the booklet were available for all interested parties and could be requested via email or phone call.



## Response form

This response form was used to collate people's views during the consultation process. The form presented the specific questions about the proposals and the EPR as well as providing space for people to make any additional comments. Included in Volume 5 - Appendix A1.1, the response form was made available as a downloadable version for printing, a printed version for sending to consultees and online on the website.

## Accessibility

Information on the proposals was made available in a number of formats to maximise accessibility.

All materials were written in plain language. The EPR booklet and website were available in both Irish and English language versions. The consultation materials were also available upon request in alternative formats, including easy read, large print and braille. During the consultation no alternative formats were requested. Furthermore, for visually impaired users, screen readers were accommodated by the virtual consultation room.

### 1.9.3.4 Project Information Service

In addition to the website, a dedicated project information service was established in March 2018 to enable all stakeholders and members of the public to contact the Luas Team directly during the public consultation. The service consisted of a dedicated Freephone number, email address and postal address.

- Freephone: 1800 666 888. The project phonenumber was manned between 09:00 and 17:00, Monday to Friday. A messaging service was available for out-of-hours service;
- Email: info@luasfinglas.ie. The project email address, info@Luasfinglas.ie, was established in July 2020 and was a continual method of communication with the Luas Team; and
- Post: Luas Finglas, Transport Infrastructure Ireland, Parkgate Business Centre, Parkgate Street, Dublin 8, D08 DK10.

### 1.9.3.5 Additional Stakeholder and Community Engagement activities

Due to social distancing restrictions during the consultation period, it was not possible to organise consultation events. However, in response to requests from groups of residents or their representatives, elected public representatives and representatives of community organisations, additional engagement took place, which is detailed in Table 1-7.

**Table 1-7: Engagement with residents, public representatives and community organisations**

Organisation	Topics discussed
Casement Road and Lower Casement Road residents	The discussion focused on the residents' objection to the Luas running past their homes. The Luas Team explained the change in alignment, which moves it slightly further away from the homes. Although residents would prefer not to see a LRT running in front of their windows, they accept that Luas Finglas will be environmentally friendly, a great connectivity opportunity, the grass track will have low noise and no vibrations, and the community will benefit from the cycle lane.
Dublin City Council (Area Manager)	Discussions regarding: <ul style="list-style-type: none"> <li>▪ DCC support and suggestions for additional community engagement;</li> <li>▪ Provision of information on Mellowes Crescent community engagement; and</li> <li>▪ Provision of copies of the EPR booklet.</li> </ul>
Dublin Cycling Campaign	Discussions regarding: <ul style="list-style-type: none"> <li>▪ The proposals needed to be safe and to be suitable for people of all ages and abilities;</li> <li>▪ Additional provisions should include more secure bike parking spaces and lockers at Broombridge, filling the missing sections in order to create a continuous route and ensuring safe transitions between the sections of cycle routes; and</li> <li>▪ The proposals should intersect with other cycling routes in the Finglas area.</li> </ul>

Organisation	Topics discussed
Lakeland Residents' Association (Carrigallen-Gortmore)	One topic only, that of opening up cul-de-sacs was discussed with residents. The residents object to opening up the various cul-de-sacs towards the linear park, not even with gated pedestrian only accesses or one only opening on a trial basis. Residents worked for 20 years to close and fence off all those roads to prevent high rates of crime and anti-social behaviour.
Liam Mellows Memorial Committee	Discussions regarding: <ul style="list-style-type: none"> <li>The impact of the proposed footbridge removal on the Liam Mellows Memorial Garden;</li> <li>Potential for anti-social behaviour around the Mellows Park Stop, whether the Stop can/will be designed in a way that will mitigate against this and what security measures can be implemented once operational;</li> <li>In response to anti-social behaviour, suggestion to move the EPR alignment closer to Finglas Road and remove the mature trees on the eastern perimeter; and</li> <li>Concern regarding how the new signalised junction (Finglas Road / St Margaret's Road) will function for traffic without causing congestion and other traffic risks.</li> </ul>
Luas User Group	A summary of the feedback received is provided below: <ul style="list-style-type: none"> <li>Need to 'design in' safe delineation of pedestrians and cyclists to avoid conflict for vulnerable walkers. Segregation would be preferred;</li> <li>The need for good, useable, accessible links from the Park &amp; Ride to the Luas Stop was emphasised;</li> <li>Project needs to conform to the Disability Act 2005 and the new EU Accessibility Requirements for Products and Services, which is relevant to this and all Luas projects; and</li> <li>Need to draw on lessons from previous projects including, a distinction between road and footpath, a defined kerb, avoidance of shared space, etc.</li> </ul>
Mellows Crescent residents	A summary of resident concerns is listed below: <ul style="list-style-type: none"> <li>An alternative route that does not go through Mellows Crescent needs to be identified;</li> <li>Request for extended non-statutory public consultation response deadline to ensure all residents can provide feedback;</li> <li>Negative impacts on the estate, which includes the elimination of the quiet cul-de-sac, noise and disruption during construction and operation, safety risk for both children and elderly residents, devaluation of homes, lack of accessibility for emergency services, reduction in parking, increase in congestion and visual impact; and</li> <li>Natural route for the EPR should be via the Garda Station through the car park and then on to Mellows Park.</li> </ul>
St Margaret's Court (in the eastern part of the estate)	A summary of resident concerns is listed below: <ul style="list-style-type: none"> <li>Residents would prefer that an alternative route to St Margaret's Road is found, such as North Road which should be reconsidered as an option;</li> <li>The loss of green space in front of the houses;</li> <li>The change in access and the need for the existing entrance to be walled or fenced off to discourage anti-social behaviour;</li> <li>Suggestion to include extended green area and planting at the closed entrance;</li> <li>Impact of people parking on the cul-de-sac to access nearby Stops;</li> <li>Accessibility for emergency services and refuse vehicles;</li> <li>Impact of the new entrance on safety due to high volume of traffic using industrial estate thereby conflicting with residents' vehicles and pedestrians; and</li> <li>Noise disruption from Luas and additional traffic on St Margaret's Road.</li> </ul>
St Margaret's Court, adjacent to St Margaret's Road	A summary of resident concerns is listed below: <ul style="list-style-type: none"> <li>Loss of existing secure off-street parking outside of front doors;</li> <li>Do not reduce garden sizes to accommodate parking solution;</li> <li>Houses will require rear access in order to accommodate relocation of household bins;</li> </ul>

Organisation	Topics discussed
	<ul style="list-style-type: none"> <li>Alternative parking at the side of No. 4 may prove problematic because vehicles could not be easily accessed in the same way they are now. In addition to the problems it raises with security, there are issues in relation to bringing goods in from the vehicles, access for young children and people with mobility issues, etc; and</li> <li>House numbers 1 to 4 are more adversely impacted by the proposals on a number of issues, and they would welcome ongoing consultation.</li> </ul>
TDs and Councillors	<p>Engagement regarding:</p> <ul style="list-style-type: none"> <li>General enquiries, including requests for EPR booklets for local residents;</li> <li>Issues regarding the consultation, including leaflet drop outreach and website issues; and</li> <li>Concerns regarding local resident issues, including Mellowes Crescent and St Margaret's Court.</li> </ul>
Tolka Valley parkrun	<p>Discussions regarding:</p> <ul style="list-style-type: none"> <li>Suggestion that the continued ability of the parkrun to function throughout the construction period be written into the construction contract;</li> <li>Suggestion that when construction is completed, the park provides suitable pedestrian, buggy and wheelchair access between the two halves of the park so that the park continues to operate as a single space;</li> <li>Suggestion that during construction, suitable access between both halves be maintained throughout so the weekly parkrun and community use of the park in general continues;</li> <li>Would welcome engagement with Luas Team to discuss the proposals and how the contract will be phased to accommodate community use of the park. They can also engage the contractor to ensure any work or disruption is communicated with the parkrun forum; and</li> <li>Clarification sought regarding the priority right-of-way for either the parkrun or the Luas Stop. Priority would need to be given to the run for it to continue to run successfully.</li> </ul>

#### 1.9.3.6 Feedback received

Following the non-statutory public consultation period, a total of 636 responses were received to the consultation via email (48), letter (21) and from response forms provided online (567), excluding feedback received as part of the additional stakeholder/community engagement activity. However once multiple responses were consolidated into one coded submission, the number of submissions totalled 626. Of the 626 submissions, nine were petitions, 33 were received from stakeholders and 584 were received from the local community and wider public.

These submissions covered a wide range of topics including general interest in the proposed Scheme, outright support for the proposed Scheme or support in principle, subject to specific concerns related to various locations along the length of the route.

#### Stakeholders' feedback

Submissions were received from 33 stakeholders. There was a significant amount of positive feedback from stakeholders, which focused on the benefits that the proposals would bring about. These included: connectivity, environmental impacts, local regeneration and the extended public transport reach.

Suggestions for the EPR included:

- Extending the route both north and west;
- Improving the cycling proposals and improving the location and access to the Finglas Village and Mellowes Park Stops;
- Providing Luas Stops at Jamestown Road, St Margaret's Road, Tolka Valley Park and the linear park at Tolka Valley. All additional stop suggestions were in relation to providing connectivity for employment areas and local communities.

Stakeholder concerns included:

- The impact on residents, particularly at Mellowes Crescent, St Margaret's Court, Lakeglen Estate and Barnamore Grove, Casement Road and Dunsink Road. Concerns raised focused on visual impact, safety risks, parking loss and anticipated anti-social behaviour;
- The location of a surface car park at the location of the Park & Ride facility because this would impact future development of the land. Relocation suggestions included; outside the M50, north of the Melville junction and the Baleskin lands
- The lack of pedestrian provision at Charlestown; and
- The impact on the environment, the loss of public space and safety risks.

#### Landowner and Tenant feedback

Nine submissions were received from landowners and occupiers whose properties were likely to be impacted by the proposed Scheme. Although most submissions supported the principle of the extension of the Luas to Finglas, the following concerns were raised:

- Impact on vehicular and pedestrian access to businesses;
- Alternative routes and stop locations were suggested;
- Impact of the proposed Scheme on potential development (new or extended);
- EPR causing existing businesses to become unviable;
- Safety and security concerns regarding proposed access arrangements; and
- Requests for alternative access to existing businesses.

#### Community feedback

A total of 576 people completed the online public consultation response form, with 90% supporting the principle of extending the Luas Green Line to Finglas. 59% of people rated the EPR as good or very good, and 25% of people rated it as poor or very poor. Popular themes from feedback received are summarised below:

- Alternative routes: A number of alternative routes were suggested including extending the Luas Green Line northwards to IKEA, Ballymun, Northwood, and Dublin Airport, and also southwards to Ratoath Road and Ballyboggan Road;
- Public transport: the proposed Scheme would bring a number of benefits to public transport;
- Benefits to the community: the proposed Scheme would have a positive impact on the community;
- Impact on green space: The EPR should not run through three parks as this would negatively impact on available public green space;
- Impact on residents: The EPR would have a negative impact on residents by cutting through cul-de-sacs, specifically at Mellowes Crescent, Casement Road, and Barnamore Grove; and
- Impact on commuters: the proposed Scheme would provide quicker journey times to many people and would provide an alternative to driving.

#### 1.9.3.7 How Public Participation has informed and influenced the development process of the proposed Scheme

As a result of the NSPC on the EPR, a number of changes were made to the proposed Scheme. The full EPR Consultation Report was published on the project website ([www.luasfinglas.ie](http://www.luasfinglas.ie)) in November 2020 and the main findings and alterations made are as follows:

- Mellowes Crescent: Residents were concerned about the impact on traffic and parking, destruction of the local community, risk to resident safety, and the visual impact on homes- the track alignment and the proposed Scheme Stop has changed. The new track alignment passes through the Garda Station carpark with some property taken in Ravens Court estate and the new stop is now located north of Mellowes Road, parallel to the Road;
- Casement Road and Dunsink Road: Residents wanted to see the route changed to Finglas Road. If the route was to be kept along Casement Road, they argued that it should be moved away from houses

and towards Farnham Crescent - the track alignment has been moved to the east of the park, now running adjacent to Farnham Drive. The two playing pitches are also shifted to the west to facilitate this.

- Lakeglen Estate: Residents from Carrigallen Drive, Carrigallen Park, Carrigallen Road, Gortberg Avenue, Gortmore Road, and Gortmore Drive raised objections to opening up the cul-de-sacs in their areas - the cul-de-sacs are proposed to be retained and not opened; and
- St Margaret's Court: Residents were concerned about the impact of changes to the estate layout, including vehicular access issues and loss of green space, in addition to the impact of the proposed Scheme and loss of parking from homes fronting St Margaret's Road – Alterations to the design has been made including acquiring land from the adjacent Industrial Estate entrance road to widen the road and provide replacement car parking for the four houses impacted by the proposed Scheme.

A full copy of the EPR Consultation Report can be found in Volume 5 - Appendix A1.1.

The full extent of options considered and the reasoning behind the changes from EPR are further detailed in Chapter 4 (Alternatives Considered) of this EIAR.

#### 1.9.4 Consultation on the Preferred Route

This section summarised the non-statutory public consultation process on the development of the Preferred Route (PR). A full report on the findings of the PR NSPC was prepared and can be found at Volume 5 - Appendix A1.2.

##### 1.9.4.1 Overview

Following a review of the EPR and the issues raised during the EPR Consultation, the PR was determined. As outlined in the preceding section, the positive changes made to the EPR for the PR, addressed the majority of stakeholder concerns giving way to a very positive second period of non-statutory consultation.

The PR consultation took place over an eight-week period from 7<sup>th</sup> December 2021 to 31<sup>st</sup> January 2022. Key features are summarised in the infographic shown in Figure 1-6. A total of 363 submissions were received by email and post, excluding feedback received as part of the additional stakeholder/community engagement activity.

The purpose of this consultation period was to present the PR and the key changes that were implemented following the consideration of feedback received during the consultation for the EPR, and to receive further feedback from the public on the design development. Consultation took place during the Covid-19 pandemic.



Figure 1-6: Overview of the PR Public Consultation Outreach



#### 1.9.4.2 Advertising the PR consultation

In line with the EPR consultation, the PR consultation period was publicised using a variety of different channels in order to promote awareness and participation despite the social distancing restrictions in place. These channels included:

- Letters to potentially affected residential and commercial landowners and tenants including those in Ravens Court, Cardiff Castle Road, Broombridge Road and St Margaret's Road. Letters were also sent to those landowners previously impacted by original EPR who were now no longer impacted by the updated proposals;
- An online briefing to local Public Representatives the day before the consultation launch;
- A press release issued on 7<sup>th</sup> December 2021;
- A total of 64 stakeholder emails;
- Leaflets to 10,000 local residents and businesses;
- Newspaper adverts, placed in national newspapers between 7<sup>th</sup> December 2021 and 12<sup>th</sup> December 2021; and
- Social Media: Content was shared on TII accounts highlighting the consultation launch and relevant opening and closing dates.

#### 1.9.4.3 Consultation Material

As with the EPR public consultation process, information about the PR was provided via:

- Website;
- Virtual consultation room (refer to Figure 1-5 above);
- A PR booklet; and
- Response Form.

#### 1.9.4.4 Additional Stakeholder and Community Engagement activities

Due to social distancing restrictions during the consultation period, it was not possible to organise consultation events. However, in response to requests from groups of residents or their representatives, elected public representatives and representatives of community organisations, additional engagement took place, which is detailed in Table 1-8.

**Table 1-8: Engagement with residents, public representatives and community organisations**

Organisation	Number of calls/meetings	Topics discussed
<b>Ravens Court and Cardiff Castle Road</b>	Online meeting (8 <sup>th</sup> December 2021) Face-to-Face meeting (8 <sup>th</sup> January 2022) Consultation period extended until 31 <sup>st</sup> January	The residents strongly objected to the proposed Scheme to run adjacent to the entrance to Ravens Court estate and stated that having a Luas so close to the entrance to the estate would disrupt the local community and negatively impact their lives on a daily basis including loss of green space, an increased risk of anti-social behaviour, visual impact, reduced parking, increased noise and safety risk for children, the elderly and those with a disability. Many welcome the prospect that a Luas in Finglas and the obvious benefits that it would bring but object to the PR.
<b>St Margaret's Court</b>	Online meeting (14 <sup>th</sup> December 2021) Face to Face meeting (8 <sup>th</sup> January 2022)	Residents in the back of the estate strongly objected to the revised layout for St Margaret's Court as proposed in the PR due to loss of communal green space, loss of parking, safety risk, an increased risk of anti-social behaviour, noise disruption and impact of new entrance on safety due to high volume of traffic using the industrial estate. Residents of houses adjacent to St Margaret's Road raised concerns about loss of parking to the front of their houses and the need to have safe a secure parking provided to the rear.

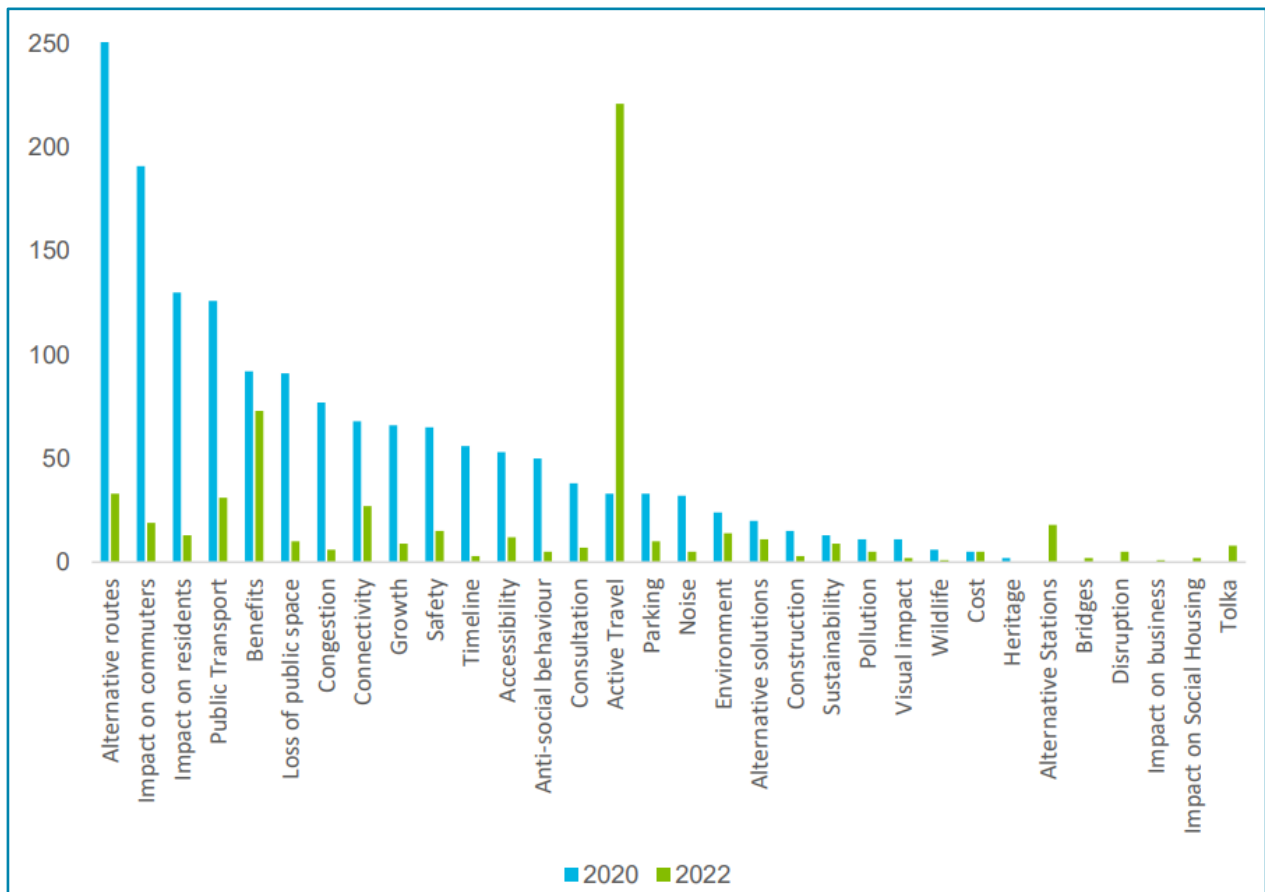


Organisation	Number of calls/ meetings	Topics discussed
TD and Local Councillors	-	<p>Requested further information / clarification on specific aspects of the proposal.</p> <p>Requested from the Luas Team meetings / phone calls with local residents</p> <p>Raised concerns about postponement of the in-person meetings.</p> <p>Requested alternative solutions / routes.</p> <p>Raised concerns about the removal of cycle lanes.</p>

#### 1.9.4.5 Feedback received

Following the close of the PR consultation, a total of 363 submissions were received by email and post. Of the submissions, one was a petition with 39 signatories, 47 were received from stakeholders, and 315 were received from the local community and wider public. These submissions were reviewed, analysed, and all consultation feedback was then provided to the Project Design and Environment teams for consideration.

Figure 1-7 presents the distribution of the 585 comments across the themes in the 2022 consultation, in comparison with the 2020 consultation, when 1,584 comments were received.



**Figure 1-7: Total number of community comments by theme 2020 / 2022 (Counts)**

Since the 2020 consultation, six new themes were identified. These were, Alternative stations, Bridges, Disruption, Impact on business, Impact on social housing, and River Tolka. The chart shows the number comments per theme, and that in 2020, most comments received were for 'Alternative Routes' (265), whereas in 2022, most comments received were for 'Active Travel' (241).

Following the EPR consultation, the PR saw a change in the alignment from the EPR, which was reflected in the reduction of comments about the potential to provide an alternative route. It should be noted that since the EPR consultation, small sections of the walking and cycling provision were removed. This was reflected in the 'Active Travel' theme which received the most comments.

#### 1.9.4.6 How Public Participation has informed and influenced the Scheme Development Process

Feedback provided during all consultations held for the proposed Scheme has added to the knowledge of the Luas Team and has informed the decision-making and design processes for the final proposed Scheme design now being submitted for the RO. Where specific alternatives, features, or constraints, locally known or otherwise, were identified in stakeholder submissions or in ongoing consultations, these have been checked by the relevant technical specialists to ensure they have been included in their assessments.

The full PR Consultation Report was published on the project website ([www.luasfinglas.ie](http://www.luasfinglas.ie)) in August 2022 and can be also found in Volume 5 - Appendix A1.2.

Table 1-9 outlines the issues raised, the consultation period the feedback was received in, the Luas Team's response to the issue and the associated EIAR chapter for further information.

**Table 1-9: Issues raised during preferred route consultation, response to feedback and EIAR reference**

Theme of feedback	Issues raised during PR consultation	Luas Finglas Reference Document
<b>Impacts on residents at Ravens Court and Cardiff Castle Road</b>	Concerns were raised about the negative impact on residents. Issues reported by residents included, accessibility, congestion, lack of consultation, noise and vibration, impact on currently limited parking spaces, proximity of the route to their homes, loss of green space and potential anti-social behaviour due to opening up cul-de-sacs.	A number of meetings have been held with TII and local residents regarding alternatives for the proposed alignment at Ravens Court and Cardiff Castle Road.  The key considerations in the proposed alignment at Ravens Court and Cardiff Castle Road are described in Chapter 4 (Alternatives Considered).  Information on the assessment of Population, Land Take, Noise & Vibration and Material Assets: Traffic & Transport can be found on Chapters 8, 12, 15, and 18 respectively.
<b>Active Travel</b>	There was significant negative feedback that the Preferred Route plans had reduced cycling and walking infrastructure. This was seen as a missed opportunity to provide the community with desired high quality Active Travel that is important for the environment and connectivity. It was suggested that proper segregation between cyclists and pedestrians near the proposed Scheme is a necessity, along with improvements to the general cycle network to ensure safe active travel routes in the area. Other suggestions included to improve cycle infrastructure included secure bike storage, safe cycle crossings and floating bus stops.	Description of the proposed Active Travel along the proposed Scheme is presented in Chapter 5 (Description of the proposed Scheme).
<b>Loss of public space</b>	There were significant concerns about the loss of public green space in the area as the PR cut through several such areas. Stakeholders highlighted the importance of green space for community cohesion, recreation, socialising, exercise and for health and wellbeing. They stated that this may exacerbate health inequalities.	All the design was intended to integrate design principles to preserve green space along the route. A landscape urban integration report was prepared and can be reviewed as part of Chapter 21 (Landscape and Visual Impact).  Description of the public green space along the proposed Scheme is presented in Chapter 5 (Description of the proposed Scheme).
<b>Parking</b>	Most stakeholder comments in relation to parking were negative, highlighting that there was already an existing issue with parking in residential estates. There were concerns that the removal of parking spaces without the addition of new parking is going to cause issues for local residents, whilst being an issue for those wanting to use the LRT but struggling to find parking spaces.	Alternative car parking has been provided where possible.  In addition, a new Park & Ride facility with 350 car parking spaces will be located at St Margaret's Road roundabout.  Description of the proposed parking reallocation along the proposed Scheme is presented in Chapter 5 (Description of the proposed Scheme).
<b>Safety</b>	A majority of comments related to the safety impacts on residents. Concerns included: the danger of the proposed Scheme cutting through green spaces where residents, and children especially, spend time; and the safe crossing of the proposed Scheme was a concern for children and	All the design was intended to integrate design principles to lessen the likelihood of criminal and anti-social behaviour such as providing a defined perimeter to the Stop, adequate way-finding features at entrance and exits, reinforced CCTV and Help facilities adjacent to the Stops.

Theme of feedback	Issues raised during PR consultation	Luas Finglas Reference Document
	cyclists. Suggestions were made to improve security at stations and where the proposed Scheme runs near residential properties to reduce crime and anti-social behaviour	A detailed description of the safety considerations for the proposed Scheme is outlined and presented in Chapter 5 (Description of the proposed Scheme).
<b>Noise</b>	Concerns were raised about the operational noise of the LRT for nearby residents that stakeholders would like to know what will be done to mitigate this noise.	Information on the assessment and mitigation measures of Noise & Vibration can be found in Chapter 15.
<b>Alternative routes</b>	Stakeholders suggested several alternative routes: The line should be moved to be more centrally located in Finglas village on the N2 dual carriageway. The line should be moved further west up Cardiffsbridge road. The line should be moved to go up the North Road. The line should take account of the significant residential developments to the south and east of Finglas, as well as the development of Jamestown Business Park. The route should continue north of the M50 to serve Seagrang and Lanesborough.	The key considerations in the proposed alignment are described in Chapter 4 (Alternatives Considered).
<b>Construction</b>	There was particular concern about disruption during the construction. Residents of Ravens Court and Cardiff Castle Road were concerned about noise disruption during construction and access issues as the estate only has one small entrance.	The key considerations in the proposed alignment at Ravens Court and Cardiff Castle Road during Construction are described in Chapter 6 (Construction Activities). Information on the assessment and mitigation measures of Population, Land Take, Noise & Vibration and Material Assets: Traffic & Transport can be found in Chapters 8, 12, 15, and 18 respectively.
<b>Disruption</b>	Some of the stakeholder responses highlighted the disruption to residents and businesses while the proposed Scheme is to be constructed. There was also some concern about disruption to the daily lives of residents when the line is operational.	The key considerations of the construction activities required for the proposed Scheme are described in Chapter 6 (Construction Activities).
<b>Consultation</b>	There was some positive feedback on the level of engagement during the consultation. However, the majority of feedback from Stakeholders was negative. Ravens Court residents felt the initial consultation was poor.	Details on the public consultation held is presented in section 1.9 of this chapter.
<b>Alternative Solutions</b>	One suggestion was made to use the opportunity (as there will already be disruption affecting the area) to improve the playing pitches and footpaths in Farnham Park.	The key considerations in the proposed alignment are described in Chapter 4 (Alternatives Considered).

Theme of feedback	Issues raised during PR consultation	Luas Finglas Reference Document
	<p>Suggestions were also made to consider how the Park &amp; Ride facility can maximise parking following the reduction in parking spaces since the EPR proposals.</p> <p>It was noted that the proposed Park &amp; Ride facility must not use St Margaret's Road as a vehicular entrance as it would pose a safety risk to cyclists and pedestrians.</p>	
<b>Environment</b>	<p>Stakeholders expressed concern about the negative impacts the proposals could have on local green space, wildlife, habitats and the general environment in which residents live. Concerns raised are in reference to; the green areas impacted as the line runs through a total of seven parks / green spaces, the loss of established trees, the impact on the canal and canal wildlife, the line intersecting several waterbodies in Greater Dublin. It is essential that all aspects are considered, and any impacts are mitigated.</p>	<p>An assessment of the potential impacts and mitigation measures in relation to biodiversity and landscape and visual amenity are presented in Chapter 9 (Biodiversity) and Chapter 21 (Landscape and Visual Amenity).</p>
<b>Impact on commuters</b>	<p>Generally, the PR was seen to make a positive impact on commuters, with some suggestions as follows: including the now omitted cycle and pedestrian infrastructure and suggestions to improve bus stops, junctions, and access to the Park &amp; Ride.</p>	<p>A detailed description of the P&amp;R facilities is outlined and presented in Chapter 5 (Description of the proposed Scheme).</p> <p>The key considerations in the proposed P&amp;R are described in Chapter 4 (Alternatives Considered).</p>
<b>Congestion</b>	<p>Concerns were raised about the increased vehicular traffic as a result of the proposed Scheme. Locations of concern included: outside Ravens Court as the PR brought increased traffic to the area and proposed entrance into the Garda Station from Cardiff Castle Road as the road is narrow and only permits slow single-file traffic.</p>	<p>An assessment of the potential impacts and mitigation measures in relation to traffic are presented in Chapter 18 (Material Assets: Traffic and Transport).</p>
<b>Growth</b>	<p>Comments highlighted the significant opportunity the proposed Scheme has to act as a catalyst for redevelopment and regeneration, supporting the objectives of both the Draft and Current Dublin City Development Plans, Regional Spatial and Economic Strategy, and the National Planning Framework. Some suggested there could be more opportunity for growth if the routes were characterised by non-residential property, such as Cardiffsbridge Road.</p>	<p>The key considerations in the proposed alignment are described in Chapter 4 (Alternatives Considered).</p> <p>An assessment of the potential impacts in relation to economy growth, redevelopment and regeneration is presented in Chapter 8 (Population).</p>
<b>Visual Impact</b>	<p>The majority of comments about the visual impact were negative. It is felt the line running close to residential properties will be an eyesore.</p>	<p>An assessment of the potential impacts and mitigation measures in relation to visual amenity is presented in Chapter 21 (Landscape and Visual Amenity).</p>

Theme of feedback	Issues raised during PR consultation	Luas Finglas Reference Document
<b>Connectivity</b>	Stakeholder responses recognised the positive role the Luas line has in connectivity and welcomes improved integration with other transport modes to enhance this. Some comments suggest the need to further improve connectivity between cycle routes.	Active Travel infrastructure is provided along most of the route facilitating local connectivity between communities via walking and cycling. Cycle parking facilities are also provided at each of the new Stops to support Cycle-LRT trips and further encourage sustainable travel choices.  A detailed description of the proposed Scheme is outlined and presented in Chapter 5 (Description of the proposed Scheme).
<b>Heritage</b>	Stakeholders identified that the current consultation and background documents show no evidence of evaluating sites of archaeological heritage significance or the engagement of TII Archaeologists.	An assessment of the potential impacts on sites of archaeological heritage significance is presented in Chapter 20 (Cultural Heritage).
<b>Sustainability</b>	The proposed Scheme was recognised as a much-needed sustainable transport provision, with huge benefits to the social, economic and environmental interests of the area. However, stakeholders wanted to see an integrated sustainable mobility network, so did not welcome the removal of walking and pedestrian provisions. The importance of protecting green space, habitats and wildlife was also raised, to ensure the project as a whole is sustainable.	A sustainability plan along with sustainable tracker have been developed as part of the proposed Scheme in order to address sustainability challenges, risks and opportunities of the proposed Scheme. This is presented as Appendix to Chapter 5 (Description of the proposed Scheme).
<b>Accessibility</b>	Concerns were raised about accessibility into and out of the estate for residents, delivery vehicles, refuse collectors, and emergency vehicles during construction and operation. One stakeholder in particular highlighted the importance of considering those with disabilities when planning and developing the proposed extension.	Details of the construction and operation activities of the proposed Scheme are presented in Chapters 5 (Description of the Scheme) and Chapter 6 (Construction Activities).
<b>Anti-social behaviour</b>	Suggestions were made that anti-social behaviour could be an unwanted side effect of the proposed Scheme. Some suggestions were made to increase CCTV presence. Generally, comments wanted to see the route move away from a residential estate.	All the design was intended to integrate design principles to lessen the likelihood of criminal and anti-social behaviour such as natural surveillance of the Stop area, reinforced by CCTV and Help facilities adjacent to the Stops.  A detailed description of the safety considerations for the proposed Scheme is outlined and presented in Chapter 5 (Description of the proposed Scheme).
<b>Impact on business</b>	Concerns were expressed about the impact on premises and business due to the route along Broombridge Road, suggesting appropriate access is to be provided.  Income replacement or compensation is necessary for clients where the proposed Scheme interferes with land or buildings.	An assessment of the potential impacts on premises and business due to the proposed Scheme is presented in Chapter 8 (Population).  The key considerations in the location of the proposed Stops are presented in Chapter 4 (Alternatives Considered).  Compensation is outside the scope of this EIAR and has been dealt with separately.



Theme of feedback	Issues raised during PR consultation	Luas Finglas Reference Document
	One stakeholder supported the relocation of the Luas Stop at St Margaret's Road as it improves connections to the wider area.	
<b>Tolka</b>	Suggestions were made to introduce mitigation measures to protect Tolka Valley, a necessity considering the proposed Scheme runs through Tolka Valley Park.	An assessment of the potential impacts and mitigation measures proposed for Tolka Valley Park are presented in Chapters 7 to 22. A summary of all mitigation measures proposed is presented in Chapter 25 (Summary of Mitigation Measures, Monitoring & Residual Impacts)
<b>Alternative stations</b>	The following suggestions were made for alternative stations: an additional station between Broombridge and Cabra and an integrated rail and light rail station at Broombridge.	The key considerations in the proposed alignment are described in Chapter 4 (Alternatives Considered).
<b>Wildlife</b>	One stakeholder commented that an integrated approach needs to be taken to protect the river and its wildlife. Stakeholders also noted the potential of green tracks to support and additional urban habitat for wildlife.	An assessment of the potential impacts on the Tolka river and its wildlife is presented in Chapter 9 (Biodiversity) and Chapter 10 (Water). The potential of green tracks in also considered in Chapter 9 (Biodiversity)
<b>Bridge</b>	It was recommended that bridge construction impacts are minimised to protect the amenity and biodiversity quality of Tolka Valley and River Tolka. It was also suggested that the RO application should illustrate the permitted Royal Canal Greenway shared route 75 metres either side of the Broombridge / New Luas bridge to understand the changes brought about to this key mobility corridor/junction. A cross section should be provided to illustrate heights between the Luas Bridge. Any proposed changes should be clearly indicated.	The key considerations of the Tolka Valley Park bridge are described in Chapter 4 (Alternatives Considered), Chapter 5 (Description of the proposed Scheme) and Chapter 6 (Construction Activities) and associated RO drawings. Information on the assessment of Biodiversity and Landscape and Visual can be found on Chapters 9 and 21 respectively. In addition, the interaction with the Royal Canal Greenway is detailed in Chapter 24 (Cumulative Impacts).
<b>Timeline</b>	Stakeholders called for speedy delivery of the proposed Scheme and advised policy makers to resist any calls for a significant revision of the plan. More detail on the timeline for completion of the project was requested.	The timeline for completion of the projects is detailed in Chapter 5 (Description of the proposed Scheme) and Chapter 6 (Construction Activities).
<b>Pollution at Tolka Valley Integrated Constructed Wetland (ICW)</b>	One comment was made on water quality, noting the proposals should not result in the pollution of the Tolka Valley ICW or the River Tolka. Any impacts on these water bodies must be carefully mitigated.	Ongoing consultation has occurred with DCC regarding the Tolka Valley ICW. An assessment of the potential impacts on the Tolka Valley Integrated Constructed Wetland is presented in Chapter 10 (Water).

### 1.9.5 Non-Statutory Consultation on Environmental Impact Assessment Scoping

As detailed in section 1.6.2 above, in order to inform the development of the EIAR, an EIA Scoping Report was prepared, and key statutory and non-statutory stakeholders were identified and asked to consult on this report.

The EIA Scoping Report set out the proposed scope of work and methods to be applied in the development of the EIAR and the proposed structure and content of the EIAR<sup>3</sup>. The EIA Scoping Report was issued on 12<sup>th</sup> April 2022 to stakeholders inviting them to provide their feedback.

In total, 19 submissions were received. A copy of the full EIA Scoping Report, including the summarised questions and comments received from stakeholders and response from the Luas Team can be found in Volume 5 - Appendix A1.3. The stakeholders were given six weeks to comment on the points below:

- The adequacy of the scope of the proposed assessment for the EIAR;
- If there was any additional information that should be considered in the development of the proposed Scheme; and
- If there were any additional environmental issues that should be taken into consideration in preparing the EIAR

Where possible, the information and advice received from the consultation process was subsequently incorporated into the design of the proposed Scheme and addressed in the relevant chapters of the EIAR.

### 1.9.6 Additional Consultation on Particular Areas of Interest

This section outlines the key stakeholder meetings that have taken place throughout the development of the proposed Scheme. Meetings and communications have taken place outside of the periods of non-statutory public consultation, as required.

Since January 2020, approximately 200 meetings have taken place and more than 50 organisations have been met by Luas Team members, including representatives from Fingal County Council (FCC), and Dublin City Council (DCC), Uisce Éireann, Iarnród Éireann, Waterways Ireland and An Garda Síochána. The meetings took place over a four-year period from 2020 to 2024. However, consultations and meetings are still ongoing in order to ensure that stakeholders are fully appraised and updated on the details of the proposed Scheme.

The Luas Team has met regularly with both FCC and DCC officials to discuss the ongoing development of the proposed Scheme. Table 1-10 outlines the meetings that have taken place with stakeholders over the course of the proposed Scheme from 2020 to 2024.

**Table 1-10: Key stakeholders and number of meetings held between 2020 and 2024**

Stakeholders	Annual and Total Number of Meetings					
	2020	2021	2022	2023	2024*	Total Meetings
Aldi	0	0	2	0		2
An Bord Pleanála	0	0	0	1	1	2
An Garda Síochána (AGS)	0	2	2	1	5	10

<sup>3</sup> The Scoping Report prepared in 2022 included a pedestrian bridge over the Royal Canal, intended to provide access to the southbound platform of the Iarnród Éireann railway line. However, this bridge has been removed during the subsequent stages of the design process.

Stakeholders	Annual and Total Number of Meetings					
	2020	2021	2022	2023	2024*	Total Meetings
Aurora	0	1	1	0	0	2
Brooks Timber Merchants	0	3	0	0		3
BT	0	1	0	0	0	1
Colorman	0	2	3	0	1	6
Commission for Railway Regulation (CRR)	0	1	0	1		2
Cycle Lane	0	0	2	0		2
Department of Housing, Local Government and Heritage	0	0	0	0	1	1
Development 8	0	4	0	0	0	4
Downshire Properties	0	0	0	0	1	1
Dublin City Council (DCC) departments	2	23	16	10	1	52
Dublin Commuter Coalition	0	0	0	1	0	1
Dublin Fire Brigade (DFB)	0	0	1	0	0	1
Dunn's Seafare	0	0	0	1	0	1
Eastern-Midlands Waste Management Region	0	0	0	0	1	1
EMC Dublin	0	0	1	0	0	1
Erin's Isle GAA Club	0	4	1	1	0	6
EIR	0	1	1	0	0	2
ESBN	0	4	1	0	0	5
Fashionflo	0	3	2	1	0	6
Fingal County Council (FCC) departments	2	0	2	1	0	5
Finglas Education and Training Group	0	0	0	0	1	1
Finglas Celtic FC	0	0	0	0	1	1
Finglas Business Association	0	0	0	0	1	1
Frank Frisby	0	1	2	0	0	3
GNI distribution	0	1	1	0	0	2
Golt Foods	0	0	0	0	1	1
Lighting	0	0	4	0	0	4
Iarnród Éireann	0	2	2	1	0	5
John Carney 174 North Road	0	0	0	0	1	1
Uisce Éireann	0	1	0	0	0	1
KSG	0	0	1	0	0	1

Stakeholders	Annual and Total Number of Meetings					
	2020	2021	2022	2023	2024*	Total Meetings
Lidl	0	5	3	1	1	9
M7 Century Business Park	0	3	0	0		3
Manhattan Peanuts	0	1	1	0	1	3
Megrick	0	0	0	0	1	1
Mellows Memorial Garden	0	0	0	0	1	1
Murdocks / Orpen Franks	0	0	0	0	1	1
National Transport Authority (NTA)	0	2	3	1	0	6
North Road Motor Company	0	2	0	0	0	2
Office of Public Works (OPW)	0	0	0	1	5	6
Pizza Hut	0	1	0	0	0	1
Polonez	0	0	0	1	0	1
PR and Community / stakeholders Workshop	0	2	1	1	0	4
Ravens Court Residents	0	2	0	1	0	3
Rivermount Boys football club	0	2	0	0	0	2
Speedy Hire	0	0	0	0	1	1
St Helena's Family Resource centre	0	3	1	1	0	5
St Malachy's school	0	2	0	0	0	2
St Margaret's Court Residents	0	1	0	0	2	3
TJ O Mahony	0	1	0	0	1	2
Virgin Media	0	1	1	0	0	2
Waterways Ireland	0	1	3	1	1	6
Westrock	0	1	0	0		1
						<b>203</b>

\*Note – During 2024, only consultation meetings held prior to the 31<sup>st</sup> July 2024 are listed in this table.

### 1.9.7 Pre-Application Consultation

A pre-application consultation meeting took place on the 26<sup>th</sup> May 2023 with the Board in advance of the RO submission. This meeting allowed the Luas Team to provide to the Board an overview of the proposed Scheme and an outline of key environmental issues being considered in the EIAR. In addition, procedural processes and matters were agreed with the Board having regard to the lodgement of the RO Application on the 15<sup>th</sup> March 2024.

## 1.9.8 Further Consultation

### 1.9.8.1 Statutory Consultation Process

Before the RO application is made to the Board, documents relating to the application will be placed on public display and will also be made available on a dedicated website.

TII will publish notices in one or more newspapers circulating in the area indicating, among other things, that an application will be made for a RO for the proposed Scheme. In addition, this notice will be made available online.

A public consultation will then take place and the public, any interested parties and stakeholders will have at least six weeks to review the proposals and make submissions on the proposed Scheme to the Board. Further information on making a submission in writing to the Board and the Oral Hearing procedures is available on the Board website.

At this stage also, a copy of the notice and relevant documentation will be served on the owners and occupiers of land referred to in the draft Railway Order.

### 1.9.8.2 Oral Hearing

The Board may, at its absolute discretion, hold an Oral Hearing into an application for a RO. Given the scale and extent of the proposed Scheme it is highly likely that an oral hearing will be held similar to past RO applications such as the “Luas Green Line” application.

As set out in the Board’s guide to Oral Hearings, the purpose of the Oral Hearing will be to allow further discussion and examination of relevant issues that may arise in a case before the Board. Further, as set out in the Board’s guide, the Inspector for the case will be in attendance at the Oral Hearing, and the Inspector’s role at the Oral Hearing is to:

- Decide how the hearing is to be conducted and act as the chairperson for the Oral Hearing;
- Decide the issues to be addressed at the Oral Hearing;
- Determine the order in which participants will be heard;
- Ensure fairness to all participants; and
- Complete the Oral Hearing in a reasonable timescale.

The Board will then consider the application and decide whether to make the RO, subject to such conditions, modifications, restrictions, and requirements as the Board thinks proper and specifies in the order, or refuse to make the RO. The RO may include provisions such as details of any land or substratum of land, the acquisition of which is in the opinion of the Board necessary for giving effect to the RO and details of any rights in, under or over land, water or any public road, the acquisition of which is in the opinion of the Board necessary for giving effect to the RO. The Board must, as soon as may be after making a decision on the RO application, publish in at least two newspapers circulating in the area, and on its website, a notice stating, among other things, that the Board has made or, as the case may be, refused to grant, the proposed RO.

### 1.9.8.3 Construction Phase

Subsequent to the planning stage and in the event of a grant of approval of the RO, the proposed Scheme will progress to the Construction Phase (subject to a Ministerial Order). It is anticipated that the construction period would progress for approximately four years, with the proposed Scheme becoming operational by 2035.

Consultation will continue throughout this period to ensure that the public, stakeholders and interested bodies are informed of progress on the construction of the proposed Scheme and to allow for members of the public to submit queries or other communications with the Luas Team.

## 1.10 References

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